

**Attachment A**  
**Legal Notices**







**PUBLIC MEETING OPEN HOUSE  
 NOTICES FOR THE ENVIRONMENTAL  
 IMPACT STUDY FROM LOOP 1  
 SOUTH FROM CROSS COUNTRY STREET  
 TO SLACK CREEK LAKE**

On April 22, 2014, the Central Texas Regional Mobility Authority (MARTA) and the Texas Department of Transportation (TxDOT) will host an Open House to provide a public forum for proposed improvements to Loop 1 (Interstate 35) between Cross Country Street and Slack Creek Lake. The purpose of the Open House is to discuss the purpose and need of the proposed improvements and to receive public input. The Open House will be held on Tuesday, April 22, 2014, from 10:00 a.m. to 1:00 p.m. at the location listed below. The Open House is open to the public and no fee will be charged for attendance.

**The Open House will be held:**

**Tuesday, April 22, 2014  
 10:00 a.m. - 1:00 p.m.**  
 Central Texas Mobility Authority  
 2001 West Loop South, Suite 1000  
 Austin, Texas 78703

Open House attendees are invited to provide input on the proposed improvements to Loop 1 (Interstate 35) between Cross Country Street and Slack Creek Lake. The Open House is open to the public and no fee will be charged for attendance.

Public comments received at the Open House will be used to inform the design of the proposed improvements. Comments should be submitted to the Central Texas Mobility Authority, 2001 West Loop South, Suite 1000, Austin, Texas 78703, or by email to [openhouse@centraltexasauthority.com](mailto:openhouse@centraltexasauthority.com). Comments received by email must be received by Friday, May 2, 2014 to be included in the official record of the Open House.

The Open House will follow a similar format to the Open House held on Tuesday, April 22, 2014. The Open House will be held from 10:00 a.m. to 1:00 p.m. and will be held at the location listed above. The Open House is open to the public and no fee will be charged for attendance.

If you are unable to attend the Open House, you may request a copy of the Open House materials by contacting the Central Texas Mobility Authority at 512-251-2000. The Open House will be held from Tuesday, April 22 through Friday, May 2, 2014.

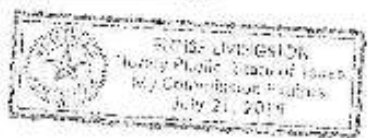
Persons who plan to attend the Open House and have specific comments or suggestions are invited to contact the Central Texas Mobility Authority at 512-251-2000 or visit the Open House website at [www.centraltexasauthority.com](http://www.centraltexasauthority.com). The Open House will be held from Tuesday, April 22 through Friday, May 2, 2014. The Open House is open to the public and no fee will be charged for attendance.

*Carolyn Kline*  
 \_\_\_\_\_

SWORN AND SUBSCRIBED TO BEFORE ME, on  
 04/21/2014

*Elaine Livingston*  
 \_\_\_\_\_

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,234715\_0419 - PUBLIC MEETING MOPAC S ENV STUDY, First date of Publication 04/19/2014, Last date of Publication 04/19/2014, Web and print times Published 2, Legal Notices, 1 X 84, and that the attached is a true copy of said advertisement.

**SLEGAL PUBLIC MEETING MOPAC S ENV  
 STUDY  
 Ad ID: 474701  
 Ad Cost: 918.96**

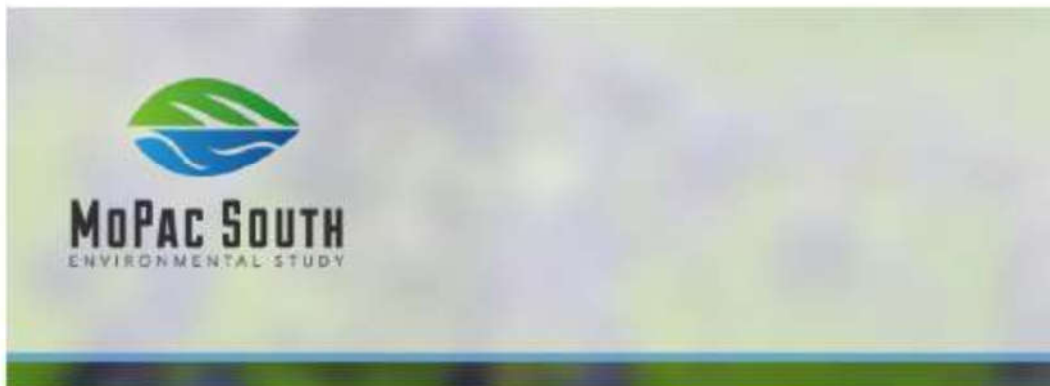
**Attachment B**  
**Electronic Newsletter**



# MoPac South E-Newsletter - March 2014

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## THANK YOU FOR YOUR INPUT!

We appreciate your interest in our ongoing environmental studies for MoPac South and MoPac Intersections. We've been processing the input received during last fall's public events on both studies, and we thank you for all your questions and comments.

