



Open House Summary Report

MoPac (State Loop 1) Intersections, Austin District

From North of Slaughter Lane to South of La Crosse Avenue

CSJ: 3136-01-015

Travis County, Texas

November 2014

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

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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**.

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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	<p>Questions</p> <p>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?</p> <p>2-From the perspective of a car driver heading south on MoPac going to the intersection of 1826 and SH45 and hindered by</p> <p>a. Slaughter/MoPac intersection</p> <p>b. Drivers South on MoPac but taking 1626 to go to Manchaca/Buda/Kyle</p> <p>3- Are you considering elevated structures? it help with environment... examples</p> <p>a. 1626/SH45 joint can be elevated in both directions...or even better see below</p> <p>b. MoPac create an overpass over Slaughter to bypass it and that overpass continue (elevated) to RR 1626 Thank you</p>	<p>Concerned about effects from traffic coming from RR 1826, RR 1626 and SH 45SW.</p> <p>Support for overpass at Slaughter Lane.</p>	<p>Comment noted.</p> <p>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.</p> <p>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.</p>
3	Archer	Aaron	Oct. 28, 2013	Web Mail	<p>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.</p> <p>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.</p>	<p>Support for overpasses.</p> <p>Support for interim improvements such as dedicated left-turn lanes and extending right-turn lanes.</p> <p>Concerns about lighting, noise, and aesthetics.</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>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> <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>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>
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.	<p>Support for overpasses.</p> <p>Concerns about drainage.</p>	<p>Comment noted.</p> <p>A comprehensive drainage analysis is being performed. Designing for proper drainage will be an integral part of either option.</p>

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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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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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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>

Table 1. Public Comment and Response Summary

#	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>

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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.

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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.	<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>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>
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.	<p>Support for underpasses.</p> <p>Support for the addition of U-turn lanes and a bike path at La Crosse Avenue.</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>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>
43	Harris	Phillip	Oct. 24, 2013	Comment Form	Creating an overpass on MoPac may have less impact (negative) on traffic during construction.	<p>Support for overpasses.</p> <p>Concern about impacts to traffic during construction.</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>Traffic control during project construction would be in accordance with the <i>Texas Manual on Uniform Traffic Control Devices</i>.</p>
44	Hatcher	Bill	Oct. 24, 2013	Comment Form	<p>1) Please make MoPac quieter</p> <p>2) Please help cyclist. MoPac south is a good place to ride and popular. Don't ruin it.</p>	<p>Concern about traffic noise.</p> <p>Support for access for bicyclists.</p>	<p>Comment noted.</p> <p>1) A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study.</p> <p>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.</p>

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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.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
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.

Table 1. Public Comment and Response Summary

#	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>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
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.

Table 1. Public Comment and Response Summary

#	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>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
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.

Table 1. Public Comment and Response Summary

#	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>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
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.

Table 1. Public Comment and Response Summary

#	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>

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#	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	<p>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.</p>	<p>Support for underpasses.</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>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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#	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>

Table 1. Public Comment and Response Summary

#	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.</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>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>A comprehensive drainage analysis is being performed. Designing for proper drainage will be an integral part of either option.</p> <p>A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study.</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>

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**Attachment A
Legal Notices**

Austin American-Statesman

PO#: Ad ID#: 5740056
Acct#: 5124484459
Account Name: GROUP SOLUTIONS RJW

GROUP SOLUTIONS RJW
8401 SHOAL CREEK BLVD
AUSTIN, TX 78757

AFFIDAVIT OF PUBLICATION

THE STATE OF TEXAS
COUNTY OF TRAVIS

Before me, the undersigned authority, a Notary Public in and for the County of Travis, State of Texas, on this day personally appeared:

Carolyn Kline

Advertising Agent of the Austin American-Statesman, a daily newspaper published in said County and State that is generally circulated in Bastrop, Bell, Blanco, Brazos, Burleson, Burnet, Caldwell, Colorado, Comal, Coryell, Fayette, Gillespie, Gonzales, Guadalupe, Hays, Kerr, Lampasas, Lee, Llano, Milam, Nueces, San Saba, Travis, Washington, and Williamson Counties, who being duly sworn by me, states that the attached advertisement was published at the lowest published rate for Classified advertising in said newspaper on the following date(s), to wit:

First Published:	9/22/2013	Last Published:	9/22/2013
Times Published:	1	Classification:	Legal Notices (9980)
Lines:	55	Cost:	\$727.10

and that the attached is a true copy of said advertisement.

SWORN AND SUBSCRIBED TO BEFORE ME, this the 23 day of Sept., 2013



[Signature]
Notary Public in and for
TRAVIS COUNTY, TEXAS

Austin American-Statesman
305 South Congress Ave., P.O. Box 670, Austin, Texas 78767-0670 512-445-3832

Monday, September 23, 2013 10:36 AM

NOTICE OF PUBLIC MEET AND GREET EVENT
MOPAC INTERSECTIONS ENVIRONMENTAL STUDY
Loop 1 South at Slaughter Lane and La Crosse Avenue

The Central Texas Regional Mobility Authority (Mobility Authority), in conjunction with the Texas Department of Transportation (TxDOT) will hold an informal meet and greet event to introduce the MoPac Intersections-Environmental Study. This study will consider possible improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue. Proposed improvements could include an overpass, underpass, or other intersection concepts.

Project team representatives will be on hand to answer questions on Thursday, October 24, 2013, from 10:00 AM to 7:00 PM, at Parkside Village, 5701 Slaughter Lane, Austin TX 78749 (Suite B between BurgerFi and Matthew Horne Dentistry). Displays of the project location and preliminary options will be available for review. Study team members will be available to answer questions. There will be no formal presentation.

Persons interested in stopping by who require auxiliary aids or services, or who do not speak English, are requested to contact Melissa Hurst, Community Outreach Manager at the Mobility Authority at 512.996.9778 or mhurst@ctrma.org, by October 17, 2013 so that appropriate arrangements may be made. The Mobility Authority and TxDOT will make every reasonable effort to accommodate communication or accessibility needs.

All interested citizens are encouraged to stop by to learn more about the study. Written and verbal comments may be provided in person at the Meet and Greet. Written comments not submitted at the event may be mailed to: Central Texas Regional Mobility Authority, C/O MoPac Intersections Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705, at www.MopacSouth.com, or emailed to mhurst@ctrma.org.

All comments received by Monday, November 4, 2013, will be included in the official event record.

NOTICE OF PUBLIC MEET
AND GREET EVENT
OPEN HOUSE MOPAC INTERSECTIONS
ENVIRONMENTAL STUDY
Loop 1 South at Slaughter Lane
and La Crosse Avenue

The Central Texas Regional Mobility Authority (Mobility Authority), in conjunction with the Texas Department of Transportation (TxDOT) will hold an informal meet and greet open house to introduce the MoPac Intersections Environmental Study. This study will consider possible improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue. Proposed improvements could include an overpass, underpass, or other intersection concepts.

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Carolyn Kline

SWORN AND SUBSCRIBED TO BEFORE ME,
this the 17 day of Oct. 2013

Sara Staricha Smith

Notary Public in and for
TRAVIS COUNTY, TEXAS

STATE OF TEXAS
COUNTY OF TRAVIS

Before me, the undersigned authority, a Notary Public in and for the County of Travis, State of Texas, on this day personally appeared Carolyn Kline. Advertising Agent of the Austin American-Statesman, a daily newspaper published in said County and State that is generally circulated in Bastrop, Bell, Blanco, Brazos, Burleson, Burnet, Caldwell, Colorado, Comal, Coryell, Fayette, Gillespie, Gonzales, Guadalupe, Hays, Kerr, Lampasas, Lee, Llano, Nueces, San Saba, Travis, Washington and Williamson Counties, who being duly sworn by me, states that the attached advertisement was published at the lowest rate for Classified advertising in said newspaper on the following date(s), to wit: GROUP SOLUTIONS RJW, NOTICE OF PUBLIC MEET AND GREET, 10/13/2013, 10/13/2013, 2, Legal Notices, 1 X 56, and that the attached is a true copy of said advertisement.

LEGAL NOTICE OF PUBLIC MEET AND GREET
Ad ID: 291197
Ad Cost: 740.32



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Attachment B
Postcard, Electronic-Blast, and Electronic-Newsletter

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

The Central Texas Regional Mobility Authority and the Texas Department of Transportation want to hear from you.

We have launched an environmental study to improve mobility and safety on MoPac at the intersections of Slaughter Lane and La Crosse Avenue. We are holding a store front "Meet and Greet" to gather public input.

THURSDAY, OCTOBER 24, 2013 10:00 a.m.-7:00 p.m.

Parkside Village, 5701 Slaughter Lane, Austin TX 78749
(Suite B between BurgerFi and Matthew Horne Dentistry)
Austin, Texas 78749

Study team members will be on hand to answer questions and provide information. No formal presentation will be given. Attendees are invited to come and go at their convenience.

If you plan to attend the store front hours and have special communication or accommodation needs, please contact Melissa Hurst at (512) 996-9778.



Visit the MoPac Intersections Environmental Study page on www.MoPacSouth.com for more information.

PLEASE NOTE: Improvements to MoPac South from Cesar Chavez to Slaughter Lane are also being studied. A separate Open House will be held on November 7th at James Bowie High School from 5:00 p.m. to 8:00 p.m. to gather input on options for improving MoPac. These are separate environmental studies.



Do you drive on the MoPac Expressway near the intersections of Slaughter Lane and La Crosse Avenue? Would you like to see something done to alleviate the traffic congestion and safety issues? Do you have ideas about how mobility can be improved? Thoughts about what could be fixed or changed?

Please drop by and visit with study team members during our store front "Meet and Greet." You will be able to learn more about the environmental study, ask questions and submit official comments regarding what improvements may be needed at these intersections. We hope to see you there!

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www.MoPacSouth.com

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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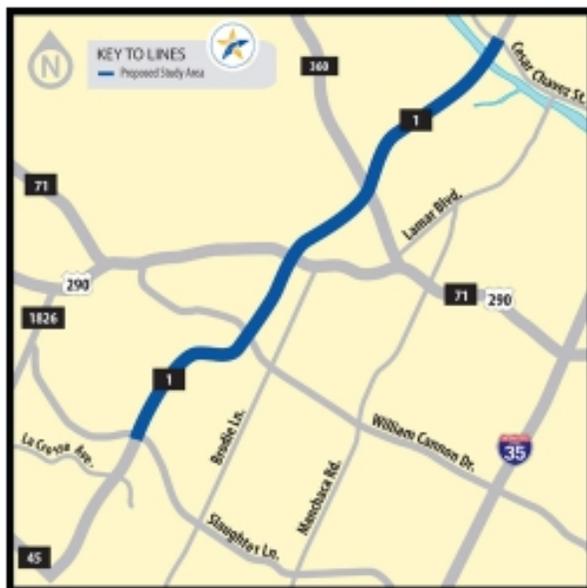
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Mopac Intersections Environmental Study | Community Outreach Office | 3300 North IH-35 | Austin | TX | 78705

[Close](#)



MoPac South ENVIRONMENTAL STUDY



Join Us for the MoPac South Environmental Study Open House

The Central Texas Regional Mobility Authority and the Texas Department of Transportation want to hear from you!

WHAT : Open House

WHEN : Thursday, November 7, 2013

5:00 p.m.– 8:00 p.m.

WHERE : James Bowie High School – Cafeteria
4103 Slaughter Lane, Austin, TX 78749



Quality of Life Through Better Mobility

WE NEED YOUR INPUT

We have launched a study to evaluate potential safety and mobility improvements along MoPac. The limits of the improvements would extend from Cesar Chavez Street to Slaughter Lane. We are holding an Open House to gather public input. Study team members will be on hand to answer questions and provide information. No formal presentation will be given. Attendees are invited to come and go at their convenience.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY UNDERWAY

At the same time the MoPac South Environmental Study is underway, a separate study is being conducted. 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

[Click here](#) for more information about the Open House.

NOT ABLE TO ATTEND? VISIT OUR VIRTUAL OPEN HOUSE!

Starting November 8th, a **Virtual Open House** will be available on the project website (www.MoPacSouth.com). At the Virtual Open House, you can review exhibits, fill out a community survey and submit official comments till November 18th, 2013.

WHAT PROBLEM ARE WE TRYING TO SOLVE WITH THE MOPAC SOUTH ENVIRONMENTAL STUDY?

MoPac south of Lady Bird Lake is a vital artery for Austin commuters and neighbors, as well as visitors to our region. Constructed between 1973 and 2013 as a four to six lane divided highway, it attracts up to 150,000 cars and trucks per day. The corridor provides access to neighborhoods, schools, businesses, parks and trails, and recreational centers, all of which would benefit from enhanced mobility and safety.

Ranked #27 in the 2013 Most Congested Roadways in Texas, the MoPac Expressway from US 183 to US 290 West experienced over 282,000 annual hours of delay per mile, costing drivers \$64 million annual cost of delay. (Source: [Most Congested Roadways in Texas](#), Texas Department of Transportation, 2013.)

delays and adversely affecting access and mobility. The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are working with local partners to study possible mobility and safety improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue. Proposed improvements could include an overpass, underpass or other intersection concepts.



Photo above is from the October 24 Meet and Greet

The study team will work together with the community to develop a solution that improves mobility, safety and connectivity while being sensitive to public and environmental concerns. Any proposed improvements will take into account the needs of drivers, transit riders, bicyclists and pedestrians, surrounding businesses, neighborhoods and the environment.

Visit the [MoPac Intersections Environmental Study](#) page on www.MoPacSouth.com to learn more and to see the exhibits shown at the October 24, 2013 MoPac Intersections Meet and Greet.

This congestion problem negatively impacts mobility, safety and quality of life for the traveling public and adjacent neighborhoods. If no improvements are made, the congestion, travel delays and unreliable travel times will only continue to get worse for residents of southwest Austin as additional population and employment growth occurs.

The goal of the MoPac South Environmental Study is to determine the best alternatives for improving mobility and safety along the corridor. To accomplish this, the study team will take into account the needs of drivers, transit users, bicyclists and pedestrians, including possible impacts on cultural resources, traffic noise, air quality, community cohesion and aesthetic qualities. The team will also examine possible impacts of those alternatives on the physical environment, including endangered species and wildlife, vegetation—especially trees, the Barton Creek Greenbelt, Barton Springs, the Edwards Aquifer recharge zone and water quality.

STAY IN TOUCH

We encourage you to contact us with questions or to request a meeting or presentation.

The **MoPac South Environmental Study** team members are available to speak to your neighborhood or organization. Contact Melissa Hurst, Mobility Authority Community Outreach Manager at 512-996-9778 or at mhurst@ctrma.org.

Visit our website at www.MoPacSouth.com for more information.

CONTACT US

3300 N. IH-35, Suite 300
Austin, TX 78705

T: (512) 996-9778

F: (512) 996-9784

[Click here](#) to send us an email



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Attachment C
Additional Notices and Outreach

FREE CONCERTS SEP 6 - NOV 9



Austin, TX

89

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- News
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- Community
- Consumer
- Traffic
- Marketplace
- Your Photos
- Pets
- Mr. Food
- SXSW
- Watch ABC Shows
- Have You Seen?
- Austin Film Festival
- I Wonder
- Bachelor Blog
- Katie Couric

OCT 4 EVENTS find something to do

MoPac Intersections

Search

EXPAND RESULTS

Sort By: Relevance | Date

1 Results

- Search: MoPac
- Search: Intersections
- Clear All



MoPac Intersections Environmental Study "Meet and Greet" Oct. 24

Thu Oct 24 All Day
Parkside Village

End of results, back to top...



South Padre Island Beach

67° Clear

- Home
- News
- Weather
- Entertainment
- Sports
- Video
- Community
- Consumer
- Traffic
- Marketplace
- Your Photos
- On KVUE
- Links
- Español
- Halloween
- Pets
- Mr. Food
- SXSW
- Watch ABC Shows
- Have You Seen?
- Austin Film Festival
- I Wonder
- Bachelor Blog
- Katie Couric

OCT 24 EVENTS find something to do

Event title or venue name

Search

Add An Event

MoPac Intersections Environmental Study "Meet and Greet" Oct. 24

All Day, Oct 24, 2013

The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are hosting a Store Front "Meet and Greet" for anyone who wants to provide input and learn more about the MoPac Intersections Environmental Study.

The event will be held Thursday, October 24, from 10 am to 7 pm at Parkside Village, 5701 Slaughter Lane in front of Suite B between BurgerFi and Mathew Home Dentistry. Residents are invited to come and go at their convenience.

Displays of the project location and preliminary options for mobility improvements at the intersections of Slaughter Lane and La Crosse Avenue will be available for review. Study team members will answer questions. There will be no formal presentation.

Those with questions or special needs are invited to contact Melissa Hurst, Community Outreach Manager at the Mobility Authority, 512-996-9778, or mhurst@ctma.org.

Improve this event listing

Venue

Parkside Village
5701 Parkside Village, Suite B
Austin, TX 78749
Community: Circle C - Manchaca - Bee Cave
View Map | Get Directions

Improve this venue listing



JOIN THE NATION.
We put members first, because we don't have shareholders.

GO



KEEP UP WITH US ON FACEBOOK

- WATCH OUR VIDEO
- TRAVEL SMARTER
- TRACK YOUR IMPACT

Recent Activity

Study Meet and Greet Open House

Thursday, October 24, 2013 from 10:00 AM to 7:00 PM (CDT)
Austin, TX

[Email](#) [in Share](#) [Tweet](#) [Like](#) [f](#) Be the first of your friends to like this.



Parkside Village

5701 West Slaughter Lane
Austin, TX 78749

Thursday, October 24, 2013
from 10:00 AM to 7:00 PM (CDT)

[Add to my calendar](#)

Event Organized by CTRMA/TxDOT

[Contact the event organizer](#)

[View other events by this organizer](#)



Bummer! Sales have ended.

Unfortunately, tickets for this event are no longer on sale.

[View upcoming events](#)

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Event Details

The Central Texas Regional Mobility Authority and the Texas Department of Transportation have launched an environmental study to consider mobility and safety improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue.

They are holding an informal meet and greet open house to gather public input. Displays of the project location and preliminary options will be available for review. Study team members will be available to answer questions. There will be no formal presentation.

Written and verbal comments may be provided in person at the open house. Written comments not submitted at the event may be mailed to: Central Texas Regional Mobility Authority, C/O MoPac Intersections Environmental Study, 3300 North IH-35, Suite 300, Austin, TX, 78705, at www.MoPacSouth.com, or emailed to mhurst@ctrma.org. All comments received by Monday, November 4, 2013, will be included in the official event record.

MoPac intersections storefront meet and greet

Do you like this?

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Location

Parkside Village
Map
5701 Slaughter Lane,
Austin, Texas 78739

Event Info

Phone
512-996-9778

Date & Time
Sep 12, 2013 10:00 AM to Oct 24, 2013 7:00 PM

The Central Texas Regional Mobility Authority and the Texas Department of Transportation are hosting a storefront meet and greet for anyone who wants to provide input and learn more about the MoPac Intersections Environmental Study.

The event is held Thursday, Oct. 24, from 10 a.m.–7 p.m. at Parkside Village, 5701 Slaughter Lane in front of Suite B between BurgerFi and Matthew Home Dentistry. Residents are invited to come and go at their convenience. There is no cost for the event.

Displays of the project location and preliminary options for mobility improvements at the intersections of Slaughter Lane and La Crosse Avenue are available for review. Study team members can answer questions. There is no formal presentation being offered.

Those with questions or special needs are invited to contact Melissa Hurst, community outreach manager at the Mobility Authority, at 512-996-9778 or mhurst@ctrma.org.

Mobility Authority seeks feedback on MoPac intersection improvement options

by Kelli Weldon October 24, 2013

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Tweet Share in Share Email ShareThis Print

An environmental study is underway for possible improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue. Residents had the opportunity at a meet-and-greet Oct. 24 to learn more about the planned improvements and provide feedback, according to Melissa Hurst, community outreach manager.

"For the intersections project we don't know the exact cost [of the project] yet because we're just starting off the study. We're gathering all that data right now. There is no tolling component for either of those intersection improvements, so they'll be constructed and funded by the Texas Department of Transportation," Hurst said.

For each of the two intersections with MoPac included in the study, there are three proposed options to improve traffic congestion and safety: one involving building a MoPac overpass over the main road, one involving adding an underpass, and one no-build option.

"We're taking input from the community to see if there's another idea they'd like us to look into in that area," Hurst said.

Longtime Circle C resident Ken Rigsbee stopped by the open house to share his feedback. Most of the traffic causing congestion at the intersections comes from Hays County residents trying to get to downtown Austin, he said, noting it is especially a problem for people who live in Shady Hollow.

"Anything would help, but the best solution is building SH 45 SW to convert that traffic to a limited-access provided highway rather than neighborhood streets," he said.

Matthew Bracht, another Southwest Austin resident, said he would like to see the options to build MoPac overpasses at both intersections move forward.

"I commute and ride a bike, so those intersections impact my mobility," he said. "I think it's a great idea."

Residents can come and go at their convenience to the open house, which is scheduled from 10 a.m.–7 p.m. at Parkside Village, 5701 Slaughter Lane in front of Suite B between BurgerFi and Matthew Home Dentistry. This summer, the Mobility Authority also started the environmental study for the larger MoPac South project from Lady Bird Lake to Slaughter Lane.

Tags

impactnews.com Kelli Weldon MoPac MoPac South Project Southwest Austin



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I'm all for charitable donations. But I don't consider taxation at the threat of force for charity...

John Kirkland | Affordable housing bond back on Austin ballot

The portion of wall mentioned above, from Bullard to the Far West foot bridge, will be erected next...

From: MoPac Intersections Environmental Study Team <grpsltns@groupsolutionsrjw.com>
Subject: MoPac Intersections Environmental Study Open House Meet and Greet Invitation
Reply: grpsltns@groupsolutionsrjw.com

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

The Central Texas Regional Mobility Authority and the Texas Department of Transportation want to hear from you.

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THURSDAY, OCTOBER 24, 2013 10:00 a.m.-7:00 p.m.
Parkside Village, 5701 Slaughter Lane, Austin TX 78749
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Austin, Texas 78749

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Visit the MoPac Intersections Environmental Study page at www.MoPacSouth.com for more information.

PLEASE NOTE: Improvements to MoPac South from Cesar Chavez to Slaughter Lane are also being studied. A separate Open House will be held on November 7th at James Bowie High School from 5:00 p.m. to 8:00 p.m. to gather input on options for improving MoPac. These are separate environmental studies.

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Mopac Intersections Environmental Study | Community Outreach Office | 3300 North IH-35 | Austin | TX | 78705

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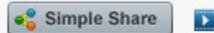
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512	12.9% (66)	0	0.2% (1)	36.8% (164)	1.2% (2)	0.6% (1)	

Click-through Stats

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Austin, Texas 78749

Study team members will be on hand to answer questions and provide information. No formal presentation will be given. Attendees are invited to come and go at their convenience.

If you plan to attend and have special communication or accommodation needs, please contact Melissa Hurst at (512) 996-9778.

Visit the MoPac Intersections Environmental Study page at www.MoPacSouth.com for more information.

PLEASE NOTE: Improvements to MoPac South from Cesar Chavez to Slaughter Lane are also being studied. A separate Open House will be held on November 7th at James Bowie High School from 5:00 p.m. to 8:00 p.m. to gather input on options for improving MoPac. These are separate environmental studies.

Recent Blog Posts

[Last chance to speak up before the trails close to nighttime bicycle traffic](#) October 23, 2013

[Keeping bike trails open overnight requires compromise](#) October 22, 2013

[2,200 cyclists participate in Team LIVESTRONG Challenge](#) October 21, 2013

[Oak Hill Parkway Open House](#) October 18, 2013

[Cycle track opens today on "The Drag"](#) October 17, 2013

[Austin Parks and Recreation Department reopens the trails \[after storms\]](#) October 17, 2013

[Action Alert: City Council will consider closing trails to nighttime bicycle traffic on Oct. 17th](#) October 16, 2013

[Austin's bicycle officers receive donation of light](#) October 16, 2013

[Blog Archives](#)



Transportation Advocacy Opportunities – Become Engaged!

Oak Hill Parkway Open House

Tuesday, October 22, 6pm – 8pm

Covington Middle School

3700 Convict Hill Rd

Austin, TX 78749

<http://www.oakhillparkway.com/>

MoPac Intersections Environmental Study Store Front Hours “Meet and Greet”

Thursday, October 24; 10am – 7pm

Parkside Village

5701 Slaughter Lane

Austin TX 78749

<http://www.mopacsouth.com/>

Texas-Oklahoma Passenger Rail Study Public Meeting

Tuesday, October 29 & Wednesday October 30; 5:30pm – 7:30pm

Taylor Public Library

801 Vance Street

Taylor, TX 76574

<http://www.txdot.gov/inside-txdot/projects/studies/statewide/texas-oklahoma-rail.html>

Project Connect Central Corridor Public Workshops (Select Priority Corridor)

<http://www.connectcentraltexas.com/connect/central-corridor>

Tuesday, November 5; 5:00pm – 8:00pm

Location: TBD

Wednesday, November 6; 12:00pm – 1:30pm (ONLINE)

Wednesday, November 6; 5:00 – 8:00pm

Location: TBD

Thursday, November 7; 11:30am – 1:00pm

Location: TBD

Thursday, November 7; 5:00pm – 8:00pm

Location: TBD

CCHOA ANNOUNCEMENTS

Submitted by Karen Hibpsman, HOA Manager

HOLIDAY LIGHTING RECOMMENDATIONS

As the neighborhood prepares for the fun and festivities of upcoming holidays of Halloween, Thanksgiving, Hanukkah, and Christmas, many residents love to decorate the exterior of their homes with lights, blow-ups, and other seasonal décor. In the spirit of our Covenants, Conditions, and Restrictions, we remind owners that lights and décor should be limited to not more than FOUR weeks before each holiday and all lights and décor should be removed no later than 15 days following the holiday.

Section 5. Exterior Lighting. Any Owner or builder desiring exterior lighting on a residence shall submit a lighting plan showing all locations, spacing, standard types and light type and sizes for approval by the Architectural Control Committee, provided that Christmas lights shall be permitted without prior approval during the month of December each year, and provided further that such lights must be removed by January 15 of each year. No exterior light shall be installed or maintained within the Property that is found to be objectionable by the Architectural Control Committee. Upon notice by the Committee that any exterior light is objectionable, the Owner of the Property on which same is located will immediately remove said light or shield the same in such a way that it is no longer objectionable.

We would greatly appreciate the cooperation of all Circle C homeowners in following the spirit of the CCR's.

TREE AND SHRUB TRIMMING

As we are driving the neighborhood, we are noticing more and more residents who need to trim their shrubbery and trees out of the City of Austin public right of way. This right of way is the first 10' back from the face of the curb line. All shrubbery should be cut back out of this 10' right of way if it interferes with the City of Austin public sidewalk. Trees that overhang in the 10' easement should be pruned to a height of 14'. This trimming allows for clear passage of pedestrians, bikers, automobiles, and trash and recycle trucks. Both of these are City of Austin Code, and required of all property owners. Compliance also greatly improves the look of our neighborhood. Please do your part as a responsible Circle C and City of Austin resident.

ARE YOU A NEW HOMEOWNER?

If you have recently moved into a new home, please be aware of the following:

- New trees will need extra water. You are allowed to water by hand. Don't let them dry out, or they will die! If trees on your property die, you are responsible for replacing them.
- Remove tree stakes after one year.
- Please place your trash can and recycling bin out of sight on every day except your trash day. Do not store them in the driveway. Carts must be stored in your garage, behind your fence, or on the side of your home if fully screened by shrubbery.
- Anything other than a standard vehicle, such as an RV, trailer, boat, golf cart, etc., is not allowed to be parked in your driveway at any time.
- If you are planning an improvement, please visit the Architectural Control page of the website to get instructions on how to submit plans.
- Please plant your backyard within 90 days, per the CCHOA deed restrictions.

CIRCLE C SWIM CENTER'S NEW TEXT/EMAIL NOTIFICATION SYSTEM

We are now offering residents and program participants the ability to sign up for text or email alert notifications.

You will have the option to subscribe to various groups:

General Information: Receive notifications regarding general Circle C Aquatics Information including pool closures, special events, etc.

Select Swim Team: Receive notifications regarding Select Swim Team, including practice cancellations, reschedules, meet registration info, etc.

Swim Lessons: Receive notifications regarding private and group swim lessons, including delays, cancellations, reschedules, etc.

RainedOut has a strict Anti-Spam policy. There is also the ability to "opt-out" and unsubscribe to any and all groups.

Click on the "RainedOut" icon below to begin the registration process. (https://www.rainedout.net/team_page.php?a=27ace255448ed6e1e70c)



COMMUNITY INVITED TO PROVIDE INPUT ON MOPAC INTERSECTIONS ENVIRONMENTAL STUDY OCT. 24

The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are hosting a Store Front "Meet and Greet" for anyone who wants to provide input and learn more about the MoPac Intersections Environmental Study.