### MOPAC INTERSECTIONS MEET & GREET

- Date: Oct. 24, 2013
- Location: Parkside Village
- Attendance: Approximately 150
- Comments received: 127
- Virtual Open House: Live on the project website from Oct. 25 – Nov. 4, 2013, with approximately 430 visitors during the comment period

### MOPAC SOUTH OPEN HOUSE NUMBER NO.1

- Date: Nov. 7, 2013
- Location: James Bowie High School
- Attendance: Approximately 110
- Comments received: 70



- Virtual Open House: Live on the project website from Nov. 8 – 18, 2013, with approximately 280 visitors during the comment period

We will have summary reports of both events up on the project website ([www.MoPacSouth.com](http://www.MoPacSouth.com)) this spring, and we look forward to visiting with you further this year about these important studies in south Austin.



The following e-newsletter includes an update regarding our progress with these studies and a look ahead to what's coming up next!

## UPDATE: MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

### UNDERPASSES FOR SLAUGHTER LANE AND LA CROSSE AVENUE

In light of the public input received last fall and our continuing engineering analysis, the Central Texas Regional Mobility Authority and the Texas Department of Transportation are designing underpasses at Slaughter Lane and La Crosse Avenue. A "do nothing" or No-Build option is also still under consideration.

As proposed, the MoPac mainlanes would extend through both intersections by going under both Slaughter Lane and La Crosse Avenue.

At Slaughter Lane, the current design under consideration is a diverging diamond interchange, or DDI. A DDI is an innovative intersection design that allows vehicles to move efficiently through an intersection by temporarily shifting traffic to the left side of the road, eliminating the need for left-turn arrows. Since the left-turn movements do not have to cross opposing traffic, it moves traffic faster, reducing congestion and increasing safety.



## NEXT OPEN HOUSE SCHEDULED

### MOPAC SOUTH OPEN HOUSE

**APRIL 29, 2014**

**3:30 TO 7:00 PM**

**BARTON CREEK SQUARE MALL**

2901 South Capital of Texas Hwy

*First floor near JC Penney, Starbucks and AMC Theater*

Join us to discuss the purpose and need of the project, preliminary alternatives being developed, and draft evaluation criteria.

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

Get more information about this upcoming event, including a downloadable map to the Open House location, at the [project website!](http://project.wbsa.txp.com)





Photo: MoDOT

Example of a DDI from Springfield, MO.

This innovative intersection is being implemented in Central Texas today at [RM 1431 in Round Rock](#). There are several 3-D Visualizations of how a diverging diamond interchange works - check them out [here](#) and [here](#)!

Over the next year, we will be active in the community to explain how this design will operate and benefit drivers as they travel through Slaughter Lane.

At La Crosse Avenue, the study team is proposing a conventional diamond interchange, similar to most intersections in the area.

#### TIMELINE

We expect to have an environmental decision on the MoPac Intersections study in late 2014. If the proposed improvements are environmentally cleared, TxDOT will design and construct the project and maintain the facilities.

## UPDATE: MOPAC SOUTH ENVIRONMENTAL STUDY

### FURTHER REFINEMENT OF ALTERNATIVES

The study team is analyzing the MoPac South corridor from Cesar Chavez Street to Slaughter Lane and developing a full range of options that provide reliable travel times, create dependable and consistent transit routes and facilitate reliable emergency response.

The study team continues to collect data, analyze public input and develop improvement options. We will report back to you regarding the alternatives under consideration [this April](#). We anticipate presenting a preferred alternative in the summer of 2015, but we'll be reaching out to you for your input throughout the way. Visit our website, follow us on twitter, and check your email for announcements about upcoming events.

#### Can't make the meeting?

Visit us online at [MoPacSouth.com](#) for a Virtual Open House from April 29 through May 9, 2014.

#### WHEN IS THE NEXT MOPAC INTERSECTIONS EVENT?

We anticipate coming back to the community this summer with an update on the MoPac Intersections Environmental Study.

Visit the [website](#), follow us on [twitter](#) (@MoPacSouth), and check your email for announcements about upcoming events.

#### BICYCLE AND PEDESTRIAN ENHANCEMENTS

The study team continues to consider enhancements for bike and pedestrian mobility.

As part of the Intersections Study, we are looking at bike lanes, sidewalks and shared use paths in and around the intersections of Slaughter Lane and La Crosse Avenue.

For the MoPac South Environmental Study, we continue to collect data to see what kinds of connections we can facilitate to improve multi-modal use of the MoPac South corridor.

Feel free to submit your ideas online at the project website, [MoPacSouth.com](#)!

#### STAY IN TOUCH

Visit us online at [www.MoPacSouth.com](#). You can contact the study team using the electronic submission form on the website, or by phone at



An environmental decision is anticipated in winter 2015/2016.

512-996-9778.

## REQUEST A PRESENTATION

Since the studies launched last year, we've met with numerous stakeholder groups and public/agency officials to gather ideas and provide information. We encourage you to contact us with questions or to request a meeting or presentation. Study team members are available to speak to your neighborhood or organization.

### CONTACT US

3300 N. IH-35  
Suite 300  
Austin, Texas 78705  
T: (512) 996-9778  
F: (512) 996-9784  
[Click here](#) to send us an email.



MoPac Intersections study team invited to brief Circle C residents at a neighborhood meeting on Jan. 15, 2014.