The event will be held Thursday, October 24, from 10 am to 7 pm at Parkside Village, 5701 Slaughter Lane in front of Suite B between BurgerFi and Matthew Home Dentistry. Residents are invited to come and go at their convenience.

Displays of the project location and preliminary options for mobility improvements at the intersections of Slaughter Lane and La Crosse Avenue will be available for review. Study team members will answer questions. There will be no formal presentation.

Those with questions or special needs are invited to contact Melissa Hurst, Community Outreach Manager at the Mobility Authority, 512-996-9778, or mhurst@ctrma.org.

DEED RESTRICTIONS

As reported in each month's newsletter, the HOA staff drives at least two sections of the neighborhood per month to note violations of the Declaration of Covenants, Conditions and Restrictions. These commonly include: front yard landscape maintenance (mowing, edging, free of weeds), home maintenance (paint, screens, siding) and recreational vehicles (boats, RV's, trailers) parked in the driveway. The HOA is required by state law to notify owners in writing via certified mail and allow for the homeowner to request a hearing before the board of directors. If you receive a letter, please contact us at the HOA office and let us know your individual situation. We would like to work with you to bring your home into compliance. If you would like to report a violation, you can do so via our website at www.circlecranch.info.

Shady Hollow Highlights

October 2013

The Official Publication of Shady Hollow Homeowners Association

Board Meeting 7 p.m. Thursday October 17 Community Center Members encouraged to attend.	
In this issue:	
Four SHHOA Events To Spice Up October	1
Yard of the Month October Winner	2
MoPac Environmental Study Meeting	2
Fright Night On Shoot Out Court	3
Board Draft Minutes— September	4/7 & 8
MUD News	5
SHHOA Monthly Financial Snapshot	6
Thank You Event Sponsors	8
Shady Hollow Halloween Party!	8

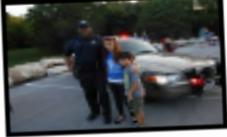
Four SHHOA Events To Spice Up October

By Alan Bern, Vicki Goodwin, & Cindy Nettles

Neighborhood Night Out

Wow, Shady Hollow Neighborhood Night Out was a great success. Nearly 500 adults and children attended from the Shady Hollow area. Thanks to Shady Hollow resident John Marchak of shadyhollow.com for organizing the event with live music, eight food trucks, dessert trucks, games/trou and several local sponsor businesses. Special thanks to the Constable Sally Hernandez of Precinct 2 who came with four members of her staff as well as Pastor Sava, another Shady Hollow resident, of the Travis County Sheriff's office.

Everyone also enjoyed the fire truck and frames from the Manduca Volunteer Fire Department, especially the kids who got to climb on the fire truck. As promised next year we will have tables near the food trucks so neighbors can meet and share their love of community, families and a good time. If you didn't get your Shady Hollow Homeowners Association Member security auto decal, stop by the office to get yours. Click on the following link for photos of the event: <http://bit.ly/1aD0a3p> or <http://bit.ly/1aD0a3p>



1st Annual BBQ Cook-Off

On October 3rd, Shady Hollow hosted its 1st Annual BBQ Cook-Off. What a wonderful assortment of meats, sides and desserts we had. Thank you to everyone who participated, both cooks and judges and everyone who came to enjoy good food and fellowship. Also, a big thank you to Karen Heise who brought brisket as well as all sorts of rubs, sauces and saucers from Stubb's BBQ. No one was home hungry. The weather was perfect for this outdoor event and the food was delicious. Check next month's newsletter for a list of all the winners.

winners. And if you're interested in helping organize the 2nd Annual BBQ Cook-Off, let the office know!



SHHOA 35th Anniversary Party

A beautiful fall afternoon provided the setting for a trio down Shady Hollow's memory lane. Among those enjoying the SHHOA 35th Anniversary Party were former Shady Hollow residents Bob & Garie Kemlinger (Bob is a Past President of the HOA) and Marie & Bob Coates (Marie served several terms on the SHHOA Board). Shady Hollow residents Dave O'Rourke and Scott Sears provided musical background for the slide show of old neighborhood photos, while coo-ggers, including Sam & Judy Harzer (Sam is also a Past President), enjoyed cake and good company.

Thank you to Kathy & Darin, and to volunteers Sara Jo Snodgrass; Shelli, Matt, & Will Post; Bruce Kennedy; Debbie Powell; scouts Daniel Powell & Steven Kennedy of Troop 134 and Steven Powell & Michael Kennedy Pack 81; and Cindy & Charlie Nettles. Thanks also to Suzi's Chicken, the Coffee & Knees Florist, and the Print

Yard of the Month

Isn't it nice to drive through the neighborhood and see the blooming Crepe Myrtles, Magnolias, Oleander, Mountain Laurel, not to mention all the colorful flowers and wildflowers? I often check out the landscaping as I walk or drive through the neighborhood, looking for ideas for my own yard.

If you think your yard or a neighbor's yard deserves recognition, you may call the office, 380-6423, and nominate the yard during the first two weeks of the month. During the next two weeks, a group of judges will view the yards that were nominated and will award one yard the "Yard of the Month." The winning yard will be posted in the following newsletter.

Bonus points will be given to yards using native or drought tolerant plants. Our goal is to encourage beautiful AND drought tolerant yards. For questions or suggestions, or to volunteer to help with the program, contact Vicki Goodwin at 436-9090.

Email Newsletters

Almost 900 members receive their newsletter by email.

Why?

- You will receive your newsletter earlier.
- You can access the links in the newsletter.

Yard of the Month WINNER

By Vicki Goodwin

And the winner is... The Gees at 2114 Festus are the winners of the Yard-of-the-Month for October. I really like the Jack-o-Lanterns they've added to the front for a seasonal decoration! Here's what they say about their yard:



We asked Austin landscape designer Elizabeth McGreevy to help us create a yard that was chic, urban, and totally Austin. Obviously we also wanted to take a bite out of our summer water bill. Elizabeth came up with a stunning design using xeric plants (including agave, Texas white sage, silver oak, foot ground cover, Texas sedge), many of which require watering just once every two



weeks. People have asked about the luxuriant furbie grass. It is Zorita, but the less-frequently seen "Cavalier" variety. Havilah (my wife) loves to garden but has found the back yard too shady to or-

Community Invited to Provide Input on MoPac Intersections Environmental Study Oct. 24

The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are looking at ways to improve traffic flow at two MoPac Intersections - Slaughter Lane and La Croze Avenue. To get the process started, citizen input is needed for the MoPac Intersections Environmental Study. If you would like to learn more about the project and the process, or share ideas with the agencies, read on and come some time on October 24.

The Mobility Authority and TxDOT are hosting a Store Front "Meet and Greet" for anyone who wants to provide input and learn more about the MoPac Intersections Environmental Study.

The event will be held Thursday, October 24, from 10 am to 7 pm at Parkside Village, 3701 Slaughter Lane in front of Suite 8 between BurgerR and Matthew Home Dentistry. Residents are invited to come and go at their convenience.

Details of the project location and preliminary options for mobility improvements at the intersections of Slaughter Lane and La Croze Avenue will be available for review. Study team members will answer questions. There will be no formal presentation.

Those with questions or special needs are invited to contact Melissa Hurst, Community Outreach Manager at the Mobility Authority, 212-226-9779, or mhurst@ctmra.org.



South Mopac Overpasses and Underpasses: CTRMA Meet and Greet

Page Events

Join

Maybe

Public · By South Mopac Neighbors' Alliance

Export · Share · Report



Today



10:00am until 7:00pm



Parkside Village, 5701 W. Slaughter Lane



MoPac Intersections Environmental Study Store Front "Meet and Greet"

October 24, 2013

Parkside Village

5701 W. Slaughter Lane

10 a.m. To 7 p.m.

This meet and greet is for the overpasses and underpasses at Slaughter Lane/South Mopac and at LaCrosse Avenue/SouthMopac.

<http://www.mobilityauthority.com/news/events.php>

RECENT POSTS



South Mopac Neighbors' Alliance created the event.

Like · Comment · Follow Post · October 9 at 2:24pm



Dave Fowler likes this.



Write a comment...



MOPAC INTERSECTIONS ENVIRONMENTAL STUDY OP... IN AUSTIN



Like 0 Send +1 0

October 24, 2013
Thursday 10:00 AM

Parkside Village

5701 West Slaughter Lane
Austin, Texas 78749
[Map](#)

FIND TICKETS

PERFORMERS:

No Performers Listed

0 people like this event

RSVP TO THIS EVENT



Are You Going to MoPac Intersections Environmental Study Open House Meet and Greet Invitation in Austin?

EVENT DETAILS

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY OPEN HOUSE MEET AND GREET INVITATION

The Central Texas Regional Mobility Authority and the Texas Department of Transportation want to hear from you.

Cost: 0.00 MoPac Intersections Meet and Greet 0.00

JAMES BOWIE HIGH SCHOOL

4103 Slaughter Ln., Austin, TX 78749 Phone: (512) 414-5247 | Fax: (512) 292-0527

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Tenative MoPac South and MoPac Intersections Environmental Study- Subject to change

What: Tenative MoPac South and MoPac Intersections Environmental Study- Subject to change

When: 11/7/2013

Crispin Ruiz <cr@groupsolutionsrjw.com>

[School Event Calendar](#)

[← Back to events list](#) • [Open calendar grid](#)

4103 Slaughter Ln., Austin, TX 78749



Phone: (512) 414-5247 | Fax: (512) 292-0527



Austin
Independent School District

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The Barton Springs/Edwards Aquifer Conservation District is committed to conserving, protecting, recharging, and preventing waste of groundwater and preserving all aquifers in the District.

- [Maps](#)
- [Newsletters](#)
- [Press Releases](#)
- [Scientific Reports](#)

Local Transportation Projects

Posted on October 18, 2013



Regional transportation authorities are collaborating on a number of transportation improvement projects in the greater Austin metroplex. Within the district's contributing and recharge zones there are specific projects that may be of interest to local citizens. The Barton Springs/Edwards Aquifer District provides the following information as resources if you would like to follow these projects or participate in the public input aspects of each project.

Our role as a District is to serve as a key stakeholder on the project technical working groups during the environmental review and design phases of each project. With these projects being located over an environmentally sensitive area, we place a strong emphasis on encouraging local transportation authorities to construct all highways and roadways in an environmentally and prudent fashion. It is important that these roadway projects be designed to protect the aquifer from potential effects of the highway construction and subsequent use.

Upcoming Event	Highway Project
Public Open House Tuesday October 22, 2013 5p-8p Covington Middle School 3700 Convict Hill Rd.	Oak Hill Parkway
Public Open House Thursday October 24, 2013 10a-7p Parkside Village Suite B (between BurgerFi and Matthew Home Dentistry) 5701 Slaughter Ln Austin, TX 78749	MoPac Intersections
Public Open House Thursday November 7, 2013 5p-8p Bowie High School 4103 W Slaughter Ln Austin, TX 78749	MoPac South
Public Open House December 2013 TBA	SH 45 SW

[MoPac Intersections](#) (Loop 1/ Slaughter & Loop 1/LaCrosse)
Public Open House ~ Thursday October 24, 2013 10a-7p

The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are working with local partners, including the Lady Bird Johnson Wildflower Center, to study possible mobility and safety improvements on MoPac Expressway at the intersections of Slaughter Lane and La Crosse Avenue. Proposed improvements could include an overpass, underpass, or other intersection concepts. The study team will work together with the community to develop a solution that improves mobility, safety and connectivity while being sensitive to public and environmental concerns.



[Mopac South](#)
Public Open House ~ Thursday November 7, 2013 5p-8p

The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are working with the City of Austin, Capital Metro and other local partners to improve mobility on approximately eight miles of the MoPac Expressway from Cesar Chavez Street to the Slaughter Lane area (project limits will be confirmed following traffic and environmental analysis).

An Environmental Study has been initiated to determine the best alternatives for improving mobility and safety. Over the course of the study, a full range of alternatives will be developed that will take into account the needs of drivers, transit riders, bicyclists and pedestrians, as well as surrounding businesses, neighborhoods and the environment. Extensive analysis of engineering feasibility as well as social, economic and environmental impacts of each alternative will be conducted. With this information and public input, the study team will identify a recommended solution.

September 27, 2013

The Honorable Clara Beckett
Commissioner, Pct 2
Bastrop County
804 Pecan Street
Bastrop, TX 78602



CENTRAL TEXAS
Regional Mobility Authority

Sample letter that went
out to 98 elected officials

**Re: MoPac Intersections Environmental Study
& MoPac South Environmental Study**

Dear Commissioner Beckett:

The Central Texas Regional Mobility Authority (Mobility Authority), in partnership with the Texas Department of Transportation, has launched two environmental studies this spring: the MoPac Intersections and the MoPac South Environmental Studies. These two studies have kicked off the project development process and will aim to identify mobility and safety needs in the MoPac Corridor south of Lady Bird Lake as well as take into account potential social, economic and environmental impacts of any proposed improvements.

The Mobility Authority has scheduled two public events for these studies. At both events, study information will be presented, and the Mobility Authority will solicit comments from the public. Other events will be held throughout the life of the two studies in order to maintain two-way communication and engagement as well as to solicit further public comment.

MoPac Intersections Environmental Study

The Mobility Authority is working on a study that will identify possible mobility and safety improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue. The improvements could include an overpass, underpass or other intersection concepts. A fact sheet for the MoPac Intersections Environmental Study is enclosed.

A Store Front "Meet and Greet" event will be held on **Thursday, October 24, 2013** from 10 a.m. to 7 p.m. The event will take place at **Parkside Village**, located at 5701 Slaughter Lane in Austin, Texas, 78749 (Suite B between BurgerFi and Matthew Horne Dentistry). Study team members will be on hand to answer questions and provide information. No formal presentation will be given. Attendees are invited to come and go at their convenience.

MoPac South Environmental Study

A separate and concurrent study is being carried out for MoPac South, which aims to identify mobility and safety improvements on approximately eight miles of MoPac from Cesar Chavez Street to the Slaughter Lane area. This will allow a full range of alternatives to be developed. A fact sheet for the MoPac South Environmental Study is enclosed.

An Open House for the MoPac South Environmental Study will be held on **Thursday, November 7, 2013** from 5 p.m. to 8 p.m. at **Bowie High School** on 4103 West Slaughter Lane in Austin, Texas 78749. The Open House will utilize a come-and-go format to allow attendees to review the materials at their convenience. Study team members will be available to answer questions. No formal presentation will be given.

3300 N IH-35, Suite 300, Austin, Texas 78705

Telephone: (512) 996-9778 / Fax: (512) 996-9784 / www.MobilityAuthority.com

Ray A. Wilkerson, *Chairman* • James H. Mills, Jr., *Vice-Chairman* • Robert L. Bennett, Jr., *Treasurer*
David B. Ambrust • David Singleton • Nikelle S. Meade • Charles Heimsath • Mike Helligstein, *Executive Director*

MoPac Intersections Environmental Study
MoPac South Environmental Study
Page 2

You are cordially invited to attend both events. Please forward this invitation to any staff members or individuals who may have an interest in these projects.

Please visit us at www.MoPacSouth.com for more information on both studies. If you need additional information, please contact myself or Melissa Hurst, Community Outreach Manager, at (512) 996-9778.

Sincerely,

A handwritten signature in black ink, appearing to read "S Beal".

Sean Beal, P.E.
Engineering Manager
Central Texas Regional Mobility Authority

CC: Melissa Hurst
Mario Espinoza



ABOUT
THE PROJECT

MULTIMEDIA
MAPS, MEDIA, & MORE

LATEST
NEWS & UPDATES

ENVIRONMENTAL
STUDY, PUBLIC INPUT, & MORE

CONTACT US
FOR MORE INFO

Environmental Study

About The Project

Project Overview

Project History

FAQs

MoPac Intersections Environmental Study

Latest Tweet

 **MopacSouth** @MopacSouth 25 Oct
We need your input! Visit the Virtual Open House for the MoPac Intersections Environmental Study mopacsouth.com/about/mopac

SIGN UP
For Our Newsletter

MoPac Intersections Environmental Study

At the same time the MoPac South study is underway, a separate study is being conducted to evaluate potential mobility improvements at MoPac’s intersections with Slaughter Lane and La Crosse Avenue.

VIRTUAL OPEN HOUSE

Welcome to the Virtual Open House for the MoPac Intersections Environmental Study. Your input is appreciated and will help us as we study possible mobility and safety improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue.

A Meet and Greet Event for the study was held on Thursday, October 24, 2013, from 10:00 AM to 7:00 PM, at Parkside Village, 5701 Slaughter Lane, Austin TX 78749 (Suite B between BurgerFi and Matthew Horne Dentistry). The event was attended by over 150 citizens.



All of the materials presented at that event are available for you to download and review. We hope you provide us with your input via the available [Online Comment Form](#) and [Community Survey](#).

You may also mail comments to Central Texas Regional Mobility Authority, C/O MoPac Intersections Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705, or fax them to 512-996-9784.

All comments must be received by Monday, November 4, 2013 to be included in the official record of this meeting.

Please review the following exhibits:

WELCOME!
MoPac Intersections Environmental Study
Thursday, October 24, 2013
10:00 a.m. to 7:00 p.m.
Please sign-in, explore the exhibits, fill out the survey, and submit a comment.
Study team members are available to answer questions.

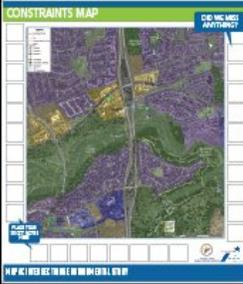
WELCOME
Explore the exhibits
Fill out the survey
Submit a comment

Download and view [EXHIBIT 1: Welcome](#)

WHAT IS THE PROBLEM?
The MoPac Expressway Intersections at Douglas Lane and La Grasse Avenue in southeast 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 safety and mobility. Once improvements are made, the congestion will only continue to get worse for residents of southeast Austin.
Please use the space below to describe problems you have encountered at the intersection of Douglas Lane and La Grasse Avenue.

WHAT IS THE PROBLEM?
What have you encountered?

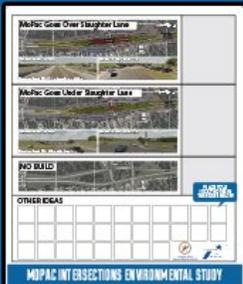
Download and view [EXHIBIT 2: What is the Problem?](#)



CONSTRAINTS MAP

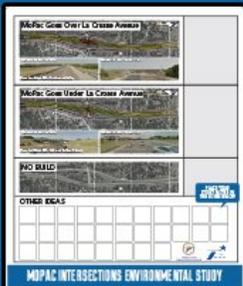
Did we miss anything?

Download and view [EXHIBIT 3: Constraints Map](#)



WHAT OPTIONS BEST MEET YOUR NEEDS FOR SLAUGHTER LANE?

Download and view [EXHIBIT 4: Slaughter Lane Options](#)



WHAT OPTIONS BEST MEET YOUR NEEDS FOR LA CROSSE AVENUE?

Download and view [EXHIBIT 5: La Crosse Avenue Options](#)



HOW TO SUBMIT COMMENTS

We need your input!

Download and view [EXHIBIT 6: How to Submit Comments](#)

The handouts provided at the Open House can be downloaded

[here](#) and include the fact sheet on the MoPac Intersections Environmental Study.

Again, you can provide your comments via the [Online Comment Form](#) and [Community Survey](#), as well as the other methods described above.

This Virtual Open House will be available from October 25-November 4, 2013. The materials will be archived on the site for viewing after that time.

To date, we've met with the agencies and organizations noted [here](#). If you'd like to schedule a presentation for your group, let us know via the [Online Comment Form](#).

Public involvement is critical to the project development process and we sincerely appreciate your participation. If you have any questions, please call 512-996-9778. You may also sign up for electronic updates [here](#).

THE PROBLEM

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 and mobility.

IDENTIFYING A SUSTAINABLE SOLUTION

The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are working with local partners, including the Lady Bird Johnson Wildflower Center, to study possible mobility and safety improvements on MoPac Expressway at the intersections of Slaughter Lane and La Crosse Avenue. Proposed improvements could include an overpass, underpass, or other intersection concepts. The study team will work together with the community to develop a solution that improves mobility, safety and connectivity while being sensitive to public and environmental concerns. Any proposed improvements will take into account the needs of:

- Drivers
- Transit riders
- Bicyclists and pedestrians
- Surrounding businesses
- Neighborhoods
- Environment

THE PROCESS

The Mobility Authority and TxDOT have initiated an environmental study to analyze the two intersections and determine the best options for improving mobility and safety. Over the course of the study, analysis of the potential social, economic and environmental impacts of the proposed improvements will be conducted.

The study team is also initiating a Context Sensitive Solutions (CSS) process, so that the proposed mobility improvements not only meet the needs of the community they serve, but fit into the physical setting while reflecting the scenic, aesthetic, historic and environmental resources of the region.

If the proposed improvements are environmentally cleared, TxDOT will design and construct the project and maintain the facilities.

The study is expected to take one year to complete.

Contact Us

3300 N. IH-35 Suite
300
Austin, TX 78705

 (512) 996-9778

 [Email Us](#)

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MoPac South
TRANSPORTATION AUTHORITY

[Map](#)

Pages

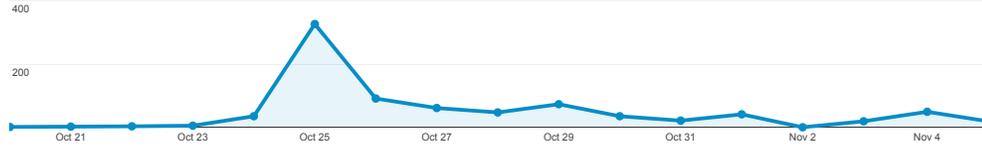
Oct 20, 2013 - Nov 5, 2013

ALL » PAGE TITLE: Environmental Study | MoPac South Environmental Study » PAGE: /about/mopac-intersections-study.php



Explorer

Pageviews



Page	Source	Pageviews	Unique Pageviews	Avg. Time on Page	Entrances	Bounce Rate	% Exit	Page Value
		829 % of Total: 35.37% (2,344)	438 % of Total: 26.81% (1,634)	00:02:14 Site Avg: 00:01:34 (43.02%)	317 % of Total: 41.99% (755)	56.15% Site Avg: 46.75% (20.10%)	38.12% Site Avg: 32.21% (18.34%)	\$0.00 % of Total: 0.00% (\$0.00)
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Mopac South - <http://www.mopacsouth.com>
All Web Site Data

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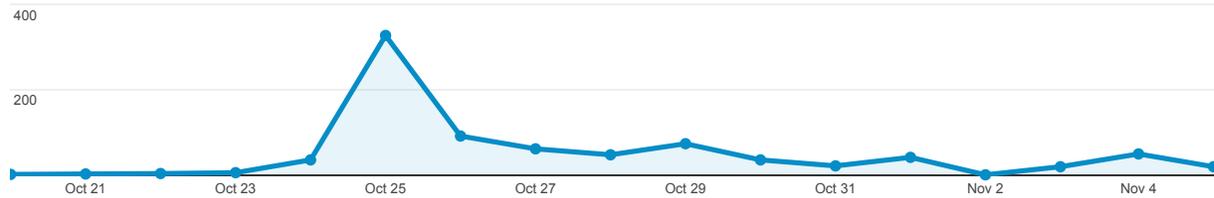
Oct 20, 2013 - Nov 5, 2013

ALL » PAGE TITLE: Environmental Study | MoPac South Environmental Study » PAGE: /about/mopac-intersections-study.php



Navigation Summary

● Pageviews



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/environmental/	3	1.55%
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Attachment D
Display and Interactive Boards

WELCOME!

MoPac Intersections Environmental Study

Thursday, October 24, 2013

10:00 a.m. to 7:00 p.m.

Please sign-in, explore the exhibits, fill out the survey, and submit a comment.

Study team members are available to answer questions.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

WHAT IS THE PROBLEM?

► 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. If no improvements are made, the congestion will only continue to get worse for residents of southwest Austin.

Please use the space below to describe problems you have encountered at the intersections of Slaughter Lane and La Crosse Avenue.

PLACE YOUR STICKY NOTES HERE



MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

CONSTRAINTS MAP

DID WE MISS ANYTHING?



PLACE YOUR STICKY NOTES HERE



MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

WHAT OPTIONS BEST MEET YOUR NEEDS?

SLAUGHTER LANE

LA CROSSE AVENUE

<p>MoPac Goes Over La Crosse Avenue</p> <p>Representative view from MoPac</p> <p>Representative view from across street</p> <p><small>Photos from Google 2010 - Davis Lane and MoPac</small></p>	
<p>MoPac Goes Under La Crosse Avenue</p> <p>Representative view from MoPac</p> <p>Representative view from across street</p> <p><small>Photos from Google 2012 - MoPac and Far West Boulevard</small></p>	
<p>NO BUILD</p>	

PLACE YOUR STICKY NOTES IN THE BOXES BELOW

OTHER IDEAS

<p>MoPac Goes Over Slaughter Lane</p> <p>Representative view from MoPac</p> <p>Representative view from across street</p> <p><small>Photos from Google 2010 - William Cannon Drive and MoPac</small></p>	
<p>MoPac Goes Under Slaughter Lane</p> <p>Representative view from MoPac</p> <p>Representative view from across street</p> <p><small>Photos from Google 2012 - MoPac and Anderson Lane</small></p>	
<p>NO BUILD</p>	

PLACE YOUR STICKY NOTES IN THE BOXES BELOW

OTHER IDEAS



MOPAC INTERSECTIONS ENVIRONMENT

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

PLACE YOUR SURVEY HERE

HOW TO SUBMIT COMMENTS

-  Give your comments verbally to the court reporter
-  Fill out a comment form

Electronic Methods:

-  Go to the website: www.MoPacSouth.com
-  Send a fax to 512-996-9784

Mail:

-  Central Texas Regional Mobility Authority
c/o MoPac Intersections Environmental Study
3300 North IH-35, Suite 300
Austin, Texas 78705

All comments must be received by November 4, 2013 to be part of the official record of this meeting.



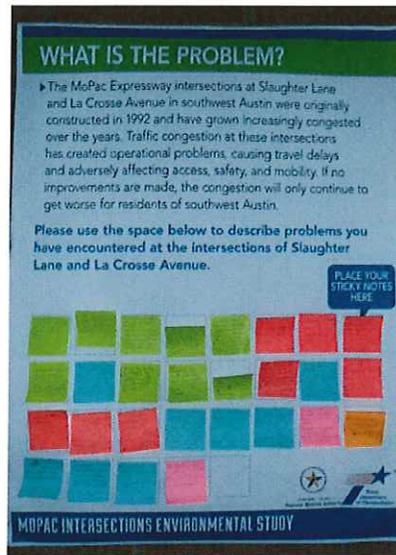
MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

COURT REPORTER



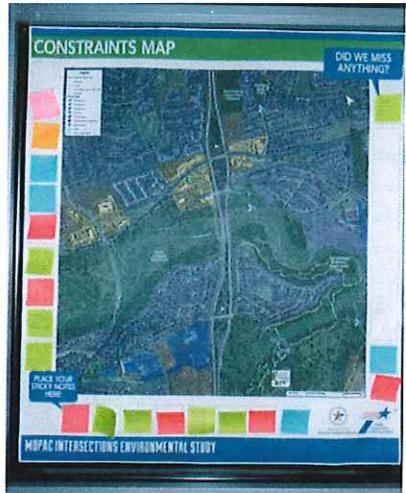
MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY
October 24, 2013 Meet & Greet/Open House
Input from Interactive Exhibits

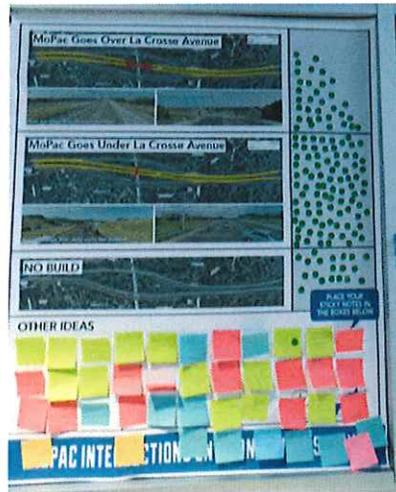


What is the Problem? (sticky notes) - verbatim
Mobility here is fine. I live, drive and work here and have no problems. Don't mess with it!
NE corner heavy traffic turning right north onto MoPac.
- Traffic congestion on MoPac southbound and Slaughter eastbound. - Safety issues turning right onto Slaughter from MoPac southbound. - Safety issues turning left onto La Crosse from MoPac southbound, crossing MoPac northbound.
Nothing has been done to decrease traffic on roads intersecting Kiker Elementary School. Finish the extension from <u>South Bay</u> to MoPac. This would alleviate a lot of the traffic by Kiker and the neighborhood in general.
Long overdue! Would really help traffic flow and save about 15 minutes (or more) trying to get through this intersection. (can't wait)
Big build up NB and SB MoPac trying to cross Slaughter.
Slaughter east from 3 – 6 is backed up.
Mass transit is sorely needed to ease current and future congestion – especially from Slaughter to downtown Austin. Start with more buses!
I exit at Davis coming south. Traffic slows at William Cannon with those expecting the light at Slaughter.
MoPac at William Cannon is a huge problem. Mobility at MoPac and Slaughter and La Crosse areas is fine but just needs light timings adjusted for peak hours.
It can take as long to get through this intersection as the rest of the way to the river!
Most of the traffic problems stem from traffic going into Hays County. I don't feel it's okay for my tax dollars to primarily benefit Hays County residents.
Have long delays at MoPac and Slaughter during peak hours. The timing of lights needs to be tweaked and options to bypass the main lights would help. Glad this is being addressed.
Traffic delays are constant. Sometimes MoPac N/Slaughter lane only allows for 2 cars to pass before the light changes! Two potential problems/questions: 1) If 45 is completed; does Hays County contribute to the cost? 2) If 45 is completed with a toll road on MoPac, we need a freeway!
I have had a difficult time getting across MoPac using Slaughter via my bike. Also, turning R onto Slaughter both northbound and southbound lanes of MoPac is difficult (no dedicated lanes).

What is the Problem? (sticky notes) - verbatim
The #1 best way to reduce further traffic is to not build south Hwy 45.
Extend Loop 1 to FM 967.
Too much congestion north of these intersections. If flyovers/underpasses built before other problems north of MoPac addressed then these will not help.
The biggest problem is safety. I know someone that was killed at La Crosse. Please do something to address the safety.
Mobility issues during peak hours hence that needs to be dealt with which can help when MoPac goes under Slaughter La Crosse Avenue.
Light at northbound MoPac and Slaughter is way too short after 3 pm or so. Only 1 or 2 cars can get thru after long waits. All the time is given to SB turning east.
One problem: even with 2 left turn lanes turning from South MoPac east on to Slaughter, sometimes cars can't turn left because there's no room on Slaughter before the N bound side of MoPac and we miss yet another light. 2 nd : can't make L into this shopping center at rush hour.
Alamo Drafthouse should have entrance and exit on MoPac. Beckett and Slaughter intersection is horribly busy because of movie theater, etc.
Need right turn lanes at Slaughter going east and at La Crosse going west.
Wider/more lanes needed at Slaughter and through La Crosse.
Inappropriate light timing during rush hour. Turning from traffic lanes on a roadway with posted 65 mph.
Double turn lane needed Slaughter W to 1 N. We need rail connections!
Double turn left lanes on La Crosse going east to turn onto MoPac!
- Either over or under would be wonderful to reduce traffic but I vote or am leaning more toward underpass for the silence of the highway for the neighborhoods! - Either way, thank you! - I would also ask for a safer bike route and a walk-way to the Alamo Drafthouse from across the way from the park – Wildflower.



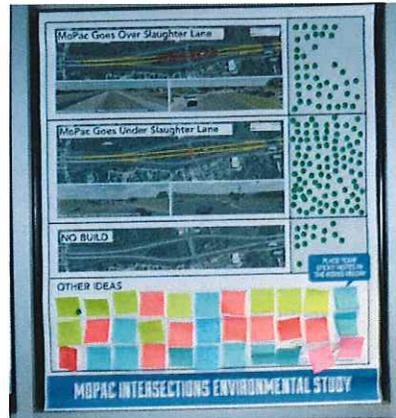
Constraints Map (sticky notes) - verbatim
Overpasses would be very unpleasant for houses – unsightly and ne real need right now.
The speed limit of 50 mph on Slaughter west of MoPac is unsafe for pedestrians and kids.
Add wider bike lanes on MoPac and 45.
My house backs up to MoPac and La Crosse. I do not want an overpass directly behind my house.
-Karst features, -Edwards Aquifer, -Cultural resources, -Balcones Canyonlands Conservation Plan (BCCP) fee zone mapping for endangered species, -Oak Wilt Centers (TX Forest Service), -water quality
There needs to be an entrance into shopping area by Alamo Draffhouse off of MoPac Yes! I agree!
You need to consider views from existing houses. Overpasses would be unsightly and create more noise for these residences.
On Slaughter Middle School and proposed rehabilitation center.
Scale is too narrow. Scope of constraints needs to include water quantity and quality feeding into the Edwards Aquifer. Increasing mobility south will push development south which will also impact these residents and alter the rural nature of the landscape.
Existing La Crosse intersection is a danger to motorists, bicyclists and pedestrians – not enough site distance to La Crosse light to allow motorists on MoPac to slow or stop.
There seems to be enough room at each intersection to have MoPac pass underneath Slaughter and La Crosse without encroaching on green space.
Kids and families on bikes need safe access to the Veloway.
Keep light pollution at a minimum. No lights even better.
<u>Right turn</u> needed from MoPac to Escarpment. Safety issue as traffic is at 70.
<u>Traffic light</u> need at MoPac and Escarpment because of new homes on Avena Property.
Maybe better bike safety routes to SH to Violet Crown.
Take into consideration the traffic in south is increasing the 2 lane road needs to be widened as well into a 3 lane road and make a Hoover lane.
1) Need more lights perhaps for safety turns from HEB at Escarpment Village (Slaughter & Escarpment). 2) Bikers waiting for light on MoPac S/La Crosse need a more safe lane (sharp turn off MoPac)
Need safe way for people to get from Circle C @ Wildflower park to Alamo theater area by foot.
Manage construction during non-peak hours (i.e. good times 10 – 3 pm 10 – 6 am)



La Crosse Ave. Options	Preferences Indicated using Green Dots
MoPac Over La Crosse	33
MoPac Under La Crosse	88
No Build	19

La Crosse Avenue OTHER IDEAS (sticky notes) - verbatim
Maybe widen at La Crosse and build extra turn lanes. Two (2) lanes going left and one (1) dedicated lane turning right (going south).
Bike pad in streets to change lights.
Extended lane from La Crosse to Slaughter. Right lane for right turns to Bowie High School would ↓ traffic.
Since most southbound traffic on MoPac turn left onto Slaughter, there should be a continuous ramp allowing that. Then that traffic going straight south on MoPac or turning right can do so easier.
Right turn lane needed on MoPac into Wildflower Center / Veloway.
Noise pollution increased to nearby homes (sad face) <u>overpass</u>
<u>Underpass</u> is quieter and better for bicycles on La Crosse heading toward the Veloway.
Flooding during rains might affect roads and nearby homes. <u>Underpass</u>
Fix Slaughter before tackling La Crosse.
Topography perfect for <u>underpass</u> .
Noise, trees, appearances of underpass.
An overpass near the Wildflower Center would be a travesty.
Underpass at La Crosse. Long term, it maintains beauty and natural appearance of Circle C community. An overpass would be unsightly and noisy.
Build at turn lanes at all intersections.
BIG TRAFFIC CIRCLE
There is no congestion at La Crosse, but if 45 goes through it may get worse. But in consideration for neighbors, it should be an underpass for noise and sights from houses.
Slaughter creek could flood an underpass. Also, digging out an underpass could create a great deal of dust, impacting residents' health. Overpass would be easier and faster to build. <u>Overpass</u>

La Crosse Avenue OTHER IDEAS (sticky notes) - verbatim
Worried about noise control and visual impact. Prefer an underpass. <u>Underpass</u>
Residents adjacent to MoPac (Austral Loop on west, Circle C Wildflower on east) are likely to strongly prefer an underpass because of road noise and visual impact of any potential overpass - which might be long and expensive because of the topography. <u>Underpass</u>
Create safe cyclist and pedestrian crossing east/west. Safe access to/from Wildflower Center. <u>Underpass</u>
<u>Underpass</u> . Road noise very important concern – underpass may mitigate it.
Underpass. Save all the beautiful big oaks that you can – make highway closer together.
MoPac under La Crosse would be less noisy for neighborhood and more aesthetically pleasing. Also, MoPac under La Crosse would be less noise pollution.
Underpass of MoPac at La Crosse without turn lanes. Traffic backs up at La Crosse after being stuck from Davis to Slaughter Lane. Have bike lanes on La Crosse on over bridge for bikers going to Veloway.
This construction will devastate our area! NO BUILD!
How would any of these impact Wildflower Center and Veloway? NO BUILD!
Please do not put an overpass directly behind my house. We back up to MoPac & La Crosse. No Build!
Protected bike lane for travel to/from Veloway/Wildflower.
Suggest alternate traffic flows during construction. Consider school buses.
Overpass is unsightly unless it could have an Austin stone façade.
This area is <u>too</u> sensitive for construction and will disrupt the beauty of the Wildflower Center.
No build is least expensive, but what are long-term needs?
NOT NEEDED! <u>No Build</u>
Create dedicated right and left lanes on Slaughter/La Crosse that's it!! Overpass is overkill!
45 SW is unnecessary and will not serve Travis County residents. <u>But</u> if it is built, these underpasses need to be done first.
Will there be walking paths across La Crosse over/under the expanded MoPac?
1) Do La Crosse first as it has low volumes, 2) Then re-route Slaughter/MoPac to the new La Crosse/MoPac while fixing Slaughter/MoPac.
Over/under no difference; take cheaper option.
Improve pedestrian and bike access across La Crosse/MoPac.
Noise of traffic at peak times. Underpass would be preferred.
Overpass or underpass not needed. Lovely area just build at Slaughter. Could consider option that is less intrusive. Do not build 45 out and no need for La Crosse overpass/underpass.
Under La Crosse would reduce noise for residents and would minimize visible distractions from an overpass.



Slaughter Lane Options	Preference Indicated by Green Dots
MoPac Over Slaughter Lane	42
MoPac Under Slaughter Lane	94
No Build	14

Slaughter Lane OTHER IDEAS (sticky notes) - verbatim
Begin right-turn only lane further back. Build U-turn lane for turn around. No overpasses or underpasses needed
Putting an over or underpass on Slaughter will mean <u>more</u> traffic exiting at La Crosse, which will mean <u>more</u> traffic going by the schools, and will cause backup at the La Crosse/ Escarpment intersection.
Please consider access for cyclists. Keep bike lanes on MoPac
Please construct a bike/pedestrian dedicated bridge over MoPac for exclusive use of the Violet Crown Trail.
Bike pad to change lights.
Provide egress for Violet Crown H & B path.
Widen MoPac N to S from Davis. Make a lane exclusively for right turn on Slaughter from Davis.
Right turn lane extended from MoPac to Slaughter headed south. Widen MoPac.
<u>Underpass</u> . Slaughter Creek could flood an underpass. Also, digging out an underpass would create dust and impact health.
<u>Underpass</u> . What happens when storm drains plug? Put in drain - no deal.
The No Build option could be improved, even temporarily with an additional left turn lane from outbound MoPac to Slaughter east bound.
<u>Underpass!</u> Much less intrusive – topography is perfect for it.
<u>Under!!</u> Natural with existing terrain.
Flash flooding would be an issue. Merging onto MoPac would cause backups during peak hours. <u>Underpass</u> .
Place right turn lanes at all intersections.

Slaughter Lane OTHER IDEAS (sticky notes) - verbatim
Choose no build. Won't help since traffic is a problem north of MoPac. Not worth it for Env. Impact to this sensitive area.
Over/under, doesn't matter which is cheaper?
MoPac South make shoulder into right turn lane.
MoPac under Slaughter would be quieter for the neighborhood – less noise pollution.
Need 2 right turn lanes when traveling west on Slaughter to get on MoPac going north. Bad every morning!
Fix 290 through Oak Hill and this problem will go away. No need to build the
Also, the no build option could be temporarily improved, by introducing more curvature on the left curb turning from eastbound Slaughter to northbound MoPac.
Need underpass of MoPac at Slaughter and widen MoPac from Ben White to SH 45. There are people out here being stuck at William Cannon and backing pass Davis because of Slaughter. Why doing fly over 100 ft north of William Cannon exit?
Extend the turn lanes much further. People do that anyway driving on shoulders.
Pedestrian walkway for kids who walk to/from Bowie.
No Build in this Environmentally sensitive area.
Keep bicycles off MoPac. Improve right turn lanes.
Need another right turn lane from MoPac southbound would relieve a lot of congestion.
Concerns about backup on Slaughter going east. North and south entrance on MoPac. How will that be addressed?
With the increased traffic overall on MoPac between 71 and Slaughter since the connectors opened, I recommend this be setup to easily turn MoPac into 3 lanes each way
Going under Slaughter/La Crosse would reduce noise, but at Slaughter a left hand overpass from MoPac South to Slaughter must be included to solve the traffic.
Overpass at La Crosse would greatly affect homes built along the road. Slaughter intersection does not have homes right there.
If traffic flowed consistently south MoPac would be better!

Attachment E
Handout Materials

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

THE PROBLEM

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 and mobility.

IDENTIFYING A SUSTAINABLE SOLUTION

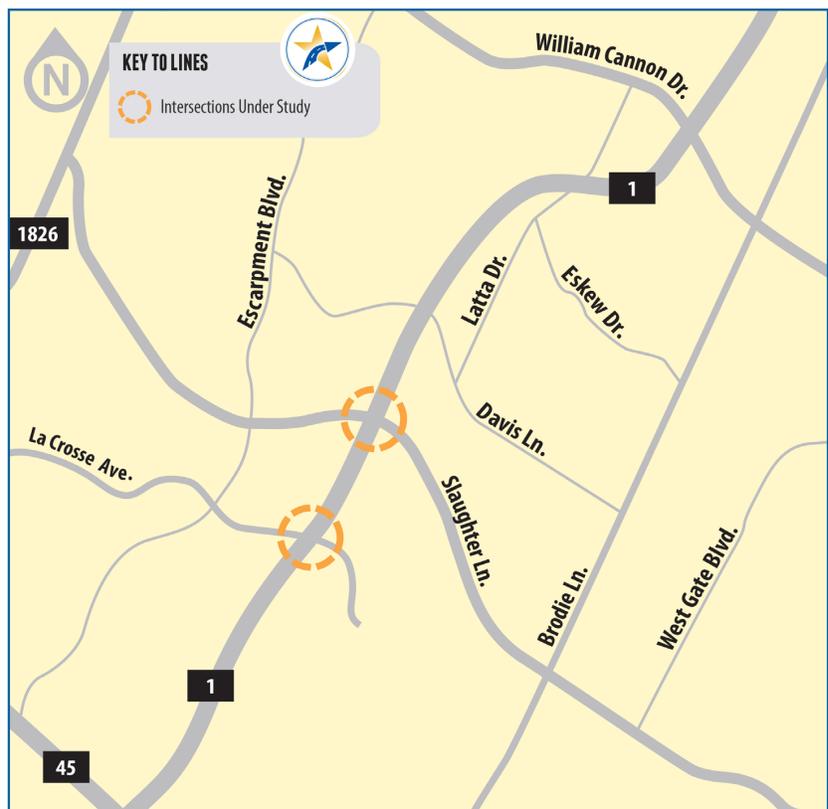
The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are working with local partners, including the Lady Bird Johnson Wildflower Center, to study possible mobility and safety improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue. Proposed improvements could include an overpass, underpass, or other intersection concepts.

The study team will work together with the community to develop a solution that improves mobility, safety and connectivity while being sensitive to public and environmental concerns. Any proposed improvements will take into account the needs of:

- ▶ Drivers
- ▶ Transit riders
- ▶ Bicyclists and pedestrians
- ▶ Surrounding businesses
- ▶ Neighborhoods
- ▶ Environment

THE PROCESS

The Mobility Authority and TxDOT have initiated an environmental study to analyze the two intersections and determine the best options for improving mobility and safety. Over the course of the study, analysis of the potential social, economic and environmental impacts of the proposed improvements will be conducted.



SEPTEMBER 2013

CONTEXT SENSITIVE SOLUTIONS

The study team is also initiating a Context Sensitive Solutions (CSS) process, so that the proposed mobility improvements not only meet the needs of the community they serve, but fit into the physical setting while reflecting the scenic, aesthetic, historic and environmental resources of the region.

PUBLIC INPUT

The study team is committed to maintaining open communication with residents, local leaders and businesses in the area, as well as the traveling public to ensure that the study reflects the needs and input of the community and its various stakeholders. Throughout this process, the study team will:

- ▶ Conduct community meetings
- ▶ Reach out to area businesses
- ▶ Brief community leaders
- ▶ Share information online

HOW TO GET AND STAY INVOLVED

We welcome your feedback and questions about the **MoPac Intersections Environmental Study**.

To learn more or to request a presentation for your group, please contact:

Melissa Hurst, *Community Outreach Manager*, Central Texas Regional Mobility Authority
Email: mhurst@ctrma.org | Phone: (512) 996-9778

Please visit the MoPac Intersections Environmental Study page on www.MoPacSouth.com for more information.



IS THIS PROJECT RELATED TO THE MOPAC SOUTH ENVIRONMENTAL STUDY?

At the same time the intersections study is underway, a separate study is being conducted to assess potential mobility improvements on approximately eight miles of MoPac from Cesar Chavez Street to the Slaughter Lane area (project limits will be confirmed following traffic and environmental analysis). For more information about this study, contact **Melissa Hurst** at mhurst@ctrma.org or (512) 996-9778.

SEPTEMBER 2013

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 **COMMUNITY SURVEY**

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

2. What problems do you face at the intersection of La Crosse and MoPac South?

3. Are you aware of any safety issues at these two intersections? Please explain.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

5. What additional information would you like to share with the study team?

PLEASE NOTE: If you would like for the feedback you provide on this community survey to be considered as an official comment, you must fill out and submit a comment form. Please ask a study team member for a form. Official comments can also be submitted online at www.MoPacSouth.com.

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

PLEASE NOTE: If you would like for the feedback you provide on this community survey to be considered as an official comment, you must fill out and submit a comment form. Please ask a study team member for a form. Official comments can also be submitted online at www.MoPacSouth.com.



THE PROBLEM

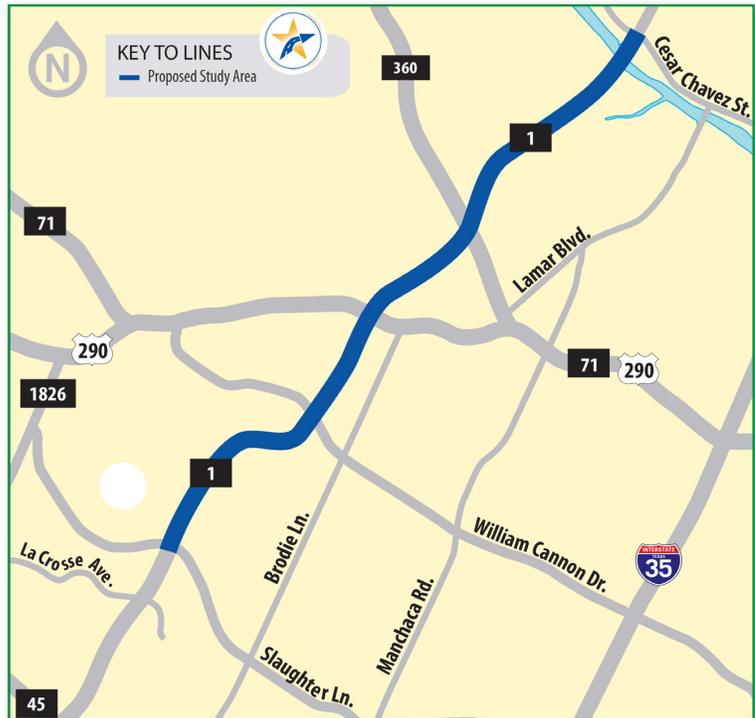
MoPac Expressway south of Lady Bird Lake is a vital artery for Austin commuters and neighbors, as well as visitors to our region. Constructed between 1973 and 2013 as a four to six lane divided highway, it attracts up to 150,000 cars and trucks per day. The corridor provides access to neighborhoods, schools, businesses, parks and trails, and recreational centers, all of which would benefit from enhanced mobility and safety. Over time, residential, retail and commercial development in the corridor has led to increased traffic congestion, negatively impacting mobility and quality of life for the traveling public and adjacent neighborhoods.

IDENTIFYING A SUSTAINABLE SOLUTION

The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are working with the City of Austin, Capital Metro and other local partners to improve mobility on approximately eight miles of the MoPac Expressway from Cesar Chavez Street to the Slaughter Lane area (project limits will be confirmed following traffic and environmental analysis).

An environmental study has been initiated to determine the best alternatives for improving mobility and safety. Over the course of the study, a full range of alternatives will be developed that will take into account the needs of drivers, transit riders, bicyclists and pedestrians, as well as surrounding businesses, neighborhoods and the environment. Analysis of engineering feasibility as well as social, economic and environmental impacts of each alternative will be conducted. With this information and public input, the study team will identify a recommended alternative. Throughout the process, the community will be consulted on a wide range of topics, including:

- ▶ Purpose for and need of improvements to MoPac
- ▶ Alternatives and roadway design
- ▶ Bicycle and pedestrian accommodations
- ▶ Corridor aesthetics
- ▶ Neighborhood access and connectivity
- ▶ Environmental considerations



ENVIRONMENTAL CONSIDERATIONS

The study will assess the potential impacts of proposed transportation improvements on the environment. The following resources will be studied: threatened and endangered species and other wildlife, water quality, trees and other vegetation, cultural resources, traffic noise, air quality, socio-economic resources, geology and soils, visual and aesthetic resources, parkland and other recreational facilities.

CONTEXT SENSITIVE SOLUTIONS

The study team is also initiating a Context Sensitive Solutions (CSS) process, so that any mobility improvements not only meet the needs of the community they serve, but fit into the physical setting while reflecting the unique features and characteristics of the project area.

PUBLIC INPUT

The study team is committed to maintaining open communication with residents, local leaders and businesses in the area, as well as the traveling public, to ensure that the study reflects the needs and input of the community and its various stakeholders. Throughout this process, the study team will:

- ▶ Conduct open houses
- ▶ Publish newsletters
- ▶ Visit with neighborhood groups and other stakeholders
- ▶ Share information online and via social media

HOW TO GET AND STAY INVOLVED

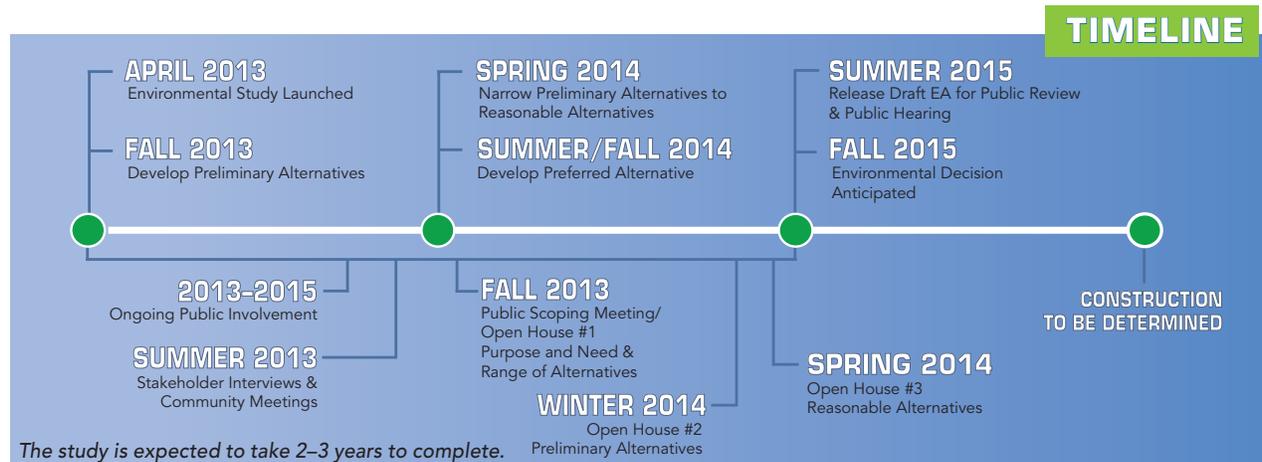
We welcome your feedback and questions about the **MoPac South Environmental Study**.

To learn more or to request a presentation for your group:

Contact: **Melissa Hurst**, *Community Outreach Manager*, Central Texas Regional Mobility Authority

Email: mhurst@ctrma.org | Phone: (512) 996-9778

Please visit the Website at: www.MoPacSouth.com for information and to sign up for updates.



IS THIS PROJECT RELATED TO THE MOPAC INTERSECTIONS ENVIRONMENTAL STUDY?

At the same time the Mopac South Environmental Study is underway, a separate study is being conducted to assess possible mobility and safety improvements at the intersections of MoPac Expressway with Slaughter Lane and La Crosse Avenue. For more information about this study, contact **Melissa Hurst** at mhurst@ctrma.org or (512) 996-9778.

SEPTEMBER 2013

Quality of Life Through Better Mobility



The Central Texas Regional Mobility Authority and the Texas Department of Transportation want to hear from you.

We have launched a study to evaluate potential safety and mobility improvements along MoPac. The limits of the improvements would extend from Cesar Chavez Street to Slaughter Lane. We are holding a Public Scoping Meeting and Open House to gather public input.

THURSDAY, NOVEMBER 7, 2013 5:00 p.m.–8:00 p.m.

**James Bowie High School–Cafeteria
4103 Slaughter Lane, Austin, Texas 78749**

Project team members will be on hand to answer questions and provide information. No formal presentation will be given. Attendees are invited to come and go at their convenience. *If you plan to attend the Open House and have special communication or accommodation needs, please contact Melissa Hurst at (512) 996-9778.*

Please note: Improvements to MoPac at the intersections of Slaughter Lane and La Crosse Avenue are also being considered. The intersection improvements, if constructed, would be separate and distinct from other improvements being considered. A separate Open House will be held for the “stand-alone” intersection improvements on October 24th at Parkside Village from 10:00 a.m. to 7:00 p.m. to gather input on options for improving these intersections.

Visit www.MoPacSouth.com to sign up for regular project updates.



**Do you drive on MoPac South
on a regular basis or live nearby?**

**Are you frustrated by the traffic
congestion?**

**Are there specific things you think
need to be fixed or changed?**

Please drop by and visit with study team members during the Public Scoping Meeting and Open House. You will be able to learn about the environmental study, ask questions and submit official comments regarding what changes may be needed on MoPac between Cesar Chavez Street and Slaughter Lane.