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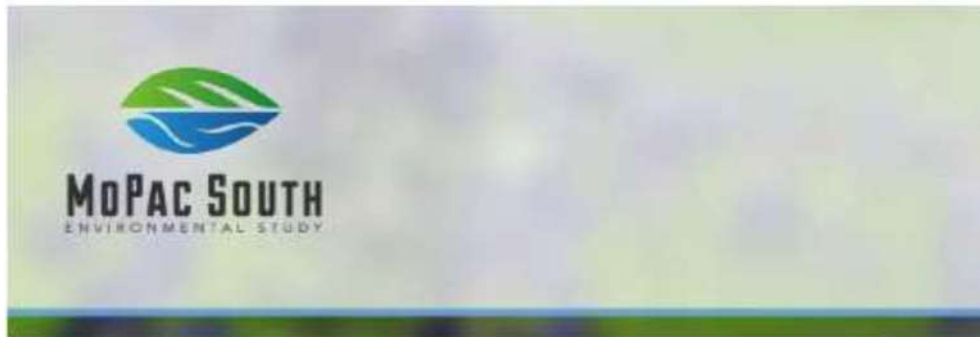
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## Join Us April 29th for a MoPac South Environmental Study Open House

The Central Texas Regional Mobility Authority and the Texas Department of Transportation are seeking your input on potential mobility improvements to MoPac from Cesar Chavez Street to Slaughter Lane. At our Open House on April 29th, the team is looking for feedback on the problems we're trying to address, the alternatives being developed to address those problems, and the criteria used to evaluate the different alternatives.

**WHAT:** [Open House](#)

**WHEN:** Tuesday, April 29, 2014, 3:30 to 7:00 pm

**WHERE:** Burton Creek Square Mall, 2901 South Capital of Texas Hwy  
First floor near JC Penney, Starbucks and the AMC Theater

Many of you travel MoPac every day, and your perspectives and insights are very valuable. Study team members will be on hand to answer questions and provide information about where we are in the study. 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.

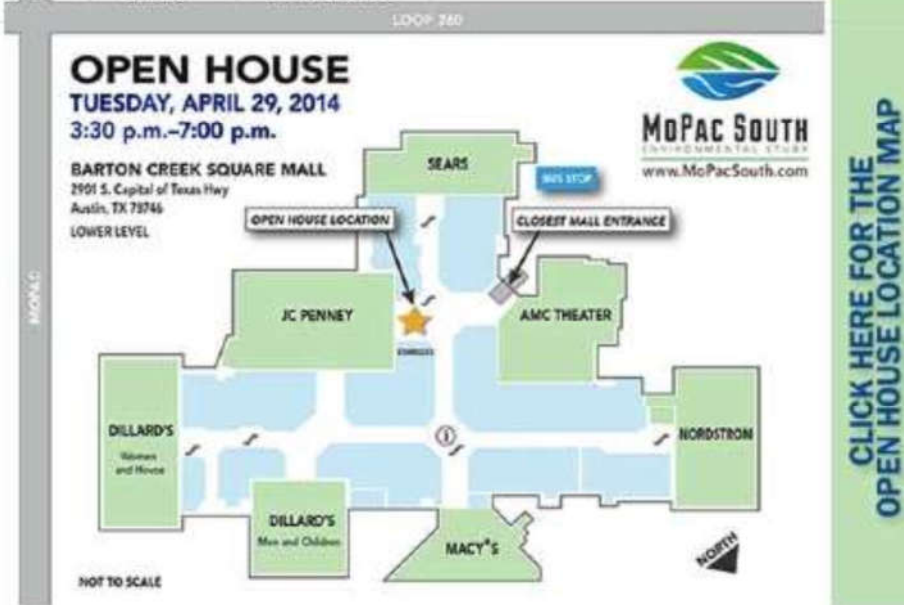
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Quality of Life Through Better Mobility

### NOT ABLE TO ATTEND? VISIT OUR VIRTUAL OPEN HOUSE

If you are unable to attend the Open House but would like to learn more about the study or submit a question or comment, please visit our Virtual Open House at [www.MoPacSouth.com](http://www.MoPacSouth.com) from April 29 through May 9, 2014.

You can also send a fax to 512-996-9784 or mail comments to: Central Texas Regional Mobility Authority, c/o MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, TX 78705.

### MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

A separate study is also underway to evaluate improvements to MoPac at the intersections of Slaughter Lane and La Crosse Avenue. The intersection improvements, if constructed, would be separate and

#### HOW TO STAY INVOLVED

- Visit [www.MoPacSouth.com](http://www.MoPacSouth.com)
- [Sign-up for the e-newsletter](#)
- Follow us on Twitter [@MoPacSouth](https://twitter.com/MoPacSouth)
- Call the study team: 512-996-9778
- Participate in meetings
- Invite the study team to meet with your group

#### CONTACT US

3300 N. IH-35  
Suite 300  
Austin, Texas 78705  
T: (512) 996-9778

<p><b>Subscribe</b>   <b>Share</b> ▼   <b>Past Issues</b></p> <p>distinct from other improvements being considered for MoPac. Visit the <a href="#">MoPac Intersections Environmental Study</a> page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> to learn more.</p>	<p>F: (512) 996-9784 <a href="#">Click here</a> to send us an email.</p>	<p><b>Trans</b></p>
<p>The public attended an informational Open House this past fall to learn more about the study and to offer ideas and opinions. Another opportunity to give input will be scheduled later this year, so watch for more information!</p>		