If you are unable to attend the meeting, but would like to learn more about the project or submit a question or comment, please visit our Virtual Open House at www.MoPacSouth.com from November 8, 2013 through November 18, 2013.

www.MoPacSouth.com



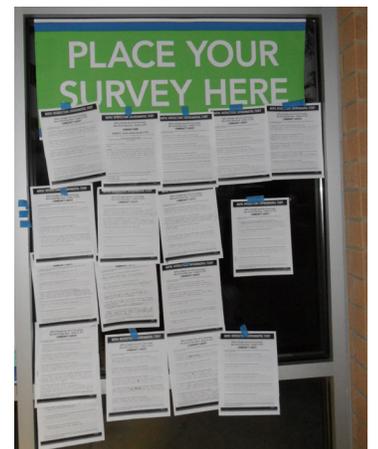
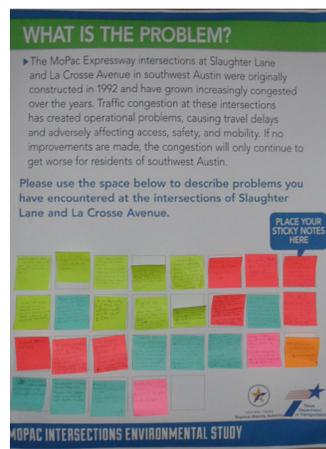
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PERMIT NO 215

*****ECRWSSDDM****

Postal Customer

Attachment F
Photos

MoPac Intersections Environmental Study Open House "Meet and Greet" Parkside Village • 5701 Slaughter Lane • Austin, TX 78749 Thursday, October 24, 2013



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Attachment G
Registration Forms

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
Meet and Greet Open House – October 24, 2013

PUBLIC SIGN-UP SHEET

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Joshua Katz	78749
	Kelly Stine	78739
	Dave Jones	78739
	Jess McFay	78739
	Lynne Truesdale	78739
	James Voss	78749
	Kevin Bradford	78739
	James Garcia	78739
	ASIM ZAIDI	78739
	Valerie Rodwell	78737

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
Meet and Greet Open House – October 24, 2013

PUBLIC SIGN-UP SHEET

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Dave Davis	78739
	David Thomason	78739
	BRIAN NOLAN	78749
	Aaron Ofstott	78739
	Sonya Power	78749
	Richard + Margaret Hudson	78739
	susan Hoover	78739
	KIRK MEDINA	78619
	BRISW DUDLEY	78737
	David Folkers	78739

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
Meet and Greet Open House – October 24, 2013

PUBLIC SIGN-UP SHEET

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	DUCE AITCHISON	78739
	NICK VENUTO	78739
	HARVEY SIMON	78739
	Warren E. Mayberry	78739
	Vikki Goodwin	78739
	BANG LYLE	78739
	PETER CATAUANO	78739
	Mandy	78749
	Joann Strickel	78739
	Ray Strickel	78739

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
Meet and Greet Open House – October 24, 2013

PUBLIC SIGN-UP SHEET

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Laurel Treviño	78737
	Karen Hibshman	78739
	Michelle Lockhoff	39
	Stacie Gassman	78739
	RICHARD SHULTS	78619
	Will Moncrieff	78749
	Scott Dorf	78739
	Pat Skotwell	78739
	Mike Kidd	78749
	Sharee Kidd	78749

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
 Meet and Greet Open House – October 24, 2013
PUBLIC SIGN-UP SHEET

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Karen Lundquist	78737
	Leo Klaes	78749
	Ann Brownlow	78749
	Jane Copeland	78737
	Aaron Archer	78739
	David Richardson <small>friend of family</small>	78737
	Shirley Manson	78739
	Jason Baze	78749
	JIM FOUTS	78749
	Teodora Pogonat	78739

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
 Meet and Greet Open House – October 24, 2013
PUBLIC SIGN-UP SHEET

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	John K Baker	78739
	Stem Criswell	78739
	Pete Myer	78739
	KAREN MYERS	78739
	Quica Harpold KEYE TV	78749
	Greg Herzog	78739
	Andy Atlas	78723
✓	Jacob Cottingham (Donna Howard's office)	78745
	LISA WILLIAMS	78739
	Bradford Moncrieff	78749

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
Meet and Greet Open House – October 24, 2013

PUBLIC SIGN-UP SHEET

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Tom Volpe	78739
	KEN RUFFEE, PE	78739
	Heather Ruffee	78749
	Matthew Bracht	78749
	Adriana Krueger	78739
	BARRETT CRISWELL	78749
	Kitty McMahon	78701
	ERIC BARDEN	78739
	DAVID BOSADA	78739
	Hillary Prieto	78739

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
Meet and Greet Open House – October 24, 2013

PUBLIC SIGN-UP SHEET

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Nancy Leeper	78739
	Robert F. Brown	78739
	Monica West	78739
	Anne Williams	78739
	David Rejano	78739
	Cindy David	78739
	Thomas Dobbs	78739
	Edward Carlson	78739
	Cory Wynny	78739
	Thane Lenzler	78739

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
Meet and Greet Open House – October 24, 2013

PUBLIC SIGN-UP SHEET

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Deborah Hempel-Medina	78609
	KIRK MEDINA	78609
	Peter Goeders	78739
	Will SMITTONSON	78739
	Raphael Travis	78749
	NEWLAND MOOREFIELD	78739
	Phillip Hempel	78748
	Dense Hempel	78748
	John Felrid	78739
	Amy Wiseman	78749

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
Meet and Greet Open House – October 24, 2013

PUBLIC SIGN-UP SHEET

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Jennifer Leeper	78739
	Lisa Laird	78739
	DAN KELLEY	78737
	RAMYA PRAKASH	78749
	Paul Bynum	78749
	Dave Thompson	78739
	Jorge E. Rivera	78739
	Daniel Mcbauley	78739
	Maria Franz	78739
	Evan Randall	78739

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
Meet and Greet Open House – October 24, 2013

PUBLIC SIGN-UP SHEET

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Phillip Harris	78739
	SENOVIA Dally	78739
	Bill Dally	78739
	Bill Hatcher	78749
	Bruce Osborns	78739
	Mary Shults	78649
	Peter Groves	78739
	Alicia Duff	78739
	KAREN CLARY	78739
	JAMES FOWLER	78745

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
Meet and Greet Open House – October 24, 2013

PUBLIC SIGN-UP SHEET

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	STEVE SIMMONS	78739
	Brian Vaughan	78739
	Maria Vaughan	78739
	Steve Sackman	78739
	Marcia Sackman	78739
	Jana Cohen	78739
	Sue Taylor	78739
	ALEKSINA CHAPMAN (COA BIKE PROGRAM)	78704
	Becky Stephenson	78739
	Luisa Williams	78749

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
Meet and Greet Open House – October 24, 2013

PUBLIC SIGN-UP SHEET

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Lynn Barnett	78739
	Kate Miller	78749
	Janice Sneed	78739
	PATRICE NANCE	78139
	Michael LaRosa	78739
	NEAL RHEA	78739
	Peggy Rhea	78739
	Ann + John Derrick	78739
	Jennifer Alaniz-Zoghby	78739

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
Meet and Greet Open House – October 24, 2013

PUBLIC SIGN-UP SHEET

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Timothy Smith	78739
	Leanne Stetzer	78739
	Carie Juettner	78739
	Rick Perkins	78739
	WILLIAM MENEFFEE	78749
	Ellen Williams	78739
	Matt Lamm ^{-cyclist}	78749
	Catherine Dougherty	78739
	BORIS PROZOR	78739
	Heather Wood-Wesner	78739

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
 Meet and Greet Open House – October 24, 2013
 Public ~~STAFF~~ SIGN-UP SHEET

NAME (PLEASE PRINT)	ZIP CODE	ORGANIZATION
Jason Madala	Tx House of Representatives	
Eric Davis	78739	
Audrey Hernandez	78739	
Chas Williamson	78739	
Julie Eklund	78739	
Jessica Rodriguez	78749	
Soraya Tolan	78737	
Britt Garner	78749	
Kristina Peterson	78739	

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

W
 MoPac at Slaughter Lane and La Crosse Avenue
 Meet and Greet Open House – October 24, 2013
 Public ~~STAFF~~ SIGN-UP SHEET

NAME (PLEASE PRINT)	ZIP CODE	ORGANIZATION
Bill Bunch	78704	SOS Alliance
Janet Beasley	78739	
Brian Beasley	78739	
Jessica R. Vasquez	78748	
Carrie McConnell	78749	
Tiffany Machado	78617	
Billy Howe	78739	
Julie Lewis	78749	
Liesel Jankowski	78739	

10-23-13

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Attachment H Survey Forms

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

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

- Turning lane traffic
- Always back-up
- Light don't match up well with flow of traffic

2. What problems do you face at the intersection of La Crosse and MoPac South?

- Turning lane traffic.

3. Are you aware of any safety issues at these two intersections? Please explain.

- I have heard of alot of accidents & potenal accidents in this intersection

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

- I do see alot of bikes. I'm sure mae bicycle/pedestrian lanes would help.

5. What additional information would you like to share with the study team?

-

PLEASE NOTE: If you would like for the feedback you provide on this community survey to be considered as an official comment, you must fill out and submit a comment form. Please ask a study team member for a form. Official comments can also be submitted online at www.MoPacSouth.com.

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Rush hour traffic is extreme.

2. What problems do you face at the intersection of La Crosse and MoPac South?

Do not drive down to LaCrosse

3. Are you aware of any safety issues at these two intersections? Please explain.

Havent seen any, but with so much congestion I could only imagine it is an issue.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Yes bicycle improvements are needed, traffic is a huge problem + bike ~~lanes~~ lanes would be safer if improved

5. What additional information would you like to share with the study team?

Great study keep up the great work!
Any change will be good. Thank you!

PLEASE NOTE: If you would like for the feedback you provide on this community survey to be considered as an official comment, you must fill out and submit a comment form. Please ask a study team member for a form. Official comments can also be submitted online at www.MoPacSouth.com.

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Not sure sorry.

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Preserving existing views / nature

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

Signature bridge features, what ever is added to ~~the~~ solve the problem needs to add an aesthetic value as well.

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

PLEASE NOTE: If you would like for the feedback you provide on this community survey to be considered as an official comment, you must fill out and submit a comment form. Please ask a study team member for a form. Official comments can also be submitted online at www.MoPacSouth.com.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

2. What problems do you face at the intersection of La Crosse and MoPac South?

3. Are you aware of any safety issues at these two intersections? Please explain.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

No, we give too much attention to cyclist they are half the problem!

5. What additional information would you like to share with the study team?

*Manage traffic flow during the construction
Put in adequate lanes to manage future
growth*

PLEASE NOTE: If you would like for the feedback you provide on this community survey to be considered as an official comment, you must fill out and submit a comment form. Please ask a study team member for a form. Official comments can also be submitted online at www.MoPacSouth.com.

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Tx Farm Bureau

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

No fancy or artistic construction like the total fail @ hamas underpass.

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

None

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

No

PLEASE NOTE: If you would like for the feedback you provide on this community survey to be considered as an official comment, you must fill out and submit a comment form. Please ask a study team member for a form. Official comments can also be submitted online at www.MoPacSouth.com.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

~~Slaughter to Mopac S is not bad at all~~
Mopac S to Slaughter East is terrible
Slaughter west bound to Mopac S needs a longer
turn lane. Slaughter westbound to Mopac
NORTH NEEDS DOUBLE R. turn lane.

2. What problems do you face at the intersection of La Crosse and MoPac South?

Don't go there much.

3. Are you aware of any safety issues at these two intersections? Please explain.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

A bike lane parallel to Slaughter would
be nice - bikes on street clog traffic

5. What additional information would you like to share with the study team?

PLEASE NOTE: If you would like for the feedback you provide on this community survey to be considered as an official comment, you must fill out and submit a comment form. Please ask a study team member for a form. Official comments can also be submitted online at www.MoPacSouth.com.

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Senders # Circle C HOAs

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Keep as many trees as possible to dampen noise

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

Landscaping - more trees

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

360 & 620 are scenic

PLEASE NOTE: If you would like for the feedback you provide on this community survey to be considered as an official comment, you must fill out and submit a comment form. Please ask a study team member for a form. Official comments can also be submitted online at www.MoPacSouth.com.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Congestion due to shopping @ Alamo Draft House

2. What problems do you face at the intersection of La Crosse and MoPac South?

seldom approach

3. Are you aware of any safety issues at these two intersections? Please explain.

eastbound slaughter to NB mopac L turn
conflict with inside curb return

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

please take care of traffic 1st, we pay taxes

5. What additional information would you like to share with the study team?

PLEASE NOTE: If you would like for the feedback you provide on this community survey to be considered as an official comment, you must fill out and submit a comment form. Please ask a study team member for a form. Official comments can also be submitted online at www.MoPacSouth.com.

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Belcones / USFWL,

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

sight distance should trump vegetation

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

sidewalks that accommodate bicycles

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

PLEASE NOTE: If you would like for the feedback you provide on this community survey to be considered as an official comment, you must fill out and submit a comment form. Please ask a study team member for a form. Official comments can also be submitted online at www.MoPacSouth.com.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

LONG TRAFFIC LINES, AM & PM, COMPOUNDED
BY SCHOOL TRAFFIC.

2. What problems do you face at the intersection of La Crosse and MoPac South?

TRAFFIC BACKS UP ON LA CROSSE TOWARDS UNIVERSITY,
ONLY WILL GET WORSE WHEN UNIVERSITY EXPANDS,

3. Are you aware of any safety issues at these two intersections? Please explain.

RIGHT TURNS ON NORTH BOUND SIDE HAS NO TURN LANES
BICYCLES CROWD VEHICLES IN RIGHT LANE,
PM LIGHT CYCLES ARE OUTDATED

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

YES - KIDS RUN ~~ACROSS~~ ACROSS MOPAC GOING
TO BOWIE, BICYCLES DO NOT STAY ON SHOULDER

5. What additional information would you like to share with the study team?

UNDER PASSES AT BOTH INTERSECTIONS WOULD
MAINTAIN MORE OF THE LOCAL BEAUTY.

PLEASE NOTE: If you would like for the feedback you provide on this community survey to be considered as an official comment, you must fill out and submit a comment form. Please ask a study team member for a form. Official comments can also be submitted online at www.MoPacSouth.com.

10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

CIRCLE C HOA, AUSTRAL LOOP NEIGHBORS,
WILD FLOWER RESIDENTS

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

KEEP MOPAC BELOW SLAUGHTER & LACROSS
KEEP TREES & FLOWERS ALONG ROADS

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

YES I 35 & KYLE PARKWAY

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

CONGESTION - MULTIPLE SIGNAL PHASES TO GET THROUGH INTERSECTION
SAFETY - INDIVIDUALS PUSHING YELLOW/RED CYCLE DUE TO LONG CYCLE TIMES
TO GET THROUGH

2. What problems do you face at the intersection of La Crosse and MoPac South?

I AVOID IT DUE TO POOR SIGNAL TIMING & INDIRECT ROUTE
I WOULD CHANGE ROUTE IF O/P WAS CONSTRUCTED

3. Are you aware of any safety issues at these two intersections? Please explain.

YES SEE COMMENT in #1

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

ABSOLUTELY - LARGE BICYCLE COMMUNITY USES MO PAC & VELODRAMS

5. What additional information would you like to share with the study team?

MAKE THIS HAPPEN.

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Congestion.
Inability to ~~MANAGE~~ safely walk
across Slaughter to retail.

2. What problems do you face at the intersection of La Crosse and MoPac South?

Don't have here much.

3. Are you aware of any safety issues at these two intersections? Please explain.

→ Turning ~~into~~ in and out of all
the new retail development.
→ The left turn, particularly, seem risky.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

No. Please provide assistance to help
with pedestrian and bicyclist.
As a driver, I do worry about this.

5. What additional information would you like to share with the study team?

How does this impact traffic draft
MOPAC and DAUS LANE. THIS IS ALSO
VERY UNSAFE and will be back up for
folks as any potential construction on MOPAC/SLAUGHTER

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Small businesses → eg. SACI am,

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

It is important to have this maintain beauty and connection to nature. Particularly as this intersection (Mopac/Skyhiker) frames the entrance to the Wildflower center.

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

= Branding of neighborhood / A signature look
- TREES, flowers, etc.

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Long delay in getting through. Adds about 15 minutes to any trip.

2. What problems do you face at the intersection of La Crosse and MoPac South?

Just the annoyance at having to stop go soon after the main intersection - lights should be better timed - Also on flashing during the night/early morning when

Traffic w/ light

3. Are you aware of any safety issues at these two intersections? Please explain.

Not really...

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Are there bike lanes? If not, maybe there should be

5. What additional information would you like to share with the study team?

right + left hand turn lanes

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

- Short light cycle at afternoon times N Bound Mopac
@ Slaughter

2. What problems do you face at the intersection of La Crosse and MoPac South?

- Speed of traffic too fast.
- Bicycles safety
- Noise

3. Are you aware of any safety issues at these two intersections? Please explain.

- So glad that there is now a light at
La Crosse & Mopac.
- Noise

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

- Students going to Bowie, @
- Shoulder disappears w/out warning @ Mopac &
Spruce Canyon

5. What additional information would you like to share with the study team?

- Neighbors that back to mopac / Slaughter

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Traffic congestion on Mopac southbound and Slaughter eastbound.

2. What problems do you face at the intersection of La Crosse and MoPac South?

Safety issues turning left onto La Crosse from Mopac southbound.

3. Are you aware of any safety issues at these two intersections? Please explain.

Mopac southbound right-turn lane onto Slaughter is narrow and faster-moving than the other two lanes.

Turning left onto La Crosse from Mopac southbound, crossing Mopac northbound.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

5. What additional information would you like to share with the study team?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Traffic at peak hours.

2. What problems do you face at the intersection of La Crosse and MoPac South?

none (I live directly on this intersection)
we back up to it.

3. Are you aware of any safety issues at these two intersections? Please explain.

People running light at La Crosse.
People trying to walk/bike across.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

yes - several kids walk or bike to Bowie.

5. What additional information would you like to share with the study team?

My house backs up to MoPac & La Crosse.
PLEASE no overpasses! I have 4
kids. We do not want an overpass.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Safety & Congestion

2. What problems do you face at the intersection of La Crosse and MoPac South?

safety and congestion

3. Are you aware of any safety issues at these two intersections? Please explain.

Yes. It is very dangerous. ~~A car~~ ~~early~~
I know a woman that was killed at
the intersection by a driver that ran the light

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Yes. Violet Crown access

5. What additional information would you like to share with the study team?

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Neighborhoods, people living around here

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

just make it safe

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

safe

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

~~MoPac~~, safe

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Cars pull out of line quickly and drive up the shoulder of the road. This has led to numerous accidents.

2. What problems do you face at the intersection of La Crosse and MoPac South?

None

3. Are you aware of any safety issues at these two intersections? Please explain.

La Crosse has no bike lane. It needs one in support of Veloway.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Yes, cycling through MoPac and Slaughter is dangerous. Bike lanes are needed. Right now the sidewalk is best but this is unlawful. The shoulder is used for a right turn lane and conflicts with cyclists.

5. What additional information would you like to share with the study team?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

I turn right on Slaughter from MoPac South.
An extender at turn lane would be helpful

2. What problems do you face at the intersection of La Crosse and MoPac South?

Rarely use it

3. Are you aware of any safety issues at these two intersections? Please explain.

Not really just congestion. An intersection
over/underpass would make it worse as most traffic
goes from Slaughter onto MoPac.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

No

5. What additional information would you like to share with the study team?

We do not need more traffic on La Crosse
by the schools. A Slaughter over/under pass
would increase that traffic

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

light timing
drivers on shoulder
need more & earlier turn lanes,

2. What problems do you face at the intersection of La Crosse and MoPac South?

dangerous conditions as people stop to turn left
from MoPac onto LeCROSS.

3. Are you aware of any safety issues at these two intersections? Please explain.

LeCROSS & MoPac has a number of red light
runners. they don't expect a light and blow
past LeCROSS.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Yes Biker are on a narrow shoulder. Even
worse, the shoulder disappears for a
stretch near escarpment. This is a bike/car
wreck waiting to happen.

5. What additional information would you like to share with the study team?

Keep street lights off or non polluting
SW Hwy 45 should not be built, it will be an
environmental issue w/ the runoff water & the aquifer.
SW Hwy 45 will only increase traffic

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

The Circle C home owners association
SW Austin Alliance
S.O.S. environmental group (Save our Springs)

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

minimize noise, light, improve ped/bike
ample trees.

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

290 as it goes under 35

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Slowdowns beginning @ Davis Ln. Additional traffic thru
Villages of Western Oaks via Davis Ln / Escarpment.

2. What problems do you face at the intersection of La Crosse and MoPac South?

3. Are you aware of any safety issues at these two intersections? Please explain.

North & South bound traffic traveling at high speeds not expecting
a traffic signal (especially southbound)

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Dedicated bike travel lanes

5. What additional information would you like to share with the study team?

Possibility of adding service road in addition too

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Visual pollution - no billboards, signage along MOPAC. Green space, easements

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

Overpasses Buda / Kyle

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Long wait for thru traffic at commute times

2. What problems do you face at the intersection of La Crosse and MoPac South?

Very dangerous left hand turns south bound

3. Are you aware of any safety issues at these two intersections? Please explain.

Separate Bike path would make it safer for everyone (Cars and Bikes)

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

No pedestrian paths along the N/S lanes MCH too dangerous.
Separate Bike path would improve

5. What additional information would you like to share with the study team?

These improvement need to be done together, with TX-45 extension and MOPAC improvements from Slaughter to Cesar Chavez.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

BOTTLENECK AT ALL HOURS! AT A MINIMUM, INCREASE
RIGHT TURN LANES ~~AT~~ AT THE INTERSECTION; I.E.,
TRAVELING SOUTH + TURNING ONTO SLAUGHTER LN + TRAVELING NORTH
ON MOPAC + TURNING ONTO SLAUGHTER LN - TURN SHOULDERS INTO
RIGHT TURN LANES

2. What problems do you face at the intersection of La Crosse and MoPac South?

TOO MUCH TRAFFIC FROM THE NEIGHBORHOOD IS
DIRECTED BY THE ELEMENTARY SCHOOL. EXTEND SOUTH
BAY TO MOPAC; INSTALL TRAFFIC LIGHTS FOR SAFETY -
WE DON'T NEED TO BE GOING 70 MPH ANYWAY!

3. Are you aware of any safety issues at these two intersections? Please explain.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

5. What additional information would you like to share with the study team?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Very busy all times of the day.
No East west highway increases ~~pressure~~ ^{traffic} on
Slaughter

2. What problems do you face at the intersection of La Crosse and MoPac South?

3. Are you aware of any safety issues at these two intersections? Please explain.

Slaughter should have pedestrian walkways
on both sides.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

5. What additional information would you like to share with the study team?

Better now than later.

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Architecturally beautiful to go with
LBJ Wildflower Center as a tourist center.

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

I've started to try to avoid the intersection, esp. since the Alamo went in. Long waits @ light! →

2. What problems do you face at the intersection of La Crosse and MoPac South?

There needs to 2 left turn lanes coming from Circle C going east to enter onto Mopac.

3. Are you aware of any safety issues at these two intersections? Please explain.

Kids from Bowie do cross as they are walking home from school

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

5. What additional information would you like to share with the study team?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Effects on Wildflower Center

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

I think it needs to be an under pass for both intersections to keep noise down. I lived next to I 35 raised portion & it was AWFUL!

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Not many

2. What problems do you face at the intersection of La Crosse and MoPac South?

Traffic should slow down

3. Are you aware of any safety issues at these two intersections? Please explain.

need to slow traffic

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

yes

5. What additional information would you like to share with the study team?

The "No build" is ridiculous. There can be several intersection improvements without building full bridges

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

South Over Springs Alliance
Friend Ship Alliance
South Mopac Neighbors Alliance

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

preserve existing vegetation by
not building full way
main lanes

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

The existing preserved median is
very nice.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

backs up - need larger turn lane to go south from Slaughter heading east

2. What problems do you face at the intersection of La Crosse and MoPac South?

None - Use it all the time. (in terms of driving)
Sidewalks needed for pedestrians

3. Are you aware of any safety issues at these two intersections? Please explain.

need sidewalks - Need bike lanes for
wellway

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

5. What additional information would you like to share with the study team?

Concern about noise for neighboring houses -
loss of feel of area which is very pretty now -
would want lots of trees etc.
No overpasses -

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Huge traffic queing in a.m. & p.m. rush hours

2. What problems do you face at the intersection of La Crosse and MoPac South?

3. Are you aware of any safety issues at these two intersections? Please explain.

People running red lights due to wait time i.e. frustration.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Yes, vicinity of schools – help students safely cross MoPac. also w/new theater/development, residents ~~on~~ East of MoPac could walk safely to businesses.

5. What additional information would you like to share with the study team?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Sendera HOA

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Traffic! So much traffic is turning to Slaughter (to go to Brodie-Buda/Kyle) since 45 is not built....

2. What problems do you face at the intersection of La Crosse and MoPac South?

none. But it seem very dangerous for peds & bikes. Something to allow safer passage for both cars & peds/bikes should be done. But not one at expense of other

3. Are you aware of any safety issues at these two intersections? Please explain.

yes, volume, with the existing lights there is too much volume and people running the lights,

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

yes. It is unsafe for peds & bikes as is esp. at peak traffic time. Albeit, I don't know of any accidents, it seems unsafe to let kids bike to Bowie or go to Ueloway.

5. What additional information would you like to share with the study team?

Both under & over passes have pros/cons, but one needs to be done. No build is not a good or acceptable option. But, consideration must be given to mopac south to left turn on slaughter of 45 toll.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Circle C HOA (although I believe they will oppose all changes) and Shady Hollow HOA.

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

well, the trees at both intersections are great, and would like to retain as many as possible.

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

MoPac @ Davis Lane - the surrounding area is largely unaffected.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

There is too much traffic heading south towards Buda/Hays that doesn't have any other option other than traveling down the Slaughter/MoPac intersection. The same people traveling North MoPac + South need a separate area from those traveling only down Slaughter Lane.

2. What problems do you face at the intersection of La Crosse and MoPac South? School work.

none, but the bicyclist + long lights

3. Are you aware of any safety issues at these two intersections? Please explain.

Too many pedestrians + bicycles are traveling across these intersection, while cars are traveling @ highway speeds.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

They need to not use the highway, most slow down traffic

5. What additional information would you like to share with the study team?

Building 45 would help along w/ the improvements suggested @ these intersections

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

LONG DISTANCE COMMUTERS & PEOPLE GOING TO BOWLE H.S.
BRIDGE & SHADY HOLLOW RESIDENTS

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

DALLAS HIGHWAY LIKE AREAS ON HWY 75

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

None really. Traffic can be heavy at certain times, but over all not a problem for me or my family

2. What problems do you face at the intersection of La Crosse and MoPac South?

None. - same answer as above.

3. Are you aware of any safety issues at these two intersections? Please explain.

no.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

no. there are plenty of other places to run and ride a bike in our area. This section should not be changed in anyway to encourage more pedestrians or bikers to use it.

5. What additional information would you like to share with the study team?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Bowie High School, Kiker Clem. PTA & PTSA at both schools, Circle C HOA. Gorzycki Middle School
Baldwin Clem, Clayton Clem. T+00.

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

DO NOT DESTROY THE VIEW !!!
"You can not paint a bridge" - to make it blend in to our Hill Country Views.

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

None. They are fine the way they are currently.

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

Roads and Bridges are not aesthetically pleasing.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

When heading East on Slaughter in the far left lane to go Northbound MoPac, a driver must make a sharp 90° turn to go North onto MoPac

2. What problems do you face at the intersection of La Crosse and MoPac South?

Waiting on lights late at night when there is no to little traffic later in Evening, say about Nine can we switch the lights to blinking yellow for MoPac lanes and Blinking Red for La Crosse lanes?

3. Are you aware of any safety issues at these two intersections? Please explain.

—

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

—

5. What additional information would you like to share with the study team?

—

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

The Hexagonal Bridge walls look best! 😊

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

traveling on mopac ~~do~~ during rush hour adds
30 mins to my commute.

2. What problems do you face at the intersection of La Crosse and MoPac South?

- waiting for the light when no one is crossing
- heading south, a left turn lane needs to be added at the very least

3. Are you aware of any safety issues at these two intersections? Please explain.

- sight distance turning from EB slaughter to SB Mopac

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

both are needed

5. What additional information would you like to share with the study team?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

circle C, Bike community

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

I would like to see landscaping, tiered wall with planters stamped walls or paint PFC pavement to make road safer & quieter

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

decorative lighting and bike lanes would be nice

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

Houston has a "living" bridge. This would be nice to tie in the wild flower center into bridge design

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

East/West congestion.

2. What problems do you face at the intersection of La Crosse and MoPac South?

None.

3. Are you aware of any safety issues at these two intersections? Please explain.

Cyclists and pedestrians: standing or attempting to cross MoPac.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Yes, a protected path would benefit driver and pedestrian.

5. What additional information would you like to share with the study team?

Submerging MoPac below Slaughter & LaCrosse will reduce noise pollution and unsightly overpasses.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Parents walking their children to Kiker Elementary, Bowie High, etc.

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Preserve existing views.

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

Pedestrian crossing, aesthetic lighting, segregated bike lane

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Traffic backs up badly on Slaughter heading towards MoPac.
Second problem: extend the right turn lane from MoPac South
to westbound Slaughter.

2. What problems do you face at the intersection of La Crosse and MoPac South?

None.

3. Are you aware of any safety issues at these two intersections? Please explain.

- No right turn lane from MoPac South to westbound La Crosse
- The 50 mph speed limit on Slaughter is incredibly unsafe for
pedestrians (and kids) walking to the park or shopping center.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Yes, particularly Slaughter and MoPac. Speed limit on Slaughter
is way too high at Beckett/towards HEB

5. What additional information would you like to share with the study team?

Texas 455W is an unnecessary project that will harm this community
greatly. If improving these two overpasses means paving the
way for 455W, I'd prefer we leave them as-is.
- If 45 is built, these underpasses need to be built 1st

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Circle C Homeowners Association

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

- Underpass

- vegetation like trees

- sound deadening

- views from Lady Bird Wildflower Ctr are important

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

Underpasses.

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

Do not build frontage roads, they are a blight on every landscape

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Too much traffic turning from Slaughter onto MoPac to go North early in the morning. Also dangerous to merge with MoPac traffic after making the turn.

2. What problems do you face at the intersection of La Crosse and MoPac South?

I do not use that intersection often

3. Are you aware of any safety issues at these two intersections? Please explain.

yes. See question one.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Joggers at MoPac and Slaughter must dodge heavy traffic. Some appear to be from Bowie High School track team.

5. What additional information would you like to share with the study team?

I leave the Shady Hollow neighborhood at 6:30 AM to go to work. I take Bralier all the way to 290 to avoid the Slaughter and MoPac intersection. I watched the improvements being made on that intersection several years ago and knew then it

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would be a problem. Bad planning!

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Residents of Shady Hollow and Circle C

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Save as many trees as possible.

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

Lighting

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South? *turning L from*
1) Difficulty ~~driving~~ ^{during} after afternoon rush hr when ~~entering~~
Sbound Mopac on to Slaughter Eastbound. Sit through multiple
lights + sometimes traffic too backed up on slaughter
at the Nbound side of mopac to turn left -- I
sit through yet another light. Also very hard from S
2. What problems do you face at the intersection of La Crosse and MoPac South? *to get into this shopping center w/*
coming from Mopac
N/A

3. Are you aware of any safety issues at these two intersections? Please explain.
Well, I'm unwilling to walk or bike across
Mopac at Slaughter, so I treat it like
an unsafe intersection. Drivers have a hard
time making the mental shift from freeway
to city street that could have peds/bikes.
4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.
Yes ~~be~~ especially having to do w/ right
turners on + off the "freeway"

5. What additional information would you like to share with the study team?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

The close in neighborhoods such as Sendera, Circle ~~C~~

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

landscaping with attractive ~~lot~~ plants that are native to the area + drought resistant could go along w/ wildflower center, creek, etc. in + would look aesthetically pleasing the area

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

1) landscaping 2) wider sidewalks and/or bike paths on Slaughter

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

the bridges in Williamson county are pretty freeway attractive, But probably more important is to make Slaughter separate from the freeway so it is safer for us to get around by car, bike, or on foot.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

2. What problems do you face at the intersection of La Crosse and MoPac South?

3. Are you aware of any safety issues at these two intersections? Please explain.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

5. What additional information would you like to share with the study team?

THIS EXACERBATES PEAK HOUR CONGESTION ON MOPAC AS
WOULD THE SH45 SE CONNECTION. WHAT ARE PLANS
TO ACCOMMODATE THE ADD'L TRAFFIC ELEMENT DEMAND?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Delay in AM 7:30-8:00
Dangerous entering traffic from west-bound Slaughter
onto Northbound MoPac

2. What problems do you face at the intersection of La Crosse and MoPac South?

Danger to pedi + bike traffic.