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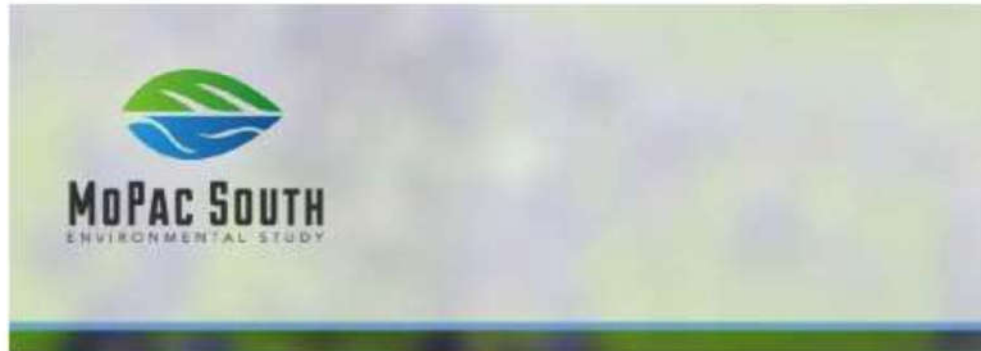
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## HELP SHAPE MOBILITY IMPROVEMENTS ALONG MOPAC

The MoPac South Environmental Study is hosting a [Virtual Open House](#) to allow everyone an opportunity to give input on potential mobility improvements to MoPac from Cesar Chavez Street to Slaughter Lane. The team has developed several preliminary alternatives aimed to address current and future problems in the corridor. Visit the Virtual Open House to learn more about the Purpose and Need for the project and the alternatives being considered.

**CLICK HERE TO ACCESS THE** [Virtual Open House](#)

### MoPac South VIRTUAL OPEN HOUSE

Welcome to the Virtual Open House for the MoPac South Environmental Study. Your input is appreciated and will help us as we work to improve safety and mobility for drivers, transit riders, bicyclists and pedestrians on approximately eight miles of the MoPac Expressway from Cesar Chavez Street to Slaughter Lane.

We would like you to:

- Review the materials
- Submit a [comment form](#)
- Fill out a [community survey](#)
- Ask questions

The official comment period ends this Friday, May 9th, so please take time to submit your comments. Visit [www.MoPacSouth.com](http://www.MoPacSouth.com) to learn more about the project.



Have you filled out our [Community Survey](#) yet? We need your input!

[http://us2.campaign-archive1.com/?u=ef298267074af4354bbc2a623&id=92b6483b1a&e=\[...\]](http://us2.campaign-archive1.com/?u=ef298267074af4354bbc2a623&id=92b6483b1a&e=[...]) 5/5/2014



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## HELP SHAPE MOPAC SOUTH

We held an in-person Open House for the study on April 29, 2014, from 3:30 PM to 7:00 PM, at Barton Creek Square Mall, 2901 South Capital of Texas Hwy, Austin, TX. Over 120 members of the public attended.



We've been reviewing all of your comments, and there are lots of great ideas! Keep 'em coming by filling out an [Online Comment Form](#) and checking out the [Community Survey](#).

All of the materials shown at this meeting are available for you to download and review at the [Virtual Open House](#).

### HOW TO STAY INVOLVED

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Visit [www.MoPacSouth.com](http://www.MoPacSouth.com)

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[@MoPacSouth](#)

Call the study team: 512-996-9778

Participate in meetings

Invite the study team to meet with your group

### CONTACT US

3300 N. IH-35  
Suite 300  
Austin, Texas 78705  
T: (512) 996-9778  
F: (512) 996-9784

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**Attachment C**  
**Additional Notices and Outreach**





# MEDIA ALERT

For Immediate Release:  
April 22, 2014

Contact: Rick L'Amie  
Central Texas Regional Mobility Authority  
512-996-9778 (office)  
512-924-4000 (cell)

Contact: Kelli Reyna  
Texas Department of Transportation  
512-832-7060 (office)  
512-658-1487 (cell)

## MoPac South Environmental Study Seeking Community Input at April 29<sup>th</sup> Open House

(Austin, Texas) –The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are seeking community input on possible mobility improvements to the MoPac Expressway from Cesar Chavez Street to Slaughter Lane. Input from this Open House will be incorporated in to an ongoing environmental study to address traffic congestion on the eight-mile stretch of MoPac. Attendees will have the opportunity to view alternatives being developed, talk with planners and engineers, ask questions and submit comments. No formal presentation will be given, and attendees are invited to come-and-go at their convenience. Those unable to attend the Open House can provide input online at a Virtual Open House that will run from April 29<sup>th</sup> through May 9<sup>th</sup> at the project website, [www.MoPacSouth.com](http://www.MoPacSouth.com).