3. Are you aware of any safety issues at these two intersections? Please explain.

as above

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

La Crosse - huge bike traffic - needs lanes

5. What additional information would you like to share with the study team?

There are at least 300 homes w/in ear shot
of MoPac in these intersections.
Anything that can decrease the noise would help

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Backup of Traffic during rush hour

2. What problems do you face at the intersection of La Crosse and MoPac South?

*It will be worse if Slaughter is fixed.
That happened w/ William Cannon, so
La Crosse needs to be addressed too.*

3. Are you aware of any safety issues at these two intersections? Please explain.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

5. What additional information would you like to share with the study team?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

TOO MUCH VOLUME FOR SIGNALIZED INTERSECTION
SEVERAL LIGHT CYCLES BEFORE DRIVER
GOES EB SLAUGHTER TO NB MOPAC

2. What problems do you face at the intersection of La Crosse and MoPac South?

I DONT USE THAT DURING PEAK/COMMUTE TO
WORK DUE TO LACROSS/ESCARPMENT TRAFFIC
AND SCHOOL AT KIKER

3. Are you aware of any safety issues at these two intersections? Please explain.

YES, HAVING A 70mph facility AT GRADE
WITH A 35-40mph collector IS WAITING
FOR A BROADSIDE ACCIDENT IF SOMEONE
RUNS RED LIGHT ON MOPAC - BECAUSE THEY GET
IMPATIENT

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

I SEE SEVERAL BOWIE STUDENTS CROSSING MOPAC
BUT TRAFFIC IS SO SLOW THAT THEY MIGHT
BE A LITTLE SAFER THAN CROSSING LATER
IN THE DAY

5. What additional information would you like to share with the study team?

MAYBE A DIVERGENT DIAMOND INTERSECTION
AND OVER/UNDER PASS

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

CIRCLE C HOA NOT SURE of who else
OTHER LOCAL HOMEOWNER ASSOC'S

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

NOT INTERESTED IN IT BEING
PRETTY - BUT WORKING EFFICIENTLY
MAKING IT LOOK AESTHETICALLY PLEASING SHOULD'NT
BE MORE THAN 5% OF CONSTRUCTION COSTS

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

SET #7

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

CANT THINK OF ANY - JUST MAINTAIN THE
ROAD - I GUESS I WOULD PREFER MOPAC
TO GO UNDER SLAUGHTER - IT WOULD BE
KIND OF HIDDEN I GUESS - BUT IF
CHEAPER TO GO OVER - THAN FINE.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

long delays during peak travel hours; South bound MoPac folks frequently illegally use shoulder to queue up for turn

2. What problems do you face at the intersection of La Crosse and MoPac South?

same as above

3. Are you aware of any safety issues at these two intersections? Please explain.

yes, use of shoulder as a turn lane

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

North side of Slaughter at MoPac needs a sidewalk
North & south sides of La Crosse at MoPac need sidewalks

5. What additional information would you like to share with the study team?

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

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1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Lights too short. Often must wait for multiple lights.

2. What problems do you face at the intersection of La Crosse and MoPac South?

~~Lights too~~ Northbound light red too long. Often when there is no traffic, esp late at night.

3. Are you aware of any safety issues at these two intersections? Please explain.

No

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

No

5. What additional information would you like to share with the study team?

Fix intersections before extending 45.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Traffic, backups - Duh!

2. What problems do you face at the intersection of La Crosse and MoPac South?

Same

3. Are you aware of any safety issues at these two intersections? Please explain.

yes - no dedicated bike lanes - they scare me when I drive past a biker.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Yes! See #3

5. What additional information would you like to share with the study team?

Get 'er Done! ~~Stop development~~ Tomorrow isn't soon enough. Let's not stop development.

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

This is Austin - environmental orgz will find you!

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Deer fences

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

Down lighting to prevent light pollution

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

FM 2499 ~~2499~~ International Parkway.
Flower Moond in DFW area.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Not many as I don't drive north much

2. What problems do you face at the intersection of La Crosse and MoPac South?

Light backs up in morning & evening

3. Are you aware of any safety issues at these two intersections? Please explain.

Normal problems

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Yes it would be great to connect the Wildflower Center, Versailles & Wildflower Park with the main neighborhood with such improvements

5. What additional information would you like to share with the study team?

Underpasses were part of the original plan & people living near La Crosse would not expect an overpass

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Circle C HOA

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

keep the Hill country feel

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

wider sidewalks, landscaping

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Live in Circle C - actually traffic moves well most of the time.
If 45 is put through will need over/underpass.

2. What problems do you face at the intersection of La Crosse and MoPac South?

Southbound on MoPac & left on LaCrosse needs a left turn lane, and a right turn lane.
South of Slaughter speed limits should be lowered as it's not a freeway.

3. Are you aware of any safety issues at these two intersections? Please explain.

Limited sight distances at MoPac & LaCrosse

Please use design speed to set speed limits - Not how fast everyone drives.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Due to veloway - much bike traffic

5. What additional information would you like to share with the study team?

Should be no bicycles on MoPac - speeds are too high
shoulders narrow - especially no bikes on the left shoulder
And there should be no joggers on MoPac (but there are south of LaCrosse)

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Wildflower Center, Code C Hoff, Kiker & Bowie schools, Veloway users (?)

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Landscaping consistent with Wildflower Center

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

Need wide sidewalks for pedestrians & bikers at both intersections

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

Loop 45 east of I35 to Mustang Ridge - the planters at the ~~is~~ intersections are great.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

LEFT TURN LANES BACKED UP. STOPPED TRAFFIC IN THE
LEFT LANES ARE BEING PASSED BY TRAFFIC IN RIGHT LANE
TRAVELING 65 MPH.

2. What problems do you face at the intersection of La Crosse and MoPac South?

NO LEFT TURN LANE. TURNING RIGHT OR LEFT
FROM TRAFFIC LANES THAT ARE MOVING AT 65 MPH

3. Are you aware of any safety issues at these two intersections? Please explain.

TRAFFIC AT SPEED PASSING OR COMING TO A STOP
TO AVOID TRAFFIC THAT IS TURNING

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

5. What additional information would you like to share with the study team?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

2. What problems do you face at the intersection of La Crosse and MoPac South?

3. Are you aware of any safety issues at these two intersections? Please explain.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

5. What additional information would you like to share with the study team?

Whatever is built please take into
consideration bike/cyclist needs

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House — October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Traffic turning from MoPac South to Slaughter during
~~traffic~~ rush hour traffic

2. What problems do you face at the intersection of La Crosse and MoPac South?

Bikes going to/from Velouray.

3. Are you aware of any safety issues at these two intersections? Please explain.

Slaughter/MoPac pedestrian traffic

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Pedestrian protected path/bridge needed in Slaughter/MoPac.
Protected bike lanes needed in La Crosse

5. What additional information would you like to share with the study team?

No SW45 expansion!!!

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the

MoPac Intersections Environmental Study?

Wildflower Center They could seed wildflowers after construction

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Underpasses a must to cut noise pollution due to likely increased traffic

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Peak traffic issues.
wait over 40 mins to get through
3 miles

2. What problems do you face at the intersection of La Crosse and MoPac South?

too much wait time to cross over.

3. Are you aware of any safety issues at these two intersections? Please explain.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

yes as there are a lot of cyclists & bikers
in the area the need to do something

5. What additional information would you like to share with the study team?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

TOO MANY CARS + CONGESTION

2. What problems do you face at the intersection of La Crosse and MoPac South?

SAFETY - CARS COMING NORTH ON MOPAC DO NOT HAVE ENOUGH TIME TO SEE THE TRAFFIC LIGHT.

3. Are you aware of any safety issues at these two intersections? Please explain.

Yes - Pedestrian, motorist & bicyclist safety because La Crosse MOPAC S. Intersection is unsafe for cross traffic on La Crosse. (ON both East bound and West bound sides).

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

yes - see above.

5. What additional information would you like to share with the study team?

Please consider ways to incorporate mass transit into the equation. THERE ARE ALREADY TOO MANY CARS ON THE ROAD (MOPAC) TO ADEQUATELY SOLVE THIS PROBLEM BY ADDING A MAINLANE.

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

LADY BIRD JOHNSON WILDFLOWER CENTER

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

ALL OF THE ABOVE. CONSIDER A DESIGN THAT IS AS CLOSE TO THE HUMAN (NOT CAR) SCALE AS POSSIBLE.

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

Make a pedestrian + bike friendly trail that runs from BAYTOP CREEK TO I-45.
USE VEGETATION NATIVE TO THE AREA - LOTS OF IT.

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

NOT YET! MAYBE THIS'LL BE THE FIRST IN AUSTIN!

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

~~Takes 3 lights to get on MoPac~~
long wait to turn right onto Slaughter
from MoPac South — make shoulder into
right turn lane

2. What problems do you face at the intersection of La Crosse and MoPac South?

None

3. Are you aware of any safety issues at these two intersections? Please explain.

No

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

No

5. What additional information would you like to share with the study team?

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Midflame Center, residents of Circle C
& adjacent neighborhoods

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

NO BUILD

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

NO BUILD

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

NO BUILD

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Delays

2. What problems do you face at the intersection of La Crosse and MoPac South?

Delay / bad light timing

3. Are you aware of any safety issues at these two intersections? Please explain.

road rage & pedestrian deaths happen here regularly

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

having a safe way for people in Circle C @ Wildflower park to walk to the Alamo would be appreciated.

5. What additional information would you like to share with the study team?

having more bus options in the area would also help

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Traffic backed up, need longer right turn lane.
NO build, improve turning lanes.

2. What problems do you face at the intersection of La Crosse and MoPac South?

none - sensitive residential area -
NO build - Wildflower Center -
Veloway - dangerous to bikers

3. Are you aware of any safety issues at these two intersections? Please explain.

no

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

lots of bikers - need to be cautious

5. What additional information would you like to share with the study team?

Lots of environmentally sensitive areas. Karst,
Edwards Aquifer Recharge, Oak wilt, etc - - -

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the

MoPac Intersections Environmental Study?

Circle C HOA, Wildflower Center, Biking organization,
Clubs (bicycles), SOS, Edwards Aquifer Authority,
BCCP & Balcones Canyonlands Conservation Plan - fee
zone maps for karst & endangered species

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Landscaping - native plants; Oak with prevention

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

no build

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

none -

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

① Very long delays coming from Mopac S.

② Cars turning W onto Slaughter after "jump" out-

③ Better access to Alamo Slaughter ~~from~~ from Mopac.

2. What problems do you face at the intersection of La Crosse and MoPac South?

(Could use a dedicated turn lane perhaps?)

- Problems: left turn is difficult to stay in lane, ~~is~~ often complicated by bikers.

3. Are you aware of any safety issues at these two intersections? Please explain.

- Yes - there have been many accidents (& fatalities) at these intersections

- Bikers often hold up traffic on LaCrosse/Mopac.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Yes, we have many bikers on LaCrosse coming & going from the Veloury. Also, children ride their bikes and walk to Kiker from the Wildflower Park @ Circle C.

5. What additional information would you like to share with the study team?

I live in the Wildflower Park and can hear traffic on Mopac in the evenings and at night. A raised highway would create even more noise pollution, which would be a detriment to the neighborhoods on either side and the Wildflower Center (pastoral setting).

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the

MoPac Intersections Environmental Study?

ccHOA → Circle C residents, Kiker Elementary, University of St. Augustine, Wildflower Center, biking organizations/clubs, Save our Springs organization.

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Circle C is a beautiful neighborhood and aesthetic considerations are essential, especially keeping in mind that we have the Wildflower Center on Mopac & La Crosse.

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

Any of the above with ccHOA input.

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

Town hole - landscaping beautifies the view

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Slight back ups in the morning and afternoon - but not bad enough for construction.

2. What problems do you face at the intersection of La Crosse and MoPac South?

None now that light is there. There is no congestion at this intersection.

3. Are you aware of any safety issues at these two intersections? Please explain.

No - problems were from 4 way stop at LaCrosse previously

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

No

5. What additional information would you like to share with the study team?

You should use underpasses when at all possible due to noise and visibility from existing residences! LaCrosse should definitely be no build or underpass!

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

~~Residents~~ Residents near the intersections!

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Bridges should be low profile - underpasses to preserve views from houses + LBS Wildflow Center.

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

Trees

Underpass!!!

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

NO

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Rush hour traffic exiting onto Slaughter

2. What problems do you face at the intersection of La Crosse and MoPac South?

Traffic

3. Are you aware of any safety issues at these two intersections? Please explain.

People using the shoulder to drive to exit.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

5. What additional information would you like to share with the study team?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

I avoid it as often as possible by taking Deer/Davis Lane to MoPac when heading north.

2. What problems do you face at the intersection of La Crosse and MoPac South?

Don't use that intersection often. Slaughter needs to be addressed first.

3. Are you aware of any safety issues at these two intersections? Please explain.

No - just the usual problems caused by too many cars and poor driving.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

?

5. What additional information would you like to share with the study team?

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Low maintenance trees, grasses, wild flowers.

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Lots of accidents - Slaughter & MoPac North bound in afternoon & early evening stop light only lets one or 2013 cars at a time through. wait time long.

2. What problems do you face at the intersection of La Crosse and MoPac South?

One death that I know of & I have been in an accident there & know of many others.

3. Are you aware of any safety issues at these two intersections? Please explain.

People lining up on shoulder of N. bound MoPac to turn R onto Slaughter in a.m.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Both considering the fact that veloway is on the other side of Circle C. & Bikes need to cross.

5. What additional information would you like to share with the study team?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

*I love the area around MoPac & 2222 & Fair West.
Lots of flowers in spring.*

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Turning right from MoPac to Slaughter needs longer turn lane or devoted lane onto Slaughter.

2. What problems do you face at the intersection of La Crosse and MoPac South?

I usually avoid this intersection, even though I live off LaCrosse, because the light at Slaughter is backed up (heading South) and the light on LaCrosse to turn North takes too long.

3. Are you aware of any safety issues at these two intersections? Please explain.

Drivers use the shoulder to access the right turn lane to Slaughter, beginning just past Davis bridge. Last week I saw a school bus do this.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

5. What additional information would you like to share with the study team?

There should be an entrance to Alamo Drafthouse parking lot from MoPac.

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Landscaping, preserving views.

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

Landscaping, lighting, wider sidewalks

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Heavy traffic at peak hours

2. What problems do you face at the intersection of La Crosse and MoPac South?

No right turn lane from West MoPac into Wildflower Creek Coloway

3. Are you aware of any safety issues at these two intersections? Please explain.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

5. What additional information would you like to share with the study team?

Right turn lane on West Bound MoPac on to Escarpment

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

I personally avoid, I get off at Davis + take Beckett to slaughter because the light is long, traffic goes too fast then has to stop & wait.

2. What problems do you face at the intersection of La Crosse and MoPac South?

Don't like the speed then the sudden stop, we have so many bicyclens it's very dangerous. Also, needs turning lanes plus bike lanes

3. Are you aware of any safety issues at these two intersections? Please explain.

yes, speed plus stopping is never a good idea. I purposely find other ways to avoid danger. Also, we have bicyclens using mopac which is totally crazy.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Absolutely, I've been on Mopac at 5:30 nearing Davis where a bicyclen is on Mopac but crossing Davis headed toward slaughter this is extremely dangerous for everyone involved.

5. What additional information would you like to share with the study team?

Although I agree we need improvements I want my tax dollars spent efficiently + a decision should be based on a project with less impact on the environment.

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

The required organizations + the people who will be affected.

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

I think bridge/overpass should match our environment.

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

Signage + xenscape landscaping is desired.

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

LONG WAITS TO TURN ON TO AM FROM SLAUGHTER
TO MOPAC AND VICE VERSA

2. What problems do you face at the intersection of La Crosse and MoPac South?

SEE BELOW

3. Are you aware of any safety issues at these two intersections? Please explain.

Bikes going to AND FROM VELOWAY FACE
FAST TRAFFIC ON SO. MOPAC

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

YES SEE ABOVE

5. What additional information would you like to share with the study team?

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

BIKING GROUPS

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

N/A

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

SIDEWALK AT LACROSSE ACROSS TO
WILD FLOWER CENTER

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

NO

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

↙ Lights on Mopac poorly timed
Congestion - left-turn lane is stacked and stops. Lights maybe poorly timed. Fixing/studying east from Lt turn lane traffic may help.

2. What problems do you face at the intersection of La Crosse and MoPac South?

None - in a car - Cyclists need a bike lane to cross to Keloway

3. Are you aware of any safety issues at these two intersections? Please explain.

pedestrians & cyclists. People headed N on MoPac from Lacrosse drive on shoulder because another Rt lane is needed. Lots of traffic going to Bowie High School

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Yes - many bikes & pedestrians crossing east/west on both intersections - Bike lanes needed - Bikers cross to Keloway @ Lacrosse is dangerous

5. What additional information would you like to share with the study team?

I wonder if we fix the Slaughter/MoPac issue if we need to re-evaluate before destroying Lacrosse/MoPac.

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Circle C HOA

Residents in Circle C whose homes back to mopac

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Noise - walls needed for over passes over LaCrosse. Tearing down trees on areas by frontage roads a problem

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

Wider side walks, bike lanes

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

Not really - I think that any construction will destroy the look & feel of the intersections but wonder if we can progress with the least obtrusive

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

The traffic light wait during peak hours (7:30AM - 9:00AM) (also 4:30PM - 6:30PM) to go north on the service road is horrendous.

2. What problems do you face at the intersection of La Crosse and MoPac South?

The traffic light sequence is "stupid" as we all say - too much stopping going South on MoPac, then left onto La Crosse. Also turning onto the freeway from the wildflower park division is dangerous.

3. Are you aware of any safety issues at these two intersections? Please explain.

See note above about turning onto MoPac going north. Also the bike riders often need some lessons on car right of way. But that's another issue...

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

A bike route dedicated for crossing the freeway would be important. Pedestrian as well.

5. What additional information would you like to share with the study team?

Underpasses would require extremely well done, well planned out drainage systems.

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Circle C residents

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Save all the BIG LIVE OAKS that can be!
Don't spend a lot of construction time on "details" such as held up the Flyovers to 290, that was a joke,

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

Keep the lighting - if required - at a minimum.
We have limited light pollution now and don't need more,

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

The Rattlesnake Pedestrian/Bike bridge in Tucson Az

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Compared to MOPAC North of the river. NONE
But - sometimes traffic backup which will worsen
when construction begins at the Y.

2. What problems do you face at the intersection of La Crosse and MoPac South?

None at this time.

3. Are you aware of any safety issues at these two intersections? Please explain.

People have died at La Crosse + MOPAC.
Amy (mother of 304) hit by texting teen.
See 5 below.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Bicyclists use the right hand lane +
cross MOPAC at their own risk. Just need
to obey traffic laws + be cautious.
~~Not much~~ Bike lanes need on LaCrosse - above MOPAC

5. What additional information would you like to share with the study team?

Texting while driving slows traffic on MOPAC +
creates high risk of accidents - weaving, creeping, malleting.
Invest in police patrols - easy ticket for reckless or distracted
driving for revenue plus traffic flow improvement

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Circle C Ranch Homeowners Association.
Bowie High School

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Underpasses to use decorated concrete like
used in Albuquerque - calms traffic -
looks great.

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

Decorative underpass walls, desert landscaping,
wide sidewalks - also for use by cyclists to transit
the intersections.

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

Several in Albuquerque along Hwy US 40.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

I rarely go through here at rush hour, so have not encountered congestion

2. What problems do you face at the intersection of La Crosse and MoPac South?

same as above

3. Are you aware of any safety issues at these two intersections? Please explain.

no

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

no

5. What additional information would you like to share with the study team?

Friends live near the La Crosse intersection and are very concerned about their property values being impacted if an overpass is built. They feel they'd have to move.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

*Circle C Homeowners Assn; South Mopac
Neighbors Alliance, Oak Hill Assn of Neighbors
Keep Mopac Local, Save Centia Over Bridges*

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

- Long delays
- Numerous light changes before traffic proceeds
- Difficulty in making left turns in either direction

2. What problems do you face at the intersection of La Crosse and MoPac South?

- Usual traffic delays

3. Are you aware of any safety issues at these two intersections? Please explain.

- Bicycles are at risk

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

- ~~Bicycles~~ Bicycles should be prohibited on Mopac +
45

5. What additional information would you like to share with the study team?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Build up of traffic from both directions

2. What problems do you face at the intersection of La Crosse and MoPac South?

3. Are you aware of any safety issues at these two intersections? Please explain.

Bicyclists seem vulnerable - I am a walker and would never try to walk through these intersections

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

I don't walk here but pedestrians seem to be very vulnerable

5. What additional information would you like to share with the study team?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

CONGESTION ON MOPAC

2. What problems do you face at the intersection of La Crosse and MoPac South?

NONE

3. Are you aware of any safety issues at these two intersections? Please explain.

NONE

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

NO

5. What additional information would you like to share with the study team?

WIDEN MOPAC AT SAME TIME

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

High traffic volume during morning + evening rush hours. Traffic backs up on Slaughter trying to turn on to Mopac N. Traffic backs up on Mopac Southbound trying to turn left in the evenings.

2. What problems do you face at the intersection of La Crosse and MoPac South?

None

3. Are you aware of any safety issues at these two intersections? Please explain.

Mopac + Slaughter is quite dangerous for bike + pedestrian traffic

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Yes! Slaughter is only safe on the sidewalk. Road crossings are not safe due to traffic volume + speeds.

5. What additional information would you like to share with the study team?

Please - NO TOLLS!

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the

MoPac Intersections Environmental Study?

Crete-C Homeowners group, Sanderia Homeowner's Assoc., Oak Park
Homeowner's Assoc.

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Please do what you can to retain residential character

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Long waits coming home from work +
turning onto Slaughter.
Right

2. What problems do you face at the intersection of La Crosse and MoPac South?

3. Are you aware of any safety issues at these two intersections? Please explain.

Cars trying to turn right onto Slaughter
travel on the shoulder.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

5. What additional information would you like to share with the study team?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

LONG TRAFFIC DELAYS, AIR POLLUTION, WATER POLLUTION FROM
THE RUN OFF ASSOCIATED WITH OIL DRIPPING OFF OF
TRUCKS, CARS, BUSES.

2. What problems do you face at the intersection of La Crosse and MoPac South?

SLOW LOCAL TRAFFIC IMPEDING THROUGH TRAFFIC
LONG TRAFFIC DELAYS; BICYCLISTS, DANGEROUS
PEDESTRIAN INTERSECTIONS

3. Are you aware of any safety issues at these two intersections? Please explain.

PEDESTRIAN INTERFACE WITH TRAFFIC. PLEASE
CONSIDER A "SEPARATE" PEDESTRIAN
BRIDGE PAID FOR OUT OF CAMPO DESIGNATED FUNDS
FOR VIOLET CROWN TRAIL

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

YES. SEE ABOVE!

5. What additional information would you like to share with the study team?

Please Expedite Improvements. Please do not
waste years of our life. We need it now.

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

OAK HILL TRAILS ASSOCIATION

OAK HILL ASSOCIATION OF NEIGHBORHOODS

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

PEDESTRIAN BRIDGE PAINTED PURPLE FOR THE VIOLET CROWN TRAIL. LOW LEVEL LIGHTING RESPECTING "DARK SKY INITIATIVES"

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

"DARK SKY LIGHTING"
BICYCLE ONLY LANES

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

PHOENIX, AZ FREEWAY ARE DELORATED IN SOUTHWEST DESIGNS

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Some traffic at rush hour coming south on MoPac, not too bad. Going north on MoPac, sometimes green lights are incredibly short. Overall, really just a minor inconvenience for now.

2. What problems do you face at the intersection of La Crosse and MoPac South?

Occasional red lights - minor inconvenience.

3. Are you aware of any safety issues at these two intersections? Please explain.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

5. What additional information would you like to share with the study team?

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Length of time to get through the intersection.
Right-hand turners, can't see to the left because other two lanes block view to the left.

2. What problems do you face at the intersection of La Crosse and MoPac South?

Right-hand turners must get onto shoulder to avoid blocking right-hand lane going straight.

3. Are you aware of any safety issues at these two intersections? Please explain.

Bicyclist crossing MoPac at La Crosse occasionally don't wait for their green light.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Other than comment to 3 (above), no. Not many pedestrians use Slaughter and MoPac intersection; some pedestrians do use La Crosse and MoPac intersection.

5. What additional information would you like to share with the study team?

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Circle C Homeowner Association

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Recommend aesthetics similar to recent highway construction (e.g., Kyle, Round Rock).

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

Same as #7.

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

Same as #7.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Sitting through multiple lights/congestion.
Dangerous high speed braking due to lack
of turn lanes.

2. What problems do you face at the intersection of La Crosse and MoPac South?

see above. This is a high speed intersection
lots of dangerous braking due to lack of
turn lanes

3. Are you aware of any safety issues at these two intersections? Please explain.

See #2

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

No, but there are numerous bicyclist who
risk their own lives...

5. What additional information would you like to share with the study team?

Must build these overpasses prior to construction
of SH 45. Makes zero sense to have east/west
access + difficult North/South access to downtown!

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

unknown

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

None. Low priority

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

This is low priority for me.

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

290 + MOPAC is nice

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Facing traffic from Slaughter, Deer Canyon, all from Hwy 60. via Brodie Lane going to Austin

2. What problems do you face at the intersection of La Crosse and MoPac South?

only school related

3. Are you aware of any safety issues at these two intersections? Please explain.

NO

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

dangerous

5. What additional information would you like to share with the study team?

Must build SH 45 SW

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

homeowners here (circle e), Shady Hollow, Sunset Valley and Harris County

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

would like the sort of painting that we see on toll roads

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

plantings to hide as much structure as possible

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

Any of the freeways in Dallas or Houston

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

I avoid them during msh hour

2. What problems do you face at the intersection of La Crosse and MoPac South?

same. Traffic is a part of life. Avoid it when you can.

3. Are you aware of any safety issues at these two intersections? Please explain.

People crossing on foot or bike

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Four way stop

5. What additional information would you like to share with the study team?

Move right-turn only lane further back.
Create a turn only lane for turn-arounds.

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Backed up traffic, difficulty turning
Right

2. What problems do you face at the intersection of La Crosse and MoPac South?

Backed up traffic on LaCrosse to Mopac

3. Are you aware of any safety issues at these two intersections? Please explain.

Bikers, pedestrians, emergency vehicles

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

Yes, ~~to~~ to cross Mopac

5. What additional information would you like to share with the study team?

Need a rail system to Spruce
Canyon or beyond to downtown for
less vehicle congestion, pollution

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

gardens
traffic
1. What problems do you face at the intersection of Slaughter Lane and MoPac South?
NONE TYPICAL WAIT TIME IS 5-10 MINUTES
IN ALL RUSH SITUATIONS, GOING NORTH OR
SOUTH, MORNING & NIGHT - IT'S 5 TO 10 MINUTES

HOWEVER: WE NEED PEDESTRIAN WALKWAYS FOR OUR
BOWIE KIDS AND OTHERS WHO ARE UNSAFE. WE
ALSO NEED
2. What problems do you face at the intersection of La Crosse and MoPac South?
TRAFFIC: NONE, NEVER. THERE IS NO NEED FOR OVERPASSES, BIKE PATHS!

HOWEVER: WE NEED, AGAIN, PEDESTRIAN WALKWAYS TO
CONNECT EAST CIRCLE C TO WEST CIRCLE C. WE CAN'T
DIVIDE CIRCLE C.
ALSO: ADD SAFE BIKE ROUTES FOR VELOWAY BIKERS -
3. Are you aware of any safety issues at these two intersections? Please explain. A SHARED USE PATH
YES! FOR PEDESTRIANS & BIKERS. THAT EXTENDS
THIS IS A NEIGHBORHOOD! ACROSS MOPAC.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.
SEE ABOVE :)

5. What additional information would you like to share with the study team?
WITH ALL OF THE PROTECTED LAND IN THIS AREA, THERE WILL
BE MINIMAL DEVELOPMENT EXCEPT FOR THE AREAS THAT
WERE PREVIOUSLY PLATTED. THE SENSE IN CIRCLE C IS
THAT THESE "IMPROVEMENTS" SUPPORT TRAFFIC FROM SH45SW.

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WE ARE AGAINST SH45SW

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

SOUTH MOPAC NEIGHBORS' ALLIANCE

<http://www.facebook.com/SouthMopac>

FRIENDSHIP ALLIANCE - NEIGHBORHOODS FROM 1826

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

PRESERVE THE VIEWS & KEEP NOISE LEVELS DOWN.

USE LITTLE LIGHTING. DO NOT ELEVATE THE ROAD.

CONSIDER THE SENSITIVE ENVIRONMENT & RECHARGE ZONE.

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

PLEASE CONSIDER THE ROUNDABOUT OPTION; HAVE SAFE, PEOPLE-FRIENDLY SIDEWALKS & SHARED-USE PATHS, LOW LIGHTING. UNDERPASSES ARE PREFERABLE AS LONG AS THEY DON'T WRECK THE RECHARGE ZONE.

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Slow down and dangerous breaking. It also causes cars to cut through neighborhoods at Davis

2. What problems do you face at the intersection of La Crosse and MoPac South?

Coming from 65 MPH to a stop light doesn't make sense.

3. Are you aware of any safety issues at these two intersections? Please explain.

Breaking and weaving to avoid the traffic that is backed up

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

No

5. What additional information would you like to share with the study team?

N/A

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Traffic backups all times of the day
Both MoPac + Slaughter not wide
enough for traffic

2. What problems do you face at the intersection of La Crosse and MoPac South?

going W or S on MoPac, backups
because of traffic lights
in morning, La Crosse eastbound
backs up

3. Are you aware of any safety issues at these two intersections? Please explain.

visibility / La Crosse - bikers

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

yes - lots of bikers on La Crosse
because of traffic on Slaughter - few
if any pedestrians or bikers

5. What additional information would you like to share with the study team?

You are too late in planning this
people have come already + they are still
coming

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

HOAs in Circle C / Park West at Circle C
HOA
merchants, churches

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

none - just address problem !!

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

sidewalks

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

N Bound Mopac @ slaughter needs longer right
turn lane w/ a right arrow

2. What problems do you face at the intersection of La Crosse and MoPac South?

none

3. Are you aware of any safety issues at these two intersections? Please explain.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

no

5. What additional information would you like to share with the study team?

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Coming South in evening, Traffic heading east backed up (SH 45 SW would help with that) Heading West on Slaughter in AM Traffic backed up

2. What problems do you face at the intersection of La Crosse and MoPac South?

No Data

3. Are you aware of any safety issues at these two intersections? Please explain.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

I'd like to ~~also~~ go to veloway off slaughter to access shopping

5. What additional information would you like to share with the study team?

If (when) SH 45 SW gets built where does traffic go? from West etc Nutty Brown Road or 1826. Neither has adequate capacity! Take SH 45 SW to Fitzlugh Rd Please!

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013 COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

None - any problems of backup are due to poor light timing! Change that & it's all well.

2. What problems do you face at the intersection of La Crosse and MoPac South?

None!! Entire area is not very congested.

3. Are you aware of any safety issues at these two intersections? Please explain.

No

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

NO, No one should be walking around a HWY intersection?!

5. What additional information would you like to share with the study team?

Improve the light timing at peak traffic hours & you can avoid spending Billions on construction!

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Circle C residents

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Noise & pollution to air quality (not just water!)

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

lighting, reduce speeds

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

No - they all look like crap

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY



MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac Intersections Environmental Study. Please share your thoughts with the study team.

1. What problems do you face at the intersection of Slaughter Lane and MoPac South?

Sometimes a long wait to turn (L) from Slaughter. But I live and drive here and don't think there is a significant problem.

2. What problems do you face at the intersection of La Crosse and MoPac South?

None.

3. Are you aware of any safety issues at these two intersections? Please explain.

No.

4. Are you aware of a need for pedestrian and bicycle improvements at these two intersections? Please explain.

No.

5. What additional information would you like to share with the study team?

There is no problem. Don't mess with it.

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

6. What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

Circle C residents

7. What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

Don't do anything.

8. What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

9. Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

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MoPac Intersections Environmental Study
October 24 Meet and Greet Event
Community Survey Results – ONLINE

Q: What problems do you face at the intersection of Slaughter Lane and MoPac South?

1. There is too much backup heading NB and SB when driving on Mopac trying to get through the light at Slaughter.
2. Primarily delays. Through traffic on MoPac stacks up waiting for traffic to turn on to or off of Slaughter.
3. Time delays. Too many vehicles on too small of roads.
4. Timing on the slaughter lane stoplight is too short heading north on weekday afternoons. It causes big backups
5. Long wait times at the light heading north on Mopac during the hours 4:30-6:30PM. Not so much at the same time heading south on Mopac, but still a long delay getting through the intersection.
6. Not enough driving lanes available for the number of cars that pass through this intersection everyday. Commuters from Buda/Kyle travel via Slaughter which causes major delays in the morning and afternoon. Mopac needs to be connected to SH45.
7. Mass congestion. No outlet for traffic other than down to 45. No car pool lanes. Light on slaughter bottlenecks throughput....
8. Constant congestion. Eliminate lights at this intersection and create either an overpass or underpass under Mopac, pass Mopac down to interconnect with the 45 & the 45 to i35 please!!!!!! Not having access to within the southern Austin area to direct freeway accesses is very problematic. By creating a coupling of all 3, it would distribute traffic evenly and I think help eliminate some of the bottle necks.
9. The current intersection was not designed to function as a permanent facility. I experience routine congestion trying to cross Mopac and trying to enter and exit Mopac at Slaughter Lane. There are trouble spots along the north curb of Slaughter Lane: 1) the radius of the curb is too sharp and impedes smoothly turning north onto Mopac from eastbound Slaughter Lane, and 2) the sightlines to see oncoming traffic are obscured by vegetation growth (lack of maintenance) and the light standard (pole) for the traffic signal when turning west onto Slaughter from southbound Mopac.
10. Long waits when heading North on Mopac
11. Long delays going northbound on MoPac at Slaughter in the mornings. In the evenings it is just the opposite but it is not as bad as the mornings. Going northbound on MoPac in the evenings the light is very short allowing only 2-3 cars to get through the light.
12. none
13. Heavy traffic patterns
14. None
15. Back up in the morning going north that requires you to sit through two sometimes three light cycles. In the evening the traffic back up almost to Davis Lane going south. The light in the evening going north is really short.
16. LOOOOONG lines, people making their own lanes. Going NORTH - the light after 7pm and on weekends is only long enough to allow 1 or maybe 2 cars to go through. People run the red light. FIX IT! That should be easy.
17. Long lines of traffic.
18. Major back up at Slaughter and Mopac during high traffic times (headed north on mopac in AM and headed south on Mopac in PM) as well as back-ups on Slaughter crossing Mopac. The lights are timed to let just a few cars through on Mopac, you can end up sitting through 3 or 4 lights.

MoPac Intersections Environmental Study
October 24 Meet and Greet Event
Community Survey Results – ONLINE

19. Takes too much time to get through the intersection, and is dangerous as drivers get aggressive to make it through the light cycle

Q: What problems do you face at the intersection of La Crosse and MoPac South?

1. SB Mopac turning East onto La Crosse, just isn't safe. Tight turn and fast traffic behind me.
2. Primarily delays. Through traffic on MoPac stacks up waiting for traffic to turn on to or off of La Crosse.
3. Time delays. Too many vehicles on too small of roads.
4. None
5. Too many frequent/long red lights on northbound Mopac during 6:00-8:00AM timeframe...
6. Dangerous intersection for drivers that want to make a turn.
7. Congestion.
8. Bottle necks. Constant congestion.
9. I avoid use of this intersection when possible. My experience has been similar to that of Slaughter Lane: congestion, multiple light cycles, non-permanent design of the intersection itself.
10. Somewhat long lines when heading North on Mopac, but not usually as bad as those at Slaughter
11. None
12. none
13. heavy traffic patterns plus bicycle traffic
14. None
15. none
16. Waiting at the traffic light. Light is long.
17. I do not use this intersection.
18. The timing is off, it will turn red or be red nearly everytime I'm approaching and there's no cross traffic. This could be optimized with sensors it seems.
19. This intersection is not as bad or as dangerous, but still poses danger for cars exiting the neighborhood crossing MOPAC. At the rate of speed cars are traveling on MOPAC, there should NOT be a cross street wit light. Both of these intersections need to be removed from the highway.

Q: Are you aware of any safety issues at these two intersections? Please explain.

1. Neither intersection is safe for pedestrians and cyclist.
2. At 65mph, through traffic at both intersections is a little dangerous with the number of vehicles trying to turn at Slaughter and the number of bicyclists around La Crosse.
3. No
4. Cyclist and pedestrians could be better protected at the slaughter intersection
5. Lacrosse seems to be particularly dangerous with bicyclists trying to cross and not waiting for the light to change in their favor
6. Too many cars traveling at a high rate of speed at La Crosse. Not enough lanes for the amount of traffic.
7. I just want throughput of our traffic please.

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8. 1) Diminished sightlines for turning traffic 2) High speed of Mopac traffic make ingress and egress difficult 3) radii of curbs are not designed properly to allow smooth turns on the interior of the intersections (Slaughter in particular).
9. Drivers turning North on Mopac, after heading West on Slaughter, do not always yield or pause long enough to see if there is traffic coming North in the right hand lane. Those cars can be going 60-70 MPH, and if they don't yield its a very bad situation
10. Have seen some accidents as people merge onto MoPac NB from Slaughter (heading West) towards Mopac
11. I am not aware of safety issues at those locations but would urge you to add lights at SH45 and Escarpment, where increased traffic is creating hazards.
12. people trying to "make" lights
13. Car running lights and speeding, BUT that happens ALL over Austin!!!
14. People like to run the light on LaCrosse sometimes.
15. Slaughter at Mopac is terrible in both directions. Going NORTH on Mopac at Slaughter - the light after 7pm and on weekends is only long enough to allow 1 or maybe 2 cars to go through. People run the red light. FIX IT! That should be easy.
16. I have seen several close encounters with Pedestrians at the Mopac and Slaughter intersection. Many Bowie High School students live west of Mopac and bike or travel on foot to school, but motorists do not expect to see them at this intersection.
17. Yes, all along Mopac and 45 the inconsistent bike lane is a big problem. You end up with bikers riding in the right lane, or crossing across both lanes in the middle of a curve.
18. I have seen multiple accidents involving cars running the light to avoid sitting through another cycle. I have also witnessed pedestrians trying to cross at Slaughter in a very dangerous way.

Q: Are you aware of a need for pedestrian and bicycle improvements at these two intersections?

Please explain.

1. Absolutely! The Wildflower section is a residential area that cannot connect to the west side of Mopac safely.
2. At La Crosse in particular, bicyclists would be able to cross MoPac more safely if there is a bridge or underpass that allows them to get to the other side without directly crossing the highway.
3. No. Bike lanes? Geez. It's an expressway!
4. Not sure
5. No pedestrian issues at either intersection, but Lacrosse and Mopac has big issues with bicyclists crossing through coming/going from/to the veloway...
6. Probably needed at both intersections.
7. I just want throughput of our traffic please.
8. Yes, improvements for bicycle and pedestrian are needed at both intersections. At current, Mopac serves as a major and very dangerous barrier to bicycle and pedestrian safety. Considering that families with several small children inhabit the surrounding neighborhoods, the lack of an appropriate crossing facility puts inexperienced users at high risk. The veloway and wildflower center are local area attractions that draw users from neighborhoods west of Mopac. The community pool, playing fields, metro park trails and retail shops/eateries draw users across Mopac from eastern neighborhoods. The lack of a safe and separate bicycle/pedestrian facility influenced my family's decision to purchase a home west of the intersections.

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9. There is a lot of bicycle traffic on Northbound Mopac that could benefit from a dedicated lane to swing them around onto the southbound portion of Mopac, rather than waiting through the lights
10. No
11. no
12. yes, there is both heavy pedestrian and bicycle traffic crossing mopac at slaughter and heavy bicycle traffic crossing mopac at la crosse
13. CCR is VERY active. If you build the news roads that will shut down all activity, ie: bikers, runners, walkers. It will not be safe for them to be in the roads anymore!
14. There is a need to a continuous bike lane all the way down mopac south of la crosse and all of 45. There are too many bikes and cars going fast speeds to have the bike lane disappearing at different points.
15. Sure, there are currently none so anything would be an improvement.
16. Sidewalks, bike lanes, well marked sidewalks.
17. Absolutely! See above, it needs to be the entire stretch of Mopac and 45 south of Slaughter.
18. YES, both need significant improvements for both pedestrian and bicycle traffic. Lanes, guardrails/walls, and lighting all need to be installed at both intersections.

Q: What additional information would you like to share with the study team?

1. I see the need for overpasses or underpasses at both intersection as important already, but it will become even more so if the extension of 45 to 1626 is ever completed (and I hope it will be!), as there will be even more through traffic on MoPac at both intersections.
2. I don't care about a salamander or a spider which may go extinct. Build an elevated or underground roadway AT LEAST 6 lanes wide.
3. Please, whatever you do, do it in such a way that we do not lose the green rural feel that we have here in south west Austin. That is what I love about our area. Please be careful not to make SW Austin look like it does up north
4. Bicyclists treat Mopac and SH45 as their private training ground. I have even encountered them riding 2-3 abreast in the right lane (not on the shoulder). This is extremely hazardous for a freeway with 65-70 MPH speed limits. They should be removed and have Mopac/45 designated as a freeway prohibiting bicycle traffic.
5. When TxDot finally opened the flyovers at mopac & 290 it actually created additional congestion at Mopac & William Cannon due to the lack of traffic lanes for the amount of car that travel through the area each day.
6. I just want throughput of our traffic please.
7. I believe it is important to share with the audience the planning history of Mopac and these two intersections. Many area residents may have moved to this region/location too recently to understand that improving these intersections was in the initial corridor plans. It is apparent that Mopac's ROW in this area was designed to accomodate future construction of mainlanes and intersection overpasses.
8. Overpasses at both of these lights would greatly alleviate traffic issues, just as they've done at Wm Cannon and Davis Rds. And at a bare minimum these are needed BEFORE any toll road from 1626 brings even more traffic onto North Mopac (which I'm personally against as my commute to Austin is already long enough)
9. Needs another lane in both directions of MoPac.

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10. Please keep MoPac local, and residents' property values protected, by rejecting the proposal for overpasses/underpasses at Slaughter and Lacrosse.
11. 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...
12. Well for starters it is sad that nothing will be started for another year. By then things will be worse, why wait? Can't you make SOME improvements now - such as you have the room to make a longer turn lane both north and south. JUST DO IT already. Also on Mopac you have the room to widen it with just re-striping, including going over the bridges. DO IT ALREADY!
13. I think that additional capacity to S. Mopac should be added in the form of underpasses at these two intersections. It is IMPERATIVE that these improvements are completed before additional traffic is funneled to Mopac from the extension of SH45.
14. The traffic/number of vehicles in this area increases everyday, 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!!

Q: What stakeholder groups, organizations or individuals should the study team reach out to for the MoPac Intersections Environmental Study?

1. Nobody. Build it.
2. South Mooac neighborhood alliance Keep Mopac Local
3. Meridian HOA, Circle C HOA, Belterra HOA
4. Residents/Businesses who live and work in this traffic.
5. I just want throughput of our traffic please.
6. All
7. I'd ask the HOAs for Meridian and Avana, whose residents paid a lot of money to live in a desirable area, what they think about the current traffic situation on Mopac - and the potential impact of adding a toll road from 1626. Particularly if they think it will adversely affect their future commute times and housing values.
8. No preference
9. SOS, Circle C HOA, HOA's of other affected neighborhoods
10. Homeowners. We are the only ones being effected by this. Not stockholders.
11. The people this mess affects. Go to neighborhood associations, that is a good starting point.
12. The surrounding residential areas, which are primarily Circle C (residents and HOA).
13. residents of Circle C

Q: What aesthetic/visual considerations (i.e., bridge painting, landscaping, preserving existing views) would you like the study team to consider?

1. Be creative... maybe clover leaf-like intersections, a dedicated bridge/passageway for pedestrians and cyclists at La Crosse.
2. I'm not going to notice a bridge painting when I'm driving 70mph. Don't waste money trying to make a highway look pretty.
3. Preserve the beauty of this area please!!
4. What was done on 183 north of Mopac would be a good example to follow...

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5. Texas drought resistance landscaping. Nothing artsy.
6. I just want throughput of our traffic please.
7. As a native Austinite, Mopac has been central to my movements throughout town for the past +35 years. I enjoy the parkway aesthetic of this roadway corridor to that of I-35 and 183. Designs should strive to minimize hardscape, use gentle slopes and angles, and use paint and landscaping where appropriate to soften the appearance of necessary materials and transitions. Mature trees should be retained where possible, but when removal is necessary, consider transplanting them as opposed to using smaller caliper, container-grown plantings. I believe an underpass would be most visually appealing and neighborhood friendly. Having the local street cross over the throughway provides a better (superior) experience for pedestrian and bicycle users. However, I realize that geologic considerations may limit the feasibility of this intersection type. If the most feasible solution is for Mopac to function as an overpass, then extra effort needs to be given to designing user-friendly pedestrian/bicycle facilities. For example the intersections at Great Hills Trail/183, Braker/183, Duval/183, etc. are intimidating to casual/recreational users. Balcones Woods/183 is only slightly better but due mostly to the fact that Balcones Woods is a neighborhood street to the east. Intersections at Brodie/290, Old Fredericksburg Rd/290, Monterrey Oaks/290 are not inviting either. Please work to improve the human-scale experience for any overpasses proposed for Slaughter and LaCrosse. Given the effort to create the Violet Crown Trail, it'd be good to strengthen the connectivity with the trails at the nearby metro park. If possible, providing +10'-wide decomposed granite trails would go a long way to strengthening pedestrian/bicycle connectivity between the west and east neighborhoods/amenities.
8. None that I can think of
9. Don't waste the money on painting and bridge enhancements.
10. Landscaping, underpasses instead of overpasses if necessary, sound walls - any measures to abate pollution or noise
11. Not building... What about a metro rail?
12. I care less about this and more about getting the job done.
13. preserving views and sound quality
14. Xeriscape with Texas natives.
15. Rock façade, landscaping with Trees, MOPAC should go under Slaughter and La Crosse

Q: What aesthetic/visual improvements (i.e., landscaping, signature bridge features, lighting, wider sidewalks) do you think would provide the greatest positive impact to the look and feel of the intersections of MoPac with Slaughter Lane and La Crosse Avenue?

1. I'm not going to notice a bridge painting when I'm driving 70mph. Don't waste money trying to make a highway look pretty.
2. Don't build up the road. Keep it minimal
3. Run Mopac uninterrupted as bridges OVER Slaughter and LaCrosse
4. Texas drought resistance landscaping. Hill Country landscaping. Nothing artsy.
5. I just want throughput of our traffic please.
6. Is the intended context of this question meant as a no-build alternative spruce-up? Easy, hire an experienced Landscape Architect or an Architect to serve as design lead.
7. Lighted sidewalks between Lacrosse and Slaughter, on both sides of Mopac, would be a nice addition.
8. Same as above.

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9. Landscaping, underpasses instead of overpasses
10. Sidewalks would be nice but again, doing something sooner is more important.
11. an underpass (MOPAC under Slaughter) would be most visual appealing, the bridge should include stone like facade to match area, simple landscaping must be installed, Sidewalks and bike paths need to be wide and safety the number one concern. Area needs to be well lit for safety as well.

Q: Is there an existing bridge or roadway corridor that you think is aesthetically pleasing? Please provide the location and any details about what makes it great.

1. I don't know how aesthetically pleasing this is, but it's an interesting concept: Dallas, TX Hwy 75/ Loop 12 (Central /Northwest Hwy), the traffic flow is seamless and it would be nice to have a seamless flow for Slaughter and Mopac.
2. If you're so worried about aesthetics, then just make the highway underground (tunnel). Put trees above it or something.
3. 183 north of Mopac and 360 between Mopac south and Mopac North. Particularly how they integrate native flora alongside any and all bridge structures, along with the masonry they use and the decorative tiles with the outline of the state of Texas...
4. n/a
5. I just want throughput of our traffic please.
6. The overpasses on I-35 in Kyle have pleasing aesthetics by nice use of paint and cross street markings. Though, the color choice of paint is not the best.
7. No.
8. n/a
9. I like the bridges with the texas star on them but again, aesthetics are LESS important. Do something sooner, that is the theme.

Attachment I
Comments (Forms, Web Mail and Verbal)

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
 Meet and Greet Open House – October 24, 2013

COMMENT FORM

DEADLINE for Comments: Monday, November 4, 2013

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 C/O MoPac Intersections Environmental Study • 3300 North IH-35, Suite 300, Austin, Texas 78705
 Fax 512-996-9784

NAME (PLEASE PRINT): Bruce AITCHISON
 ADDRESS: 6921 MITRA DRIVE AUSTIN 78739

COMMENTS: I prefer MOPAC UNDER PASSES AT ALL INTERSECTION CHANGES. THE LAST THINGS WE NEED ARE ELEVATED FLY OVERS TO RUIN THE VIEWS (MODEST VIEWS) THAT WE PRESENTLY ENJOY

Thanks For Asking For my comment
Bruce Aitchison

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(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#42]
Date: Thursday, October 31, 2013 3:34:49 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Saad aLTAI
Email *	XSAAD@HOTMAIL.COM
Address	 7404 Espina Drive Austin, TX 78739 United States

Message *

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

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#32]
Date: Monday, October 28, 2013 3:59:44 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Aaron Archer
Email *	aaron.archer@hdrinc.com
Address	 10209 Cama Valley Cove Austin, TX 78739 United States

Message *

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 Lacrosse, 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 accomodate 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.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
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Fax 512-996-9784

NAME (PLEASE PRINT): John K Baker

ADDRESS: 7328 Moon Rock Rd

COMMENTS: 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

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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NAME (PLEASE PRINT): Eric BARDEN

ADDRESS: 7101 MITRA

COMMENTS: STOPLIGHT AT SLAUGHTER 1/2 N MOPAC ONLY
STAYS GREEN FOR A FEW SECONDS

FAST GROWTH REQUIRES A COORDINATED RESPONSE, ESPECIALLY WITH
NEW DEVELOPMENT ON 45 1/2 IMMIMENT CONSTRUCTION
OF SW SH45

Right turn lane is too short at slaughter

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10-23-13

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#25]
Date: Friday, October 25, 2013 9:34:47 PM

Comment Type *	Official Comment(s) on the MoPac South Environmental Study
Name *	Bill Barnes
Email *	williamfbarnes@yahoo.com
Address	 6709 Blissfield Dr Austin, TX 78739 United States

Message *

The current design of the intersections at Slaughter&MoPac and LaCrosse&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). A middle HOV lane could also be constructed to flow in the direction of rush hour traffic and could be toll based.

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#4]
Date: Thursday, October 24, 2013 5:15:25 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Theresa Bastian
Email *	keepaustinweirdhomes@gmail.com
Address	 10908 Grassmere ct Austin, Tx 78739 United States
Message *	I do not want any construction to increase the capacity of south Mopac! I oppose the building of SH 45 SW as well!

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
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Fax 512-996-9784

NAME (PLEASE PRINT): Jason Baze

ADDRESS: 8904 Camp Verde Ct, A, TX 78749

COMMENTS: Place cycle & pedo lanes a buffered distance from traffic. Safer for cyclist. Make bike lanes out of sidewalk type wearing surfaces.

Asphalt is much more costly than side walk, a cost savings will be realized.

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From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#7]
Date: Thursday, October 24, 2013 10:48:02 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Donna Beckley
Email *	donnabeckley@gmail.com
Message *	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!

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#10]
Date: Friday, October 25, 2013 1:12:34 AM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Daniel Bloor
Email *	daniel.bloor@gmail.com
Address	 6712 Hansa Loop Austin, TX 78739 United States
Message *	Tunnel under both Slaughter and LaCrosse. 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.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
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COMMENT FORM

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 Fax 512-996-9784

NAME (PLEASE PRINT): DAVID BOSADA

ADDRESS: 10809 CAPSTONE DR.

COMMENTS: 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 LN
TO SLAUGHTER LN, U TURN ON MOPAC.

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10-23-13

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#22]
Date: Friday, October 25, 2013 7:41:55 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	B Brawn
Email *	barb@brawn.org
Address	 78739
Message *	Putting overpasses/underpasses on MoPac at Slaughter and Lacrosse will negatively impact the local community and property values. Please help keep MoPac local and reject the proposal for overpasses/underpasses.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
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 Fax 512-996-9784

NAME (PLEASE PRINT): KEVIN BRELSFORD

ADDRESS: 7404 BRELCOURT MINOR WAY

COMMENTS: _____

AS AN IMMEDIATE HELP, PLEASE EXTEND THE
TURNING LANE ON MOPAC HEADING SOUTH THAT ALLOWS
RIGHT TURN FROM SOUTHBOUND MOPAC ONTO SLAUGHTER
HEADING WEST. IT WOULD BE BENEFICIAL TO EXTEND THIS
3RD LANE / TURNING LANE TO DAVIS LANE.

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10-23-13

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Fax 512-996-9784

NAME (PLEASE PRINT): JAMES BROTHERTON
ADDRESS: 5108 SCOTTISH THISTLE DR AUSTIN 78739

COMMENTS: Prefer the option of MOPAC under LACROSSE
as I would rather look at road surface
than see underpass for our subdivision.
There would be less noise and overall
traffic noise with this option. Easier in & out
for us to get to community pool.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
 Meet and Greet Open House – October 24, 2013

COMMENT FORM

DEADLINE for Comments: Monday, November 4, 2013

Written comments will also be accepted through the website at www.MoPacSouth.com or you can fax or mail to:

Central Texas Regional Mobility Authority
 C/O MoPac Intersections Environmental Study • 3300 North IH-35, Suite 300, Austin, Texas 78705
 Fax 512-996-9784

NAME (PLEASE PRINT): Nancy Brotherton

ADDRESS: 5108 Scottish Thistle

COMMENTS: I think the MoPac under LaCrosse
and slaughter would be the best
plan. The view from residences in
Midflower Park would ~~have been better~~
be more attractive. The access in and
out would be less cumbersome.

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NAME (PLEASE PRINT): Bill Bunch
ADDRESS: 1307 Oxford Ave 78704

COMMENTS: "No build" is bogus. There are several small scale improvements that could be implemented to improve traffic flow. That should be considered as the best, most affordable & safest option.

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From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#50]
Date: Monday, November 04, 2013 5:03:05 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Bill Bunch
Email *	bill@sosallaince.org

Message *

These comments were also sent to Ms. Hurst's email, as per a statement on the website for submitting email comments.

Ms. Hurst,

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.

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.

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 its 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.

Based on my in person view of the graphics at the meeting, the options proposed for both Slaughter Lane and LaCrosse 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.

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.

The project is not appropriate for a Categorical Exclusion, given the environmentally sensitive context, the scale of the construction required, the 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.

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.

Coopting 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.

Please confirm by return email that these comments were received.

Thank you in advance for your consideration,

Bill Bunch
Save Our Springs Alliance
P.O. Box 684881
Austin, Texas 78768

Bruck, Tricia

From: Elizabeth Story <estory@HNTB.com>
Sent: Tuesday, November 19, 2013 5:24 PM
To: Bruck, Tricia; 'Crispin Ruiz'
Subject: FW: Contact Form [#50]

For your records. E

From: Melissa Hurst [mailto:mhurst@ctrma.org]
Sent: Monday, November 04, 2013 5:23 PM
To: bill@sosallaince.org
Subject: Re: Contact Form [#50]

Mr. Bunch – This is email confirmation that your comments were received.

Thank you for your input.

Sincerely, Melissa

Melissa Hurst

Community Outreach Manager

Central Texas Regional Mobility Authority

3300 N IH-35, Suite #300

Austin, TX 78705

Direct: (512) 450-6286

Fax: (512) 996-9784

www.MobilityAuthority.com

From: Mopac South Contact Form <no-reply@wufoo.com>
Reply-To: "no-reply@wufoo.com" <no-reply@wufoo.com>
Date: Monday, November 4, 2013 6:03 PM
Subject: Contact Form [#50]

Comment Official Comment(s) on the MoPac Intersections Environmental Study

Type *

Name * BillBunch

Email * bill@sosallaince.org

Message *

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Ms. Hurst,

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aleksina.chapman@austintexas.gov

NAME (PLEASE PRINT): ALEKSINA CHAPMAN (COA BIKE PROGRAM)

ADDRESS: 712 W JOHANNA, AUSTIN, 78704

COMMENTS: A SHARED-USE PATH, REGARDLESS OF THE BUILD
OPTION WOULD GREATLY IMPROVE CONDITIONS FOR CYCLISTS
+ PEDESTRIANS. GRADE SEPARATION AND ^{PHYSICAL} SEPARATION FROM
VEHICULAR TRAFFIC COULD MAKE THIS INTO AN ATTRACTIVE
AREA TO BIKE AND WALK.