**WHAT:** MoPac South Environmental Study Open House

**WHO:** Mobility Authority and TxDOT officials, project planners and engineers

**WHEN:** Tuesday, April 29, 2014, from 3:30 p.m. to 7:00 p.m.

**WHERE:** Barton Creek Square Mall – First floor near JC Penny, Starbucks and AMC Theater  
2901 Capital of Texas Hwy  
Austin, TX 78746

**MEDIA OPPORTUNITIES:** Interviews with project officials and community residents.

- end -



## HELP SHAPE MOBILITY IMPROVEMENTS ALONG MOPAC

### OPEN HOUSE

**TUESDAY, APRIL 29, 2014**  
3:30 p.m.–7:00 p.m.

**Barton Creek Mall**  
First Floor (near JC Penney, Starbucks and AMC Theater)  
2901 South Capital of Texas Hwy  
Austin, TX 78746

We are studying potential improvements along MoPac from Cesar Chavez Street to Slaughter Lane. Join us to discuss the purpose and need of the project, preliminary alternatives, and draft evaluation criteria. 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.

Visit [www.MoPacSouth.com](http://www.MoPacSouth.com) for more information.

**Can't Make the Meeting?**  
Visit us online at [www.MoPacSouth.com](http://www.MoPacSouth.com) for a Virtual Open House from April 29 through May 9, 2014.

\*Closest mall entrances are located on the west side for the AMC Theater and the east side for JC Penney.





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### AFFIDAVIT OF SERVICE BY PUBLICATION

State of Texas County of TRAVIS

BEFORE ME, the undersigned authority, on this day personally appeared Jenna Parsons, who being duly sworn on her oath stated as follows:

My name is Jenna Parsons. I certify that I am an employee of the publishers of Community Impact Newspaper. I certify that the attached ad was published in the Community Impact Newspaper April 2014 edition of Lake Travis/Westlake.

I certify that the attached tear sheet is a true and accurate copy of the publication as it appeared in the Community Impact Newspaper on the above-specified date.

SUBSCRIBED AND SWORN TO BEFORE ME on this 21<sup>st</sup> date of April, 2014, to certify which witness my hand and official seal.

  
Employee, Community Impact Newspaper

  
Notary Public of Texas  
(seal)



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[www.WFAC750NEWS.com](http://www.WFAC750NEWS.com)



# PALETAS CON SABOR A LA PRIMAVERA

Recuerda los sabores de tu infancia y ahorra dinero con estas recetas.

**Indicador:**  
 Antes de que pegue el calor del verano, saca tu provechoso o luscioso y practica hacer tus propias paletas con las siguientes recetas. Las sabores agradables de tu infancia están al alcance de tus manos sin tener que salir de tu casa para refrescar tu paladar.  
 Al hacer tus propias paletas te aseguras de que los ingredientes sean frescos y orgánicos, para que tus pequeños se deleiten al máximo tiempo que se merecen. Tu tiempo no se desperdicia ya que en vez de pagar hasta \$3 por paleta, cada una te saldrá en centavos.



Con un día se pueden hacer las paletas: receta, Combos Frutas, malibón, y luego congelar, ¡¡¡¡¡¡

14. febrero 01 | 17 de febrero de 2014

**PALETAS**

Coloca los ingredientes en un procesador de alimentos y cócala en moldes para paletas. Congela por 25 minutos, inserta un palo al centro de cada paleta y termina de congelar y disfruta de esta delicia postre.

**PIÑA**

- 2 1/2 tazas de piña picada sin el corazón
- 2 cucharadas de jarabe de maíz
- 1 cucharada de jugo de limón

**COCO**

- 2 tazas de pulco de coco en cubos
- 2 tazas de leche de coco
- 3 cucharadas de jarabe de maíz
- 3 cucharadas de azúcar
- 4 cucharadas de coco rallado

**SANDÍA CON CHILE**

- 4 tazas de sandía picada

- 1/2 taza de jarabe natural
- 1 cucharada de chile picado con sal

**LIMÓN CON PEPINO**

- 1/2 taza de jugo de limón
- 2 tazas de pepino picado en pedacitos
- 2 cucharadas de jarabe de maíz
- 1/2 taza de azúcar

**NARANJA CON MANGO**

- 1 1/2 tazas de jugo de naranja
- 1 mango picado
- 3 cucharadas de miel de agave

**AYUDE A FORMULAR MEJORAS PARA MOPAC**

**MOPAC SOUTH RECEPCIÓN PÚBLICA**  
**MARTES, 29 DE ABRIL, 2014**  
 3:30 p.m. - 7:00 p.m.

**Barton Creek Mall**  
 Primer Piso (sala de JC Penney, Starbucks y AMC Theater)  
 2901 South Capital of Texas Hwy  
 Austin, TX 78746

Estamos considerando como mejorar la carretera Mopac desde la Calle Cesar Chavez a Slaughter Lane. Lo invitamos a que participe en la discusión sobre el propósito y la necesidad del proyecto, las alternativas preliminares, y el criterio para su evaluación. Miembros del equipo de proyecto estarán presentes para responder a preguntas y dar información.

No habrá presentaciones formales. Participantes podrán llegar y retirarse cuando gusten.

Visite [www.MoPacSouth.com](http://www.MoPacSouth.com) para más información.

**¿No puede asistir la recepción?**  
 Visite en línea en [www.MoPacSouth.com](http://www.MoPacSouth.com) en una Recepción Pública virtual del 29 de abril al 9 de mayo, 2014.

\*Entienda más acerca de las opciones con el AMC Theater al frente oeste del Mall, y por JC Penney, al frente este, antes que el evento comience de la reunión.

## ¡ahora sí!

**AYUDE A FORMULAR MEJORAS PARA MOPAC**

**MOPAC SOUTH RECEPCIÓN PÚBLICA**  
**MARTES, 29 DE ABRIL, 2014**  
 3:30 p.m. - 7:00 p.m.

**Barton Creek Mall**  
 Primer Piso (sala de JC Penney, Starbucks y AMC Theater)  
 2901 South Capital of Texas Hwy  
 Austin, TX 78746

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\*Entienda más acerca de las opciones con el AMC Theater al frente oeste del Mall, y por JC Penney, al frente este, antes que el evento comience de la reunión.

AUSTIN AMERICAN STATESMAN  
 AHORA SII!

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 Nadia Vagedes, Advertising Agent of the *ahora sí!*/Austin American-Statesman, a weekly newspaper published in said County and State that is generally circulated in Bastrop, Burnet, Caldwell, Hays, San Saba, Travis, 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, first date of Publication 04/17/2014, last date of Publication 04/17/2014, Web and print times Published 1, *Ahora Si* main section, 3 X 4.75, and that the attached is a true copy of said advertisement.

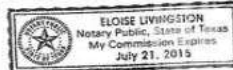
S Mopac South-Environmental Study  
 Ad ID: 471067  
 Ad Cost: 664.50

*[Signature]*

SWORN AND SUBSCRIBED TO BEFORE ME, on 04/23/2014

*[Signature]*

Notary Public in and for TRAVIS COUNTY, TEXAS





# OHAN hosts speaker for community groups

BY BOBBIE JEAN SAWYER

The Oak Hill Association of Neighborhoods (OHAN) hosted a speaker from Community Associations International (CAI), a national organization with a local Austin chapter that serves as an educational resource for community associations, at the April 9th monthly meeting at the ACC Plaza.

"CAI intends to be the voice for community organizations, home owner associations and even condominium groups on a nationwide basis," said Marc Markel, a CAI attorney.

CAI, which was formed in 1973 and is made up of 2 million volunteers and 61 chapters, provides community leadership guidance through seminars and monthly education sessions. The organization also produces a hard copy and digital

monthly magazine.

Joe Dams, executive director of the Austin CAI chapter, said being a part of a community association can provide a great advantage to homeowners.

"From an owner's standpoint, their overall benefit is really to help protect that investment of the owner. For most of us, that's the largest investment that we make in our life—our home. The association is there to help maintain and hopefully to enhance that value."

Dams said community associations are on the rise across the country.

"Associations nationwide are becoming more popular because they help developers make sure that the association develops along the lines that they envision when they invest in building their development,"

*Continued on page 25*

# It's official: tree is saved

BY BOBBIE JEAN SAWYER

The historic heritage oak at the intersection of U.S. 290 and William Cannon has been officially saved, after months of rallying and fundraising by community members and the Austin Heritage Tree Foundation.

Michael Fossum, executive director of the Austin Heritage Tree Foundation, said all that's standing in the way of the tree and its new home is the AT&T fiber optic cable still present at the site. The cable must be removed before the tree can be transplanted. No date has been set for transplanting the tree.

"The contract with TxDOT has

been signed, so the paperwork for the project is done," Fossum said. "We are still working on raising the final funds for traffic control and post-move care."

The historic oak, known by lo-

*Continued on page 25*





## HELP SHAPE MOBILITY IMPROVEMENTS ALONG MOPAC

**OPEN HOUSE**  
**TUESDAY, APRIL 29, 2014**  
**3:30 p.m. - 7:00 p.m.**

**Barton Creek Mall**  
 First Floor (near JC Penney, Starbucks and AMC Theater)  
 2901 South Capital of Texas Hwy  
 Austin, TX 78746

We are studying potential improvements along MoPac from Cesar Chavez Street to Slaughter Lane. Join us to discuss the purpose and need of the project, preliminary alternatives, and draft evaluation criteria. 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.

Visit [www.MoPacSouth.com](http://www.MoPacSouth.com) for more information.

**Can't Make the Meeting?**

Visit us online at [www.MoPacSouth.com](http://www.MoPacSouth.com) for a Virtual Open House from April 29 through May 9, 2014.

\*Closest mall entrances are located on the west side for the AMC Theater and the east side for JC Penney.



# CELEBRATE EASTER

## OAK HILL United Methodist Church

### Holy Week Worship and Events

Palm Sunday, April 13 - 8:45, 10 & 11:15 a.m. Worship Services  
 Maundy Thursday, April 17 - 7 p.m. Testimonials & Communion  
 Good Friday, April 18 - 7 p.m. Worship Service  
 Easter Egg Hunt, Saturday, April 19 - 9 to 11 a.m.  
 Easter Sunday, April 20 - 6:45, 8:45, 10:00 & 11:15 a.m. Worship Services

The Easter Sunday 10:00 Service will be held offsite at the Still Waters Retreat Center, 9409 Granada Hills Dr., pot luck to follow

### Open Hearts, Open Minds, Open Doors

*Need a little Hope & Peace? WORSHIP WITH US!*

Join us at OAK HILL UNITE

8:45 A.M.	WED-7-2014 300-45 FREDI
10 A.M. Sunday Pat	
11:15 A.M.	
6:15 P.M. Wedn	

Oak Hill United Methodist Church is located on the ("Y") in Oak Hill, directly across from the ACC Plaza. Visit our website at [www.oakhillumc.org](http://www.oakhillumc.org)

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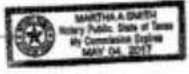
I solemnly swear that the above public notice was published in the "Oak Hill Gazette" newspaper published on April 17, 2014.

*[Signature]*  
 Publisher

STATE OF TEXAS  
 COUNTY OF TRAVIS

This document was acknowledged before me on 5/5/14 (date) by Benelope Levers

*[Signature]*  
 (Signature of notarial officer)  
 MARTHA SANTI  
 (printed name)



My commission expires: 05/04/2017

Notary Public, State of Texas

**MoPac South HELP SHAPE MOBILITY IMPROVEMENTS ALONG MOPAC**



**OPEN HOUSE**  
 TUESDAY, APRIL 29, 2014  
 3:00 p.m. - 7:00 p.m.  
 Barton Creek Mall  
 First Floor (near JC Penney, Starbucks and AMC Theater)  
 2007 South Capital of Texas Hwy  
 Austin, TX 78746

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Can't Make the Meeting?  
 Visit us online at [www.MoPacSouth.com](http://www.MoPacSouth.com)  
 for a Virtual Open House from April 29 through May 9, 2014.

**April is Local Business Month**  
 Celebrate • Participate  
 Demonstrate Your Love for Local

Events • Specials • Sales  
 AMA Benefit Days and more

Details on [www.thuyAustin.com](http://www.thuyAustin.com)

**Attend the Armadillo Awards**  
 Awards for your favorite local biz

It's Fun & it's free!  
 The Armadillo Awards—a celebration of community in a carnival of local events. Enjoy a fun evening in recognition of our most beloved local businesses.

April 24, 2014 at Alamo Drafthouse  
 Details: [www.thuyawards.com](http://www.thuyawards.com)




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A FUNDRAISER FOR FRIENDS OF AUSTIN ANIMAL CENTER

APRIL 26TH  
 AT 6 O'CLOCK  
 TELLEYS PARK  
 AUSTIN, TX

20 PRIZES  
 25 DOLLAR DONATION

FEATURING  
 DOGGIE KISSING BOOTH  
 FOOD AND SPIRITS  
 GLEAM AUCTION  
 LIVE ENTERTAINMENT



**PUBLISHER'S AFFIDAVIT**

I solemnly swear that the attached ad was published on the following date(s):

**April 25, 2014**

In *The Austin Chronicle*, a newspaper published in Austin, Travis County, Texas, and of general circulation in Travis County, Texas, and Williamson County, Texas, for service of citation or notice publication, and the date(s) of said newspaper bore in which the notice was published correspond to the following issue numbers:

**Volume 33, Issue 35 Page 23**

A copy of the ad(s) as published, clipped from the newspaper, is (are) attached hereto.

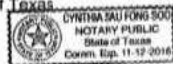
*Anna Toon*  
 The Austin Chronicle

STATE OF TEXAS  
 COUNTY OF TRAVIS

Sworn to and subscribed before me this 5<sup>th</sup> day of May, 2014.

by Anna Toon

Notary Public (signature)  
 State of Texas



Printed Name and Seal

# PROMOTED TWITTER CAMPAIGN

Promoted Twitter Campaign ran from April 22, 2014 through May 9, 2014.



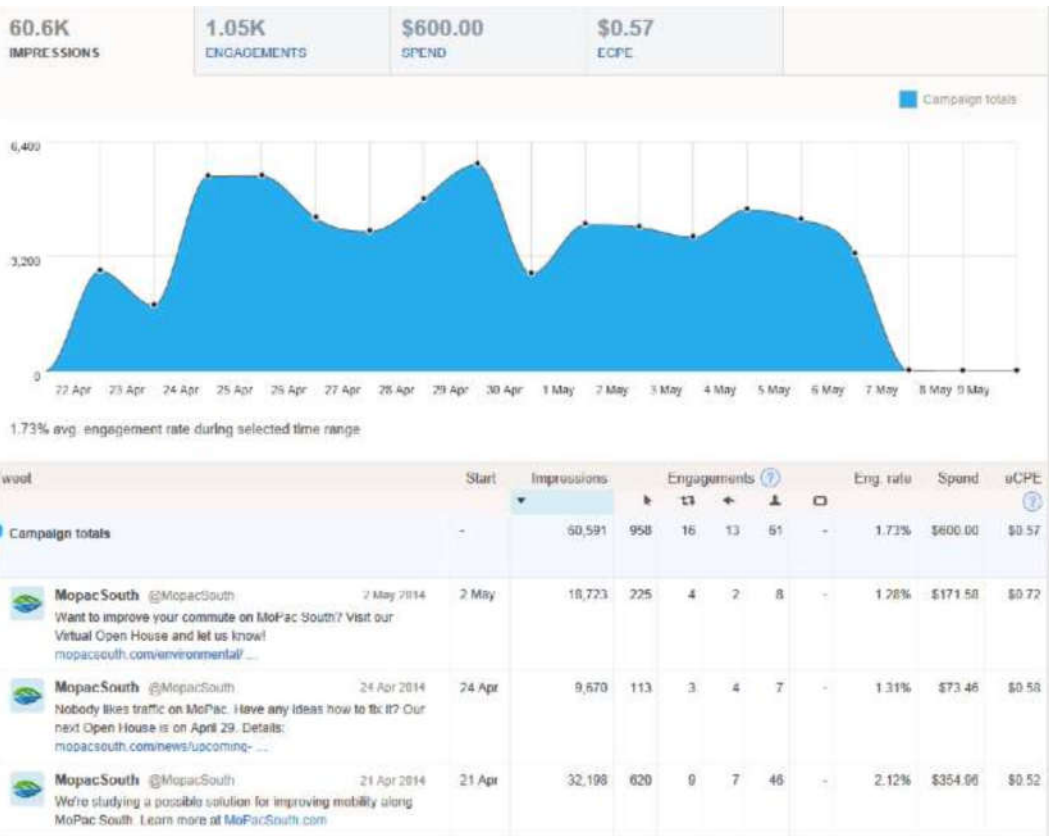
**MoPac South**  
ENVIRONMENTAL STUDY

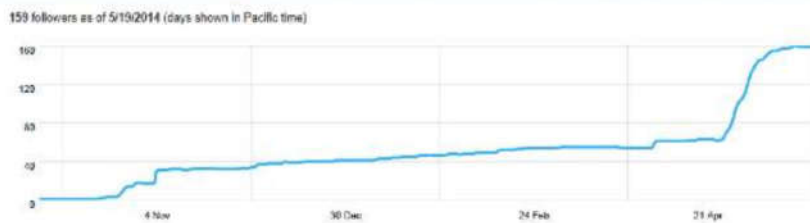
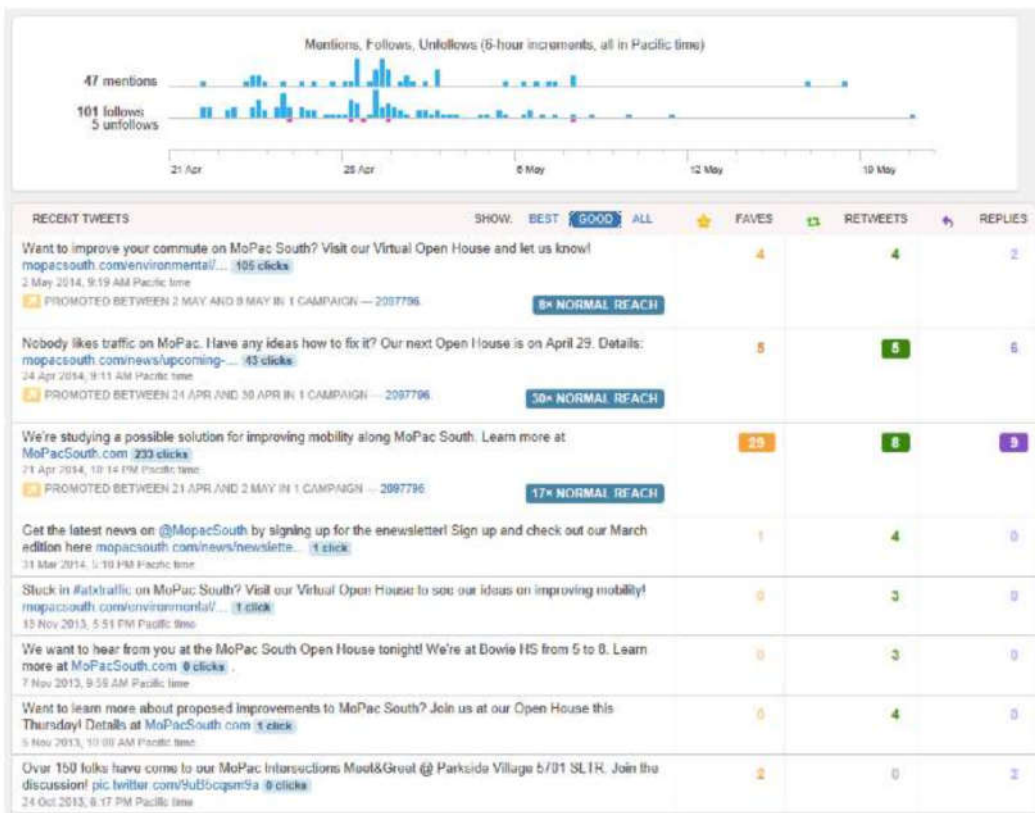
Followed by MoPac Project and TxDOT Austin

**MopacSouth** @MopacSouth  
We're studying a possible solution for improving mobility along MoPac South. Learn more at MoPacSouth.com

Promoted by MopacSouth

sample tweet







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## MoPac South Environmental Study Open House

Do you like this?

Like Be the first of your friends to like this.

Tweet Share Share Email ShareThis Print

Barton Creek Square  
Mall

2901 S. Capital of Texas  
Hwy., Austin, Texas 78746

[View on Map](#)

### Event Info

[Visit Event Website](#)

### Date & Time

Apr 29, 2014 3:30 PM - 7:00