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10-23-13

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NAME (PLEASE PRINT): Karen H. Clary - Lady Bird Johnson Wildflower
ADDRESS: Center, 4801 Lacrosse Ave., Austin, 78739

COMMENTS: RE: MOPAC - La Crosse Intersection Improvements
Concerns: 1) Potential for increased traffic noise to adversely
affect visitors to the Center, which would reduce visitorship
in the future. We rely on admission fees to support
the operation of the Center - so a drop in visitorship
could potentially adversely affect the Center.
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.
3) Lighting. We would like to see roadway lighting that →

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does not increase light pollution in the vicinity of the WFC. We would like to see designs that actually reduce the current light pollution on NORTZ OVERALL, including ^{from} headlights on vehicles,

4. Invasive species - we have concerns about the spread of invasive species from the Highway. Right-of-way to the Wild Flower Center. We would like to work with you on Best management practices to resolve this issue.

5. Public access during construction phase - We are concerned that construction may block public access to the WFC. We would like to work with you to insure that public access is not affected.

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 Fax 512-996-9784

NAME (PLEASE PRINT): KAREN A. CLARY
 ADDRESS: 4801 LA CROSSE AVE, LADY BIRD JOHNSON WFC, AUSTIN
78739

COMMENTS: RE: MOPAC - LA CROSSE INTERSECTION
We (The Lady Bird Johnson Wildflower Center) have concerns
about the following:
① INCREASED ROADWAY NOISE FROM TRAFFIC - AFFECTING
② EFFECT OF A NEW INTERSECTION NEGATIVELY AFFECTING
ACCESS TO THE WFC

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From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#21]
Date: Friday, October 25, 2013 6:46:06 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	jeff cohen
Email *	rdking647@gmail.com
Address	 10908 sky rock austin, tx 78739 United States
Message *	<p>the intersections at lopac and slaughter and mopac/lacrosse need either an underpass or an overpass. the simple fact is this area is growing rapidly. given how car centric our culture is trsffic needs must be met. whether the answer is an underpass or an overpass,i dont know but whichever is in the opinion of professional engineers the best and most cost effective option is the one that should be chose.</p> <p>given how much protection the aquafer recievs already i dont hing an underpass/overpass woul dhave much of a long term effect</p>

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NAME (PLEASE PRINT):

TARA COHEN

ADDRESS:

10908 Sky Rock Dr, APT 48739

COMMENTS:

An underpass seems to have the least environmental impact as I can feel. Has a study been done regarding impact on the aquifer with an underpass at Slaughter & La Crosse? ~~If~~ In the end whichever option (under or over pass) has the least environmental impact to the surrounding areas should be implemented. No option is not an option. Thank you.

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NAME (PLEASE PRINT): Tiffany Cortez-Machado
ADDRESS: 5820 Alomar Cove

COMMENTS: 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. :)

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NAME (PLEASE PRINT): BARRETT CRISWELL

ADDRESS: 5737 TAYLORCREST 78749 Village of Western Oaks

COMMENTS: Thank you for the information & opportunity to
respond.

Any info on IH45 extension & how this would affect
MoPac @ Slaughter & La Crosse Ave

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NAME (PLEASE PRINT): SENOVIA Dally

ADDRESS: 5843 Back Bay Ln

COMMENTS: I believe the overpass over slaughter is the best solution & probably more cost effective. Underground poses flooding problems, getting to close to pipe lines & possible caves/creeks. We can use current road as ramps to get off in our neighborhood too. In regards to LaCrosse I would think the overpass ~~go~~ could go over LaCrosse, wish it would go pass Escarpment but I'm sure this will be your next project.

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COMMENTS BY CINDY DAVID

Comment #26

1
2 MS. DAVID: Okay. We live in an area
3 that's affected by the noise from MoPac and Slaughter,
4 Slaughter in the morning, MoPac in the evening, and we
5 would like to have an option that would reduce the
6 sound, preferably the underpass at both locations if
7 possible.

8 We do want to make sure that Slaughter
9 Creek isn't affected by its capacity to carry water away
10 from the neighborhood in either of the options, and we
11 would like it to be as pretty as possible.

12 That's it.

13 (End of Cindy David's comments.)
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512.474.2233 order@kennedyreporting.com

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NAME (PLEASE PRINT): Dene Davis
ADDRESS: 12302 Buffalo Grove W Austin TX 78739

COMMENTS: _____

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From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#15]
Date: Friday, October 25, 2013 10:19:14 AM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	dave davis
Email *	dhdavis2@austin.rr.com
Address	 7408 magenta lane austin, tx 78739 United States
Message *	If it is necessary to construct overpasses at the intersections of MOPAC/Slaughter & MOPAC/Lacrosse please have the overpasses cross over Slaughter & Lacrosse. 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, dave davis

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NAME (PLEASE PRINT): Eric Davis
ADDRESS: 10905 Rickerhill Ct Austin 78739

COMMENTS: 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
alternate, would much prefer underpass
at both intersections and completion of
45. I think circle e and Shady Hollow
impacts would be improved...

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From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#19]
Date: Friday, October 25, 2013 1:44:58 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Stephen Davis
Email *	stephenbdavis@gmail.com
Address	 7205 Lapin Cove Austin, TX 78739 United States
Message *	I STRONGLY prefer Mopac underpasses at both intersections; Mopac crossing beneath Slaughter and beneath Lacrosse. Thank you

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NAME (PLEASE PRINT): ANN DERRICK
 ADDRESS: 6537 Estane Dr. (Avaña)

COMMENTS: UNDERPASS BETTER -
- topography well suited to
it - less environmentally
intrusive
- quieter than an overpass
- less intrusive visually than
an overpass

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NAME (PLEASE PRINT): John Derrick

ADDRESS: 637 Estana Lane

COMMENTS: _____

① Choosing the underpass solution will have the additional feature of being quieter and also keeping the visual impact to a 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

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NAME (PLEASE PRINT): Cathy Dougherty
 ADDRESS: 11217 Tractor Lane 78739

COMMENTS: These overpasses are a great idea & can't
come soon enough. Having teenagers that are
driving I really don't want them on MoPac King
LaCrosse, it's a dangerous intersection - I know of one
death I have been in an accident there as well. The person
ran the red light on MoPac. Also not having a turn
lane on North bound MoPac @ Slaughter is ridiculous.
People line up on shoulder in morning to turn &
go towards Bowie.
Also, don't forget to U-turn lanes!
Thank you.

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Fax 512-996-9784

NAME (PLEASE PRINT): J. Draina

ADDRESS: 7105 Viridian Lane

COMMENTS: ~~at Slaughter Lane~~ ~~at Slaughter Lane~~ (lane for off ramps maybe 2)

either over or under, whichever is more economical
and environmentally beneficial to the community.

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From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#27]
Date: Saturday, October 26, 2013 10:36:55 AM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Tim Ehrler
Email *	tim.ehrler@austin.rr.com
Message *	MoPac should run UNDER Slaughter & LaCrosse – originally designed & structured/built for these options, least disruptive, most cost-effective, scalable for increased MoPac capacity (++lanes), most effective traffic throughput

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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COMMENT FORM

DEADLINE for Comments: Monday, November 4, 2013

Written comments will also be accepted through the website at www.MoPacSouth.com or you can fax or mail to:

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Fax 512-996-9784

NAME (PLEASE PRINT): Julie Eklund
ADDRESS: 10209 Stellar Cove, Austin, TX 78739

COMMENTS: Slaughter is a very different situation
than La Crosse. — La Crosse not a bad intersection.
Longer shoulder/needed turning RT
onto Slaughter from Mopac North.
Slaughter intersection very congested.
Houses near La Crosse will be affected
much more by overpass than underpass
as will handy by area.

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- I could benefit monetarily from the project or other item about which I am commenting

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#47]
Date: Sunday, November 03, 2013 6:42:07 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Manuel Esparza
Email *	manueliii@me.com
Address	 6920 Mitra Dr. Austin, TX 78739 United States
Message *	I support the option of MoPac going under Slaughter and LaCrosse 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.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
 Meet and Greet Open House – October 24, 2013

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NAME (PLEASE PRINT): Laura Esparron
 ADDRESS: 1108 Sorin Hill Lane

COMMENTS:

- All turn lanes need to be longer.
- Create a safe way for bikes to cross MOPAC on the way to the yellowway.
- Add another lane to South MOPAC
- Should not allow bikes on MOPAC to 45

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10-23-13

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#26]
Date: Friday, October 25, 2013 10:46:00 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Linda Fellingner
Email *	lindafell@me.com
Address	 Austin, Texas 78739
Message *	I think that Mopac should go over the Slaughter Lane intersection and under the La Crosse Avenue intersection.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
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NAME (PLEASE PRINT): Vikki Goodwin

ADDRESS: 3701 Shady Valley Dr.

COMMENTS: 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.

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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NAME (PLEASE PRINT): Eileen Groves

ADDRESS: 6114 Tazewell Trail 78739

COMMENTS: The total failure to appreciate the population + traffic from SW Austin using MOPac is governmentally negligent. MOPac should have been widened at least 5 yrs ago. The interchanges of Slaughter Inter + La Crosse when they were built should have been overpasses with U turn lanes. Curb C has been building for over 15 yrs. Did you think no one would buy + live here + drive? Total failure of planning.

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From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#11]
Date: Friday, October 25, 2013 8:33:58 AM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Lisa Haney
Email *	lisadawnhaney@gmail.com
Address	 10905 La Estella Cove Austin, TX 78739 United States

Message *

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 everyday, 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!!

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#23]
Date: Friday, October 25, 2013 8:35:15 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Wilson Haney
Email *	whaney@gmail.com
Address	 10905 La Estrella Cv Austin , TX 78739
Message *	Please construct an underpass at Slaughter Ln and at lacrosse. Lease add u-turns north and southbound. A bike path on lacrosse would be nice to route bicycle traffic safely to/from the Veloway.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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NAME (PLEASE PRINT): Phillip Harris

ADDRESS: 6504 Magenta Lane

COMMENTS: Creating an overpass on Mopac
may have less impact (negative) on traffic
during construction.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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NAME (PLEASE PRINT): Bill Hatcher

ADDRESS: 7006 One Oak Rd

COMMENTS: ① Please make the Mopac quieter

② Please help cyclists. Mopac South is a good place to ride and popular. Don't ruin it!

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NAME (PLEASE PRINT): Deborah Hempel-Medina

ADDRESS: 135 Rodgers Rawme Lane, Driftwood 78619

COMMENTS: The area is growing and NOT 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 residents benefit more by faster completion.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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NAME (PLEASE PRINT): Andrey Hernandez
ADDRESS: 10905 Rickert Hill Court 78739

COMMENTS: There needs to be a separate area for the 3
types of travelers: North MOPAC, South MOPAC & Slaughter/Reverend.
Fixing only these 2 intersection are only part of the problem.
Consideration needs to be given to the other LARGE amount of
traffic coming from East Mopac & Slaughter, in the Broad &
Shady Hollow areas. ~~Expansion~~ expand 45 will help contribute
to the problems immensely

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COMMENTS BY GREG HERZOG

Comment #47

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2 MR. HERZOG: I think it's important that
3 we develop these two overpasses prior to the
4 construction of 45 because it doesn't make any sense to
5 have all the folks on the Brodie side come onto MoPac
6 from the south if they can't get through lights at
7 Slaughter and La Crosse.

8 (End of Greg Herzog's comments)
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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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NAME (PLEASE PRINT): Susan R. Hoover

ADDRESS: 6633 Estana Lane, Austin, TX 78739

COMMENTS: _____

Underpasses at these two intersections ~~is~~ are
what was originally planned. The noise of over-
passes is not appropriate in this area.
An overpass at La Crosse would ruin the
open vistas from the Wildflower Center.

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10-23-13

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#9]
Date: Thursday, October 24, 2013 11:44:54 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Kevin Hughes
Email *	huggies1108@gmail.com
Address	 6913 Larue Belle Cove Austin, TX 78739 United States
Message *	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.

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#5]
Date: Thursday, October 24, 2013 6:24:44 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Jason Jellison
Email *	jason@jellison.com
Message *	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.

1 COMMENTS BY RUSSELL JOHNSON Comment #51

2 MR. JOHNSON: A big traffic circle, can't
3 say it any better than that. All of these -- all of
4 these thoughts are just simple XY, you know, straight
5 lines, a big traffic circle. They use them in Europe.
6 It works every time, and they handle much bigger traffic
7 loads than this. I lived there for four years. They
8 would never put stoplights at an intersection like this.

9 (End of Russell Johnson's comments.)

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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NAME (PLEASE PRINT): Cynthia Jones
ADDRESS: 6512 Estana Lane, Austin 78739

COMMENTS: I support underpasses at both intersections.

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NAME (PLEASE PRINT): DAVE JONES

ADDRESS: 6511 ESTANA LANE 78739

COMMENTS: As someone that commutes through both intersections & lives in Circle C, I would like the 20 plus mins back I spend waiting for this light.

Please Build both under passes

Thanks!

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NAME (PLEASE PRINT): Carie Juettner
ADDRESS: 10329 Snapdragon Drive, Austin 78739

COMMENTS: _____

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 the 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 ~~right turn~~ 90° left turn onto La Crosse. It has become a dangerous situation now that so much more traffic is using 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 there would be beneficial. And it needs to be a LONG lane. Just a few yards will not fix the problem.

-Carie
cariejuettner@gmail.com

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#18]
Date: Friday, October 25, 2013 1:42:19 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Erica Katz
Email *	ericaleighkatz@gmail.com

Message *

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 LaCrosse. 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.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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NAME (PLEASE PRINT): Leo Klaes

ADDRESS: 3624 Aspen Creek Pkwy

COMMENTS: 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 bicyde path ~~in~~ along the east side of Mopac between Slaughter and LaCrosse. 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.

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1 COMMENTS BY LEO KLAES Comment #57

2 MR. KLAES: I guess the first thing I want
3 to say is that I am completely against toll roads in
4 this area. If that's their only funding method or that
5 becomes their only funding method, then I'm against
6 doing any improvements through there.

7 My preference is the alternatives with
8 MoPac going underneath the cross streets. Just due to
9 the terrain it looks like that would be the cheaper
10 option, and I think it would be more acceptable to the
11 communities around.

12 I'm a cyclist, and I'm very concerned
13 about bicycle safety and mobility in that area. Right
14 now crossing MoPac on Slaughter is very dangerous.
15 There are no shoulders. Your only option is to ride on
16 the sidewalk, and then crossing multiple lanes of MoPac
17 is not safe even in the crosswalk areas.

18 Because of that, I generally avoid riding
19 through that area and take very indirect routes to try
20 to get to The Veloway. I come from the east side of
21 MoPac, and there's not a direct route there that's safe.
22 There used to be an entrance behind Bowie High School to
23 The Veloway, which allowed people on the east side to
24 get to The Veloway, but they closed that, put a fence
25 up. It would be nice if they'd reopen that.

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1 If that's not an option, the other
2 potential solution that could be incorporated in this
3 work is a bike path on the east side of MoPac that
4 connects Slaughter to La Crosse. That would allow
5 people coming from the east side on the sidewalk of
6 Slaughter to get to The Veloway without going through
7 the intersection at MoPac.

8 I guess that's all I wanted to say.

9 (End of Leo Klaes' comments.)

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From: [Wufoo](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#2]
Date: Thursday, October 10, 2013 1:20:54 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Werner Klampfl
Email *	werner3159@att.net
Address	 3502 Denbar Court Austin, TX 78739-4429 United States

Message *

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 LaCrosse to accommodate southbound Mopac traffic to turn east onto LaCrosse 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 LaCrosse. 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.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMENT FORM

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NAME (PLEASE PRINT): Adriano Krueger

ADDRESS: 12209 Alcanza Drive, Austin 78739

COMMENTS: mopac over slaughter
Extra turning Rt lanes to Slaughter
Rt turning lane further out mopac
to Slaughter.

NO build on Lacrosse. Do see it as
an issue yet.

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Fax 512-996-9784

NAME (PLEASE PRINT): Julie Lewis

ADDRESS: 4708 Cockrell Ct Austin TX 78749

COMMENTS: This project is badly needed today.
~~It is a major project~~ 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.

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- I could benefit monetarily from the project or other item about which I am commenting

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
Meet and Greet Open House – October 24, 2013

COMMENT FORM

DEADLINE for Comments: Monday, November 4, 2013

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Central Texas Regional Mobility Authority
C/O MoPac Intersections Environmental Study • 3300 North IH-35, Suite 300, Austin, Texas 78705
Fax 512-996-9784

NAME (PLEASE PRINT): KAREN LUNDQVIST

ADDRESS: 9112 LA FAUNA VIEW

COMMENTS: 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.

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COMMENTS BY BANE LYLE

Comment # 62

1
2 MR. LYLE: Okay. I just think -- I think
3 it needs to be done mainly for safety and traffic
4 movement, and to me it looks like either one will solve
5 that problem. The biggest thing, I think, is what's it
6 cost and how quick can it be done? And that's it, the
7 cheapest one, I think, is the one they ought to select
8 and do it.

9 I mean, there's all kinds of other things
10 you can do with bicycle paths and so forth, but the way
11 these proposals are up here, they are too -- pretty
12 close. Whichever one is cheaper, get it done. That's
13 the way I'd -- I think it should be. That's my
14 suggestion.

15 (End of Bane Lyle's comments.)
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512.474.2233 order@kennedyreporting.com

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#39]
Date: Tuesday, October 29, 2013 9:05:50 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Scott MacLeod
Email *	macleodsc@gmail.com
Address	 6717 Mitra Dr Austin, TX 78739 United States
Message *	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 Lacrosse and Mopac from an overpass.

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NAME (PLEASE PRINT): Jessica Martone

ADDRESS: 8005 Pamplona Vista Coue.

COMMENTS: 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!!!

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NAME (PLEASE PRINT): Warren Mackersy
 ADDRESS: 6917 La Rue, Belle Cove

COMMENTS: it would suggest that whichever option
(over/under) TxDOT do 2 things
Manual traffic flow during construction
 - police presence
 - construction @ non-peak hours
 - adjust lights @ alternate routes
 - suggest alternate routes for school buses

Secondly - put in adequate improvements
leave up what we have & place only 2 lanes
is shown & does little to remedy as self

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↓
over

current tension or money for growth.
That is poor use of tax payer dollars. at the
best!

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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Fax 512-996-9784

NAME (PLEASE PRINT): Daniel McGahey

ADDRESS: 10302 Broomflower Drive

COMMENTS: Just extending the turn lanes further would help,
especially since people are doing that anyway.

lanes under slaughter would be awesome though.

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10-23-13

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#37]
Date: Tuesday, October 29, 2013 7:31:04 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Jesse McLean
Email *	jmclean482@gmail.com
Address	 Circle C Ranch Resident Austin, TX 78739 United States

Message *

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 LaCrosse 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 LaCrosse to cross over Mopac throughlanes 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 openspace 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.

To the extent it can be provided in the design,softened material transistions (paint schemes, landscaping, styled light standards, etc.) should be incorporated to help retain neighborhood aesthetics. +10'-wide natural surface trails (decomposed grantie 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.

1 COMMENTS BY WILLIAM MENECEE Comment #68

2 MR. MENECEE: I would like to see it as
3 soon as possible. Do it as soon as you possibly can. I
4 want overpasses, underpasses. I really don't care, but
5 I'd like to see changes made quickly.

6 (End of William Menecee's comments)

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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NAME (PLEASE PRINT): Kathi Miller

ADDRESS: 4807 Crafty Cove 78749

COMMENTS: I feel the over/underpasses are part of a plan to build SH45 SW and eventually connect to I 35. This would vastly increase traffic in Circle C and along S Mopac. I'm opposed to SH 45. 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 & split neighborhoods. Therefore, I oppose the overpass.

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NAME (PLEASE PRINT): Will Moncrieff

ADDRESS: 9229 Hopeland

COMMENTS: No need to improve this intersection
Once the Oak Hill Y is improved - all will be well

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10-23-13

COMMENTS BY WILL MONCRIEFF Comment #72

MR. MONCRIEFF: My name is Will Moncrieff.

I live at 9229 Hopeland. 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.

(End of Will Moncrieff's comments.)

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 Fax 512-996-9784

NAME (PLEASE PRINT): NEWLAND MOOREFIELD
 ADDRESS: 11080M 78739

COMMENTS: UNDERPASSES AT SLAUGHTER ARE PREFERABLE TO
OVERPASSES IF THE ENVIROMENTAL IMPACT IS NOT TOO GREAT.
THERE IS ABSOLUTELY NO NEED FOR OVERPASSES / UNDERPASSES
AT LACROSSE AVE.

ABSOLUTELY MUST ADD SAFER MOBILITY OPTIONS
FOR PEDESTRIANS AND BIKERS. THE VELOWAY IS A
PRECIOUS PLACE AND BIKERS WHO RIDE THERE RISK
THEIR LIVES TO GET THERE.

RELACROSSE: 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} ~~CONSIDERED~~

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From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#49]
Date: Monday, November 04, 2013 1:43:20 PM

Comment Type * Official Comment(s) on the MoPac Intersections Environmental Study

Name * craig morgan

Email * cr_morgan@yahoo.com

Address  10433 Snapdragon Dr
Austin, TX 78739

Message *

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/Lacrosse intersection.

I would like to recommend that underpasses at both locations be built, especially at the Lacrosse 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.

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#31]
Date: Sunday, October 27, 2013 10:03:19 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Paul Muehr
Email *	Paul.Muehr@AggieNetwork.com
Address	 12208 Aralia Ridge Drive Austin, TX 78739 United States

Message *

I take Mopac across Slaughter Lane and Lacrosse everyday 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.

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#20]
Date: Friday, October 25, 2013 4:59:37 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Camille Nalle
Email *	camillenalle@austin.rr.com
Address	 6812 Auckland court Austin, Tx 78749 United States
Message *	I want my questioner to count has my feedback. This will ruin CCR and surrounding neighborhoods.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
Meet and Greet Open House – October 24, 2013

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Fax 512-996-9784

NAME (PLEASE PRINT): PATRICE NANCE

ADDRESS: 11120 Pebble Garden Austin TX 78739

COMMENTS: Finish the 45 expansion (will reduce traffic)
Finish South Bay to MOPAC expansion
to decrease traffic through the
neighborhood + past Kiker! Install a
traffic light at this intersection (So Bay/Mopac)
for safety.

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From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#38]
Date: Tuesday, October 29, 2013 8:21:44 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	patricia nebhut
Email *	pnebhut1@austin.rr.com
Address	 11525 Cherisse Dr Austin, TX 78739 United States

Message *

In regards to Mopac/Slaughter Intersection, issues are the following:

- 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

PREFERRED FIX - ROUTE MOPAC UNDER SLAUGHTER (minimize noise)

In regards to Mopac/LaCrosse Intersection, issues are the following:

- SB Mopac traffic, turning EB on LaCross have no lane to the left to get out of the way to make the turn, slowing down traffic.

PREFERRED FIX - ROUTE MOPAC UNDER LaCrosse (minimize noise)

Not Asked, but HWY 45 needs to be repainted to better accomodate 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.

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#43]
Date: Friday, November 01, 2013 12:37:05 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Christopher Nelson
Email *	christopher.s.nelson@gmail.com
Address	 11521 Cherisse Drive Austin, TX 78739 United States
<p>Message *</p> <p>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.</p> <p>Thanks for the opportunity to comment.</p> <p>- Chris Nelson</p>	

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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NAME (PLEASE PRINT): _____

ADDRESS: _____

COMMENTS:

① East West on Slaughter is the major problem during rush hour times (growing problem between Mopac + I35)

② Northbound on Mopac from Slaughter is also a major challenge

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NAME (PLEASE PRINT): _____

ADDRESS: _____

COMMENTS: _____

• EXTEND LEFT TURN LANE EASTBOUND SLAUGHTER
TO NORTH BOUND MOPAC

• EXTEND LEFT TURN LANE SOUTHBOUND MOPAC
TO EASTBOUND SLAUGHTER

• EXTEND RIGHT TURN LANE SOUTHBOUND MOPAC
TO WESTBOUND SLAUGHTER

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Short Term, Low Cost Changes:

North bound 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.)
(Note: It can take 6 minutes to get through this intersection at times.)
- Provide a dedicated left turn lane, in addition to the current option lane.

South bound Mopac at Slaughter:

- Restripe to provide a much longer right turn lane at Slaughter.
- Provide a second left turn lane.

South bound Mopac at LaCrosse:

- 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, Lacrosse 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 problems. Distances are too great, and it is too hot to ride a long ways to work and 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.

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Fax 512-996-9784

NAME (PLEASE PRINT): MATT

ADDRESS: _____

COMMENTS: Please think of cyclists and walking pedestrians. HUNDREDS of cyclists call this area thier home. Please be aware of limited sit distances when designing turn lanes and ground cover.

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NAME (PLEASE PRINT): Mike

ADDRESS: _____

COMMENTS: 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.

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NAME (PLEASE PRINT): TARIQ

ADDRESS: _____

COMMENTS: Slaughter lane has become terribly busy at the Beckett intersection, because of Alamo draft house does not have exit on mopac increasing traffic at this intersection.

Overpass for Slaughter & Lacrosse should be pursued simultaneously.

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Meet and Greet Open House – October 24, 2013

COMMENT FORM

DEADLINE for Comments: Monday, November 4, 2013

Written comments will also be accepted through the website at www.MoPacSouth.com or you can fax or mail to:

Central Texas Regional Mobility Authority
C/O MoPac Intersections Environmental Study • 3300 North IH-35, Suite 300, Austin, Texas 78705
Fax 512-996-9784

NAME (PLEASE PRINT): Aaron Ostroff

ADDRESS: 11421 Naples Cove 78739

COMMENTS: Please do not build SW Hwy 45
The run off 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,

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(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#33]
Date: Monday, October 28, 2013 5:20:41 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Paul Patek
Email *	patekpaul@gmail.com
Address	 Austin, TX 78748
Message *	<p>Hello,</p> <p>I would like to suggest that South MoPac go over Slaughter and La Crosse.</p> <p>Also, PLEASE build SH 45 SW 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.</p> <p>Paul</p>

Per Texas Transportation Code, §201.811(a)(5) check each of the following boxes that apply to you:

- I am employed by TxDOT

From: [Wufoo](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#3]
Date: Friday, October 11, 2013 4:44:43 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Caroline Pavlinik
Email *	cpavlinik@yahoo.com
Address	 4701 Tello Path Austin, TX 78749 United States
Message *	<p>I take slaughter to Mopac northbound everyday. 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.</p> <p>this is a daily traffic nightmare! Please consider two right turn lanes!!!</p>

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
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NAME (PLEASE PRINT): RICK PERKINS

ADDRESS: 8503 El Rey Blvd, Austin TX 78737

COMMENTS: I think both of the projects are badly needed.
The future growth of this area and ~~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. ~~and~~ ~~and~~ ~~to~~

Please also consider building express, tolled, lanes
to FM 1826.

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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NAME (PLEASE PRINT): Kristina Peterson

ADDRESS: 5848 Back Bay Ln. 78739

COMMENTS: 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.

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Fax 512-996-9784

NAME (PLEASE PRINT): Teodora Pogonat

ADDRESS: 7316 Red Pebble Rd

COMMENTS: Completely against construction of any
overpass in this area. Concerned for the environmental
impact of noise & air pollution that will increase
in this area

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1 COMMENTS BY RAMYA PRAKASH Comment # 92

2 MS. PRAKASH: Okay. So basically I'm an
3 architect, and I really like open issues. So I've been
4 thinking about this intersection for almost two years
5 now because in the past two years, it's been really,
6 really bad with all the traffic increasing south.

7 So whatever they are trying to do with the
8 underpass and Slaughter and La Crosse, they should also
9 start thinking about widening the lanes from the William
10 Cannon intersection to the ones like all the way to
11 Meridian because basically it's just too crowded in the
12 mornings. And to cross about two miles, you wait for
13 almost 40 minutes in peak hours, and 7:30 to 9:00 is
14 like really bad and after that or before that.
15 Sometimes it's good, sometimes it's bad. With all the
16 school zones as well, it gets really bottlenecked.

17 And a few things that they are proposing
18 to do is I would think the underpass is a better idea,
19 but I'm not sure about how the creek floods. So I'm not
20 aware of those things. But I think an underpass with a
21 La Crosse and Slaughter exit like how -- up on 35 I know
22 there are like two roads with exits. I've seen like
23 similar examples in a lot of places.

24 So apart from that, I think whatever they
25 do, they should try to do soon because the moment they

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512.474.2233 order@kennedyreporting.com

1 start taking a lot of time to execute this whole
2 project, it's going to get really bad to deal with or
3 they might have to leave it a lot more.

4 And another thing I wanted to say is they
5 should have had a carpool lane because a lot them do
6 drive -- most of them go downtown. I've seen a lot of
7 cars having more than one person. So if there's like
8 two plus, I know a HOV lane for them would really help
9 and it could promote carpooling because Austin is not
10 really big. Either they are going on 360 or they are
11 going to downtown. So that is something that will help.

12 That's it.

13 (End of Ramya Prakash's comments.)
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512.474.2233 order@kennedyreporting.com

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#51]
Date: Monday, November 04, 2013 10:43:49 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Hillary Prieto
Email *	prieto@austin.rr.com
Address	 10216 Chaska Cove Austin, TX 78739
Message *	<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.</p> <p>Thanks for your time!</p>

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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Fax 512-996-9784

NAME (PLEASE PRINT): Evan Randall

ADDRESS: 7516 Rowell Ln, Austin, TX

COMMENTS: I absolutely support this. The slow
down and idling of cars is way more
environmentally dangerous than building a road.
I want to get home 15 minutes faster as
well.

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From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#17]
Date: Friday, October 25, 2013 11:33:44 AM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Shana Ravensborg
Email *	sravnsborg@yahoo.com
Address	 6532 Estana Ln Austin, TX 78739 United States

Message *

I strongly believe the intersections of Mopac with Slaughter and LaCrosse 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 LaCrosse, 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 everyday.

I also would strongly argue for Mopac to go UNDER Slaughter and Lacrosse. 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.

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#29]
Date: Sunday, October 27, 2013 12:08:11 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Rob Reesor
Email *	rob@reesor.net
Address	 2700 Bear Springs Trail Austin, TX 78748 United States

Message *

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. They solution is obvious. Of course, LaCross will be the next problem. Just run frontage lanes from Slaughter to LaCross 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.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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Fax 512-996-9784

NAME (PLEASE PRINT):

ADDRESS:

COMMENTS:

Ken Riggbee
6409 Ed Harbor Lane, Austin 78739

The best help would be the
completion of SH 45, SW to take Hwy
to traffic off of neighborhood local streets
and onto a limited access expressway.

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10-23-13

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#30]
Date: Sunday, October 27, 2013 8:17:33 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Ken Rigsbee
Email *	texas66@aol.com
Address	 6406 Old Harbor Lane Austin, TX 78739 United States
Message *	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 LaCross and MoPac to get the water up to Slaughter Creek?

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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NAME (PLEASE PRINT): NEAL RYAN

ADDRESS: 3201 GREEN EMERALD

COMMENTS: WHAT EVER IS CHEAPER.

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 Fax 512-996-9784

NAME (PLEASE PRINT): Jorge E. Rivera

ADDRESS: 11400 Viridian Way, 78739

COMMENTS: Please do underpasses to minimize noise pollution and aesthetic reasons. Please include pedestrian walkway/park on Slaughter/Mopac. ~~There~~ There is a lot of fast traffic there

Please include protected bike lanes for La Crosse/Mopac High bike traffic there due to velocity.

Please work with Wild Flower Center to see if work can be done to seed new grass areas created post-work. Add trees.

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NAME (PLEASE PRINT): Tracey Schwartz

ADDRESS: 5213 Corrientes Cove

COMMENTS: need a northbound exit to Davis

-Mopac under Slaughter is better option

-DO NOT GO OVER SLAUGHTER & LACROSSE!
my house overlooks mopac & I don't want
to see trucks/cars higher than current
levels

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From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#35]
Date: Tuesday, October 29, 2013 12:37:11 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Chas Semple
Email *	chas.semple@gmail.com
Address	 11317 Aden Ct. Austin, TX 78739 United States
Message *	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.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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 Fax 512-996-9784

NAME (PLEASE PRINT): Richard Shults

ADDRESS: 4500 Elder Hill Rd, Driftwood Tx 78619

COMMENTS: Please consider traffic flow
without traffic lights as I have
indicated with the attached papers
Thanks

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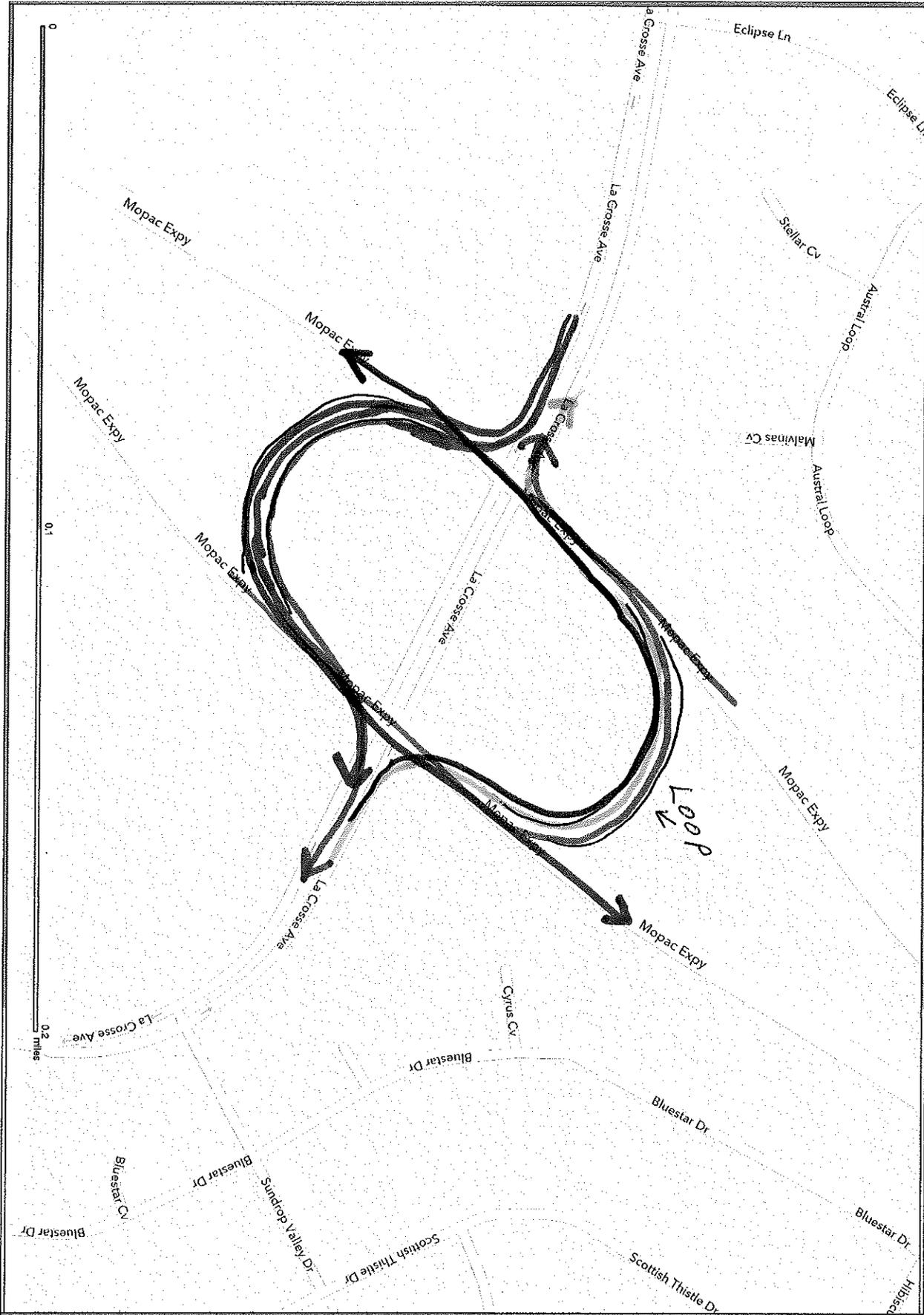
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Austin
Texas

Traffic Flow without traffic lights



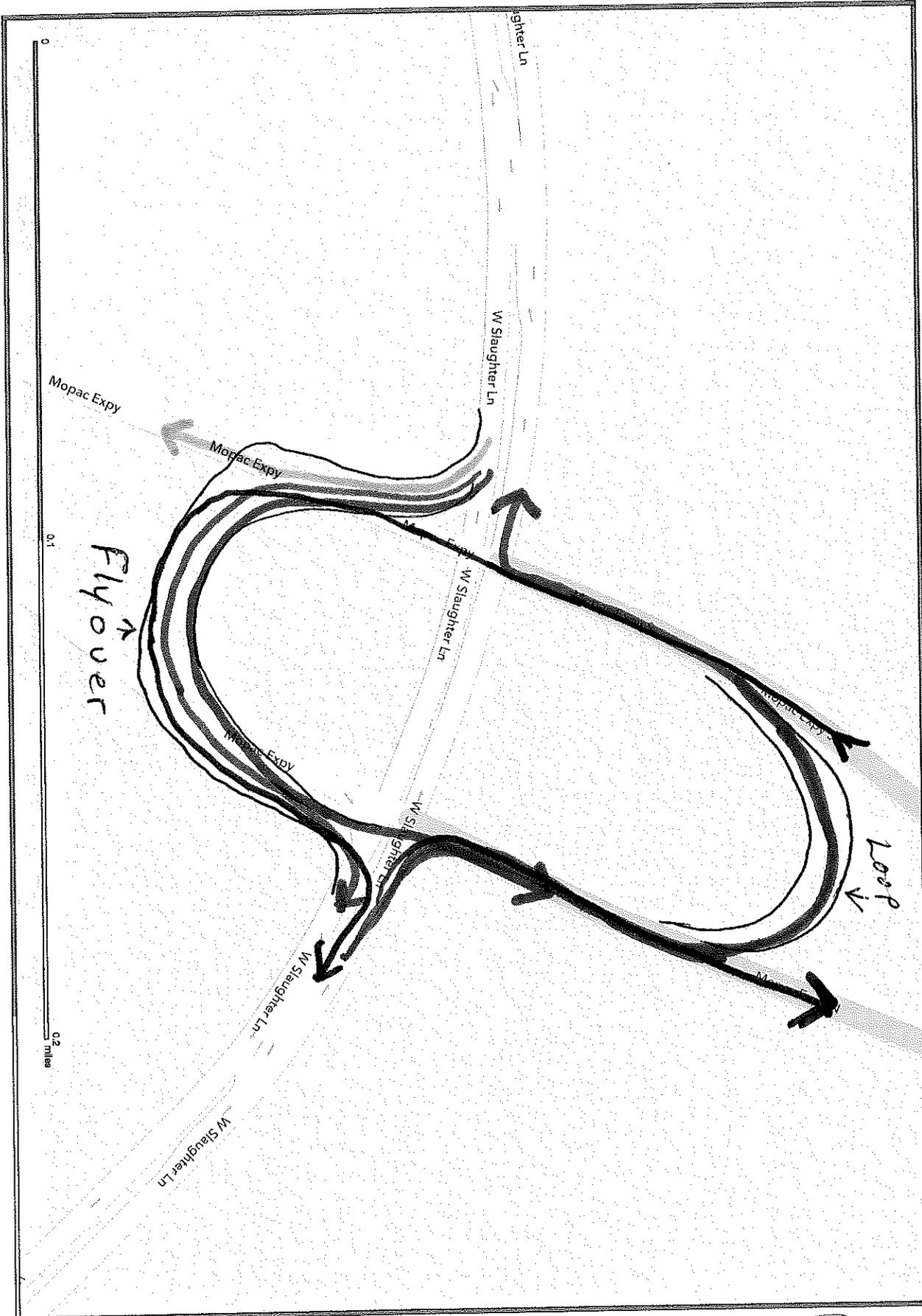
Page 1 of 1
Date: 07/20/2011 12:28

Richard Shults
512-586-4967



Traffic flow without traffic lights

Page 1 of 1
Drawing No. 103-01



Richard Shults
512-586-4967

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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NAME (PLEASE PRINT): STEVE SIMMONS

ADDRESS: 6600 ADEN LANE AUSTIN, TX 78739

COMMENTS: THESE OVERPASSES ARE LONG OVER DUE. WITH ALL COMMERCIAL
& RESIDENTIAL GROWTH THAT HAS OCCURRED & WILL OCCUR THE COMMUNITY
NEEDS THIS RELIEF.

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From: [Mopac South Contact Form](#)
To: [Elizabeth Story; mhurst@ctrma.org; Tricia.Bruck@jacobs.com](#)
Subject: Contact Form [#40]
Date: Thursday, October 31, 2013 8:45:36 AM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Alan Sinton
Email *	alan.sinton@att.net
Address	 10214 Broomflower Drive Austin, Texas 78739 United States

Message *

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&tbm=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.

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#36]
Date: Tuesday, October 29, 2013 7:15:31 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Stephen Smith
Email *	ssmith7453@yahoo.com
Address	 6409 Antigo Lane Austin, Texas 78739 United States

Message *

I think that MoPac should become an UNDERPASS at Slaughter and an Overpass at LaCross. 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 their.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

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NAME (PLEASE PRINT): Will SMITHSON

ADDRESS: 10609 MELCHER CT

COMMENTS: THESE TWO INTERSECTIONS NEED
TO BE CONVERTED TO INTERCHANGES
BEFORE SH45SW CONNECTS TO
MOPAC TO THE SOUTH - OTHERWISE
JUST LONGER QUEUES AT LIGHTS

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 Fax 512-996-9784

NAME (PLEASE PRINT): Janice M Sneed
 ADDRESS: 12304 Sundara Dr 78739 512-578-9503

COMMENTS: Twenty-five years ago I ~~was~~ was the chair
person and the public official of the Shady Hollow
Committee opposed to the extension of Budde Lane to
FM1326 and no public officials listened to our concerns.
I am very concerned that every possible aspect of
a solution to MoPac + Slaughter/La Crosse be
examined for long term effect to the surrounding
community. The Wildflower Center will likely be
adversely affected by an overpass + increase in
traffic if the 450 extension project built.
I am very concerned that the overpasses be funded
before the 45 extension is built.

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10-23-13

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#34]
Date: Monday, October 28, 2013 7:38:34 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Eric Southers
Email *	esouthers@gmail.com
Address	 4541 Corran Ferry Loop Austin, TX 78749 United States

Message *

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. [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.

Eric

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMENT FORM

DEADLINE for Comments: Monday, November 4, 2013

Written comments will also be accepted through the website at www.MoPacSouth.com or you can fax or mail to:

Central Texas Regional Mobility Authority
C/O MoPac Intersections Environmental Study • 3300 North IH-35, Suite 300, Austin, Texas 78705
Fax 512-996-9784

NAME (PLEASE PRINT): Jeanne Stelzer

ADDRESS: 6422 Old Harbor Ln Austin 78739

COMMENTS: 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 LaCrosse exit,
which will mean much more traffic going by
Kiker, and will cause worse backups at
the LaCrosse/Escarpment intersection.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

1 COMMENTS BY BECKY STEPHENSEN Comment #111

2 MS. STEPHENSEN: First, I'd like to say I
3 wonder if we really researched the right-hand turn lanes
4 on Slaughter and widening those, if that will alleviate
5 a good part of this congestion issue.

6 I believe the biggest problem is
7 Slaughter. I believe there's very little problem at
8 La Crosse and MoPac. And I wonder if -- if it's
9 feasible to fix all of the issues at Slaughter before
10 even considering tackling La Crosse.

11 The only issue I see as far as between
12 Slaughter and La Crosse is heading north on MoPac from
13 La Crosse, the right-hand turn lane onto Slaughter, is
14 nonexistent, and there's huge traffic issues in the
15 morning getting to Bowie High School.

16 So that's it.

17 (End of Becky Stephensen's comments.)
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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
Meet and Greet Open House – October 24, 2013

COMMENT FORM

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Fax 512-996-9784

NAME (PLEASE PRINT): JOANN STRICKEL

ADDRESS: 6517 Nussler Lane, Austin 78739

COMMENTS: Under or over doesn't matter - it is
just imperative that a crossover be built
at Slaughter and La Crosse, especially if
also, an entrance onto the Mopac ⁴⁵ is built
feeder from businesses in shopping center
(Olson Draft House, etc.) would be helpful.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMENT FORM

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C/O MoPac Intersections Environmental Study • 3300 North IH-35, Suite 300, Austin, Texas 78705
Fax 512-996-9784

NAME (PLEASE PRINT): Ray Strickel

ADDRESS: 6517 Nusser Lane

COMMENTS: The work to connect Mopac to 45 is a must. However, putting over or under bypasses at Slaughter + LaCrosse is also a must. It doesn't matter to me if they go over or under. It will to some folks.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

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From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#28]
Date: Saturday, October 26, 2013 7:39:14 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	James Suiter
Email *	suite5283@gmail.com
Address	 7412 wisteria valley dr Austin, TX 78739
Message *	South MoPac project..... Prefer for MoPac to run underneath both Slaughter and LaCrosse to keep the asthetics intact by not having huge overpasses.

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#8]
Date: Thursday, October 24, 2013 11:03:04 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Jay Taylor
Email *	jay@cre8tiveapps.com
Address	 6120 Dedham Lane Austin, TX 78739

Message *

I strongly oppose the development of any over/under passes at Mopac/Slaughter or Mopac/LaCrosse. 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 LaCrosse is not needed nor warranted.

Respectfully,
 Jay Taylor
 Circle C Resident

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#12]
Date: Friday, October 25, 2013 8:45:44 AM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Jennifer Taylor
Email *	jentaylor1015@gmail.com
Address	 5105 Bluestar Drive Austin, TX 78746

Message *

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 pr ojects – I'm against tolls.

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#14]
Date: Friday, October 25, 2013 9:38:47 AM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Mike Taylor
Email *	mike.taylor.atx@gmail.com
Address	 5105 Bluestar Drive Austin, TX 78739 United States
Message *	I'm against any expansion of MoPac's southern end. Overpasses at Slaughter & LaCrosse 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.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

**MoPac at Slaughter Lane and La Crosse Avenue
Meet and Greet Open House – October 24, 2013**

COMMENT FORM

DEADLINE for Comments: Monday, November 4, 2013

Written comments will also be accepted through the website at www.MoPacSouth.com or you can fax or mail to:

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C/O MoPac Intersections Environmental Study • 3300 North IH-35, Suite 300, Austin, Texas 78705
Fax 512-996-9784

NAME (PLEASE PRINT): Sue Taylor

ADDRESS: 10417 Snapdragon Dr

COMMENTS: Highway expansion is a must. The area is growing at a fast pace. The light situation at Slaughter & LaCrosse must be rectified.

As a homeowner @ LaCrosse intersection; I have strong opinions about noise levels being increased.

An underpass @ LaCrosse would help mitigate this problem. The topography lends it self to an underpass for MoPac.

Accordingly, an overpass fits the lay of the land @ Slaughter intersection

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#48]
Date: Monday, November 04, 2013 8:02:33 AM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Barry Thormahlen
Email *	bthormahlen@austin.rr.com
Address	 4906 Alta Loma Dr. Austin, TX 78749

Message *

Melissa,

I just received the Post Card 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.
 How long does it take to completes this type of study. ____ Has it even begin. _____

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.

Barry Thormahlen
4906 Alta Loma Dr. (near Davis Lane @ L1)
Austin TX, 78749

Per Texas Transportation Code,
§201.811(a)(5) check each of the
following boxes that apply to you:

- I am employed by TxDOT

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue Meet and Greet Open House – October 24, 2013

COMMENT FORM

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Fax 512-996-9784

NAME (PLEASE PRINT): Lynne Truesdale

ADDRESS: 1108 SAVIN HILL Lane

COMMENTS: LONGER Turn Lanes

MORE LANES ON MOPAC

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10-23-13

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
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Fax 512-996-9784

NAME (PLEASE PRINT): Leslie Van Leeuwen

ADDRESS: 6123 Pebble Garden Ct.

COMMENTS: No overpasses should be built anywhere near the Wildflower Center.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

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From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#41]
Date: Thursday, October 31, 2013 2:48:22 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Nick Vranes
Email *	hooraynick@gmail.com
Address	 2004 OCallahan Dr Austin, TX 78748 United States
Message *	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. 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!

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#44]
Date: Saturday, November 02, 2013 11:19:29 AM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Marian Wallace
Email *	marian.wallace@att.net
Address	 5004 Tiger Lily Way Austin, TX 78739 United States
Message *	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 – Marian Wallace

From: [Mopac South Contact Form](#)
To: [Elizabeth Story](#); mhurst@ctrma.org; Tricia.Bruck@jacobs.com
Subject: Contact Form [#45]
Date: Sunday, November 03, 2013 5:08:18 PM

Comment Type *	Official Comment(s) on the MoPac Intersections Environmental Study
Name *	Scott Wallace
Email *	Scott.Wallace@jacobs.com
Address	 5004 Tiger Lily Way Austin, TX 78739 United States

Message *

I use the LaCrosse/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 teh 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.

Per Texas Transportation Code, §201.811(a)(5) check each of the following boxes that apply to you:

- I do business with TxDOT

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
 Meet and Greet Open House – October 24, 2013

COMMENT FORM

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 Fax 512-996-9784

NAME (PLEASE PRINT): Ellen Williams
 ADDRESS: 5617 Ballenton Lane

COMMENTS: I prefer overpasses at both Slaughter and LaCrosse.
- 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 residents' health.
- Overpass is probably cheaper & faster with less impact on temporary traffic patterns.
- Not building at LaCrosse, but widening & adding turn lanes, might work - but not sure of long-term impact.

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MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

MoPac at Slaughter Lane and La Crosse Avenue
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Fax 512-996-9784

NAME (PLEASE PRINT): LISA WILLIAMS

ADDRESS: 10900 LOS AREOS CV 78739

COMMENTS: The right-turn only lane could begin further back. A u-turn only lane could be created for turn-arounds! No overpasses or under passes would be needed. This would be much cheaper + 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

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 Fax 512-996-9784

NAME (PLEASE PRINT): Cary Wymen

ADDRESS: 10812 Tarragon

COMMENTS: Must be done before 45.
Underpasses would probably be quieter.
Consider flooding.
Northbound lights currently much too short.

The intersections should be coordinated with the Chevag to Slaughter
work and any proposed expansion of 45. The underpasses should
match these projects in capacity.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

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**Attachment J
Court Reporter
Comment Transcript**

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TRANSCRIPT FOR THE
TEXAS DEPARTMENT OF TRANSPORTATION
AND THE CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

RE: THE MOBILITY AND) MOPAC INTERSECTIONS
SAFETY ON MOPAC AT THE)
INTERSECTIONS OF SLAUGHTER LANE)
AND LA CROSSE AVENUE) ENVIRONMENTAL STUDY

MEET AND GREET / PUBLIC COMMENTS

THURSDAY, OCTOBER 24, 2013

BE IT REMEMBERED, that the above-entitled Meet
and Greet was held at Parkside Village, 5701 Slaughter
Lane, Suite B, Austin, Texas 78749, between the hours of
10:00 a.m. to 7:00 p.m., on Thursday, the 24th day of
October 2013; and the following comments were reported
by Autumn J. Smith and Kim Pence, Certified Shorthand
Reporters.

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COMMENTS BY GREG HERZOG

Comment #46

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2 MR. HERZOG: I think it's important that
3 we develop these two overpasses prior to the
4 construction of 45 because it doesn't make any sense to
5 have all the folks on the Brodie side come onto MoPac
6 from the south if they can't get through lights at
7 Slaughter and La Crosse.

8 (End of Greg Herzog's comments)
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1 COMMENTS BY WILLIAM MENECEE Comment #67

2 MR. MENECEE: I would like to see it as
3 soon as possible. Do it as soon as you possibly can. I
4 want overpasses, underpasses. I really don't care, but
5 I'd like to see changes made quickly.

6 (End of William Menecee's comments)

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1 COMMENTS BY LEO KLAES Comment #56

2 MR. KLAES: I guess the first thing I want
3 to say is that I am completely against toll roads in
4 this area. If that's their only funding method or that
5 becomes their only funding method, then I'm against
6 doing any improvements through there.

7 My preference is the alternatives with
8 MoPac going underneath the cross streets. Just due to
9 the terrain it looks like that would be the cheaper
10 option, and I think it would be more acceptable to the
11 communities around.

12 I'm a cyclist, and I'm very concerned
13 about bicycle safety and mobility in that area. Right
14 now crossing MoPac on Slaughter is very dangerous.
15 There are no shoulders. Your only option is to ride on
16 the sidewalk, and then crossing multiple lanes of MoPac
17 is not safe even in the crosswalk areas.

18 Because of that, I generally avoid riding
19 through that area and take very indirect routes to try
20 to get to The Veloway. I come from the east side of
21 MoPac, and there's not a direct route there that's safe.
22 There used to be an entrance behind Bowie High School to
23 The Veloway, which allowed people on the east side to
24 get to The Veloway, but they closed that, put a fence
25 up. It would be nice if they'd reopen that.

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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.
(End of Leo Klaes' comments.)

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512.474.2233 order@kennedyreporting.com

1 COMMENTS BY BECKY STEPHENSEN Comment #111

2 MS. STEPHENSEN: First, I'd like to say I
3 wonder if we really researched the right-hand turn lanes
4 on Slaughter and widening those, if that will alleviate
5 a good part of this congestion issue.

6 I believe the biggest problem is
7 Slaughter. I believe there's very little problem at
8 La Crosse and MoPac. And I wonder if -- if it's
9 feasible to fix all of the issues at Slaughter before
10 even considering tackling La Crosse.

11 The only issue I see as far as between
12 Slaughter and La Crosse is heading north on MoPac from
13 La Crosse, the right-hand turn lane onto Slaughter, is
14 nonexistent, and there's huge traffic issues in the
15 morning getting to Bowie High School.

16 So that's it.

17 (End of Becky Stephensen's comments.)
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COMMENTS BY WILL MONCRIEFF Comment #71

MR. MONCRIEFF: My name is Will Moncrieff.

I live at 9229 Hopeland. 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.

(End of Will Moncrieff's comments.)

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1 COMMENTS BY RUSSELL JOHNSON Comment #50

2 MR. JOHNSON: A big traffic circle, can't
3 say it any better than that. All of these -- all of
4 these thoughts are just simple XY, you know, straight
5 lines, a big traffic circle. They use them in Europe.
6 It works every time, and they handle much bigger traffic
7 loads than this. I lived there for four years. They
8 would never put stoplights at an intersection like this.

9 (End of Russell Johnson's comments.)

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COMMENTS BY BANE LYLE

Comment # 61

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2 MR. LYLE: Okay. I just think -- I think
3 it needs to be done mainly for safety and traffic
4 movement, and to me it looks like either one will solve
5 that problem. The biggest thing, I think, is what's it
6 cost and how quick can it be done? And that's it, the
7 cheapest one, I think, is the one they ought to select
8 and do it.

9 I mean, there's all kinds of other things
10 you can do with bicycle paths and so forth, but the way
11 these proposals are up here, they are too -- pretty
12 close. Whichever one is cheaper, get it done. That's
13 the way I'd -- I think it should be. That's my
14 suggestion.

15 (End of Bane Lyle's comments.)
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1 COMMENTS BY RAMYA PRAKASH Comment # 91

2 MS. PRAKASH: Okay. So basically I'm an
3 architect, and I really like open issues. So I've been
4 thinking about this intersection for almost two years
5 now because in the past two years, it's been really,
6 really bad with all the traffic increasing south.

7 So whatever they are trying to do with the
8 underpass and Slaughter and La Crosse, they should also
9 start thinking about widening the lanes from the William
10 Cannon intersection to the ones like all the way to
11 Meridian because basically it's just too crowded in the
12 mornings. And to cross about two miles, you wait for
13 almost 40 minutes in peak hours, and 7:30 to 9:00 is
14 like really bad and after that or before that.
15 Sometimes it's good, sometimes it's bad. With all the
16 school zones as well, it gets really bottlenecked.

17 And a few things that they are proposing
18 to do is I would think the underpass is a better idea,
19 but I'm not sure about how the creek floods. So I'm not
20 aware of those things. But I think an underpass with a
21 La Crosse and Slaughter exit like how -- up on 35 I know
22 there are like two roads with exits. I've seen like
23 similar examples in a lot of places.

24 So apart from that, I think whatever they
25 do, they should try to do soon because the moment they

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1 start taking a lot of time to execute this whole
2 project, it's going to get really bad to deal with or
3 they might have to leave it a lot more.

4 And another thing I wanted to say is they
5 should have had a carpool lane because a lot them do
6 drive -- most of them go downtown. I've seen a lot of
7 cars having more than one person. So if there's like
8 two plus, I know a HOV lane for them would really help
9 and it could promote carpooling because Austin is not
10 really big. Either they are going on 360 or they are
11 going to downtown. So that is something that will help.

12 That's it.

13 (End of Ramya Prakash's comments.)
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COMMENTS BY CINDY DAVID

Comment #26

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2 MS. DAVID: Okay. We live in an area
3 that's affected by the noise from MoPac and Slaughter,
4 Slaughter in the morning, MoPac in the evening, and we
5 would like to have an option that would reduce the
6 sound, preferably the underpass at both locations if
7 possible.

8 We do want to make sure that Slaughter
9 Creek isn't affected by its capacity to carry water away
10 from the neighborhood in either of the options, and we
11 would like it to be as pretty as possible.

12 That's it.

13 (End of Cindy David's comments.)
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C E R T I F I C A T E

STATE OF TEXAS)

COUNTY OF TRAVIS)

We, Kim Pence and Autumn J. Smith,
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Firm Registration No. 276
Kennedy Reporting Service, Inc.
1016 La Posada Drive, Suite 294
Austin, Texas 78752
512.474.2233

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Autumn J. Smith
Certified Shorthand Reporter
CSR No. 8871-Expires 12/31/15

Firm Registration No. 276
Kennedy Reporting Service, Inc.
1016 La Posada Drive, Suite 294
Austin, Texas 78752
512.474.2233

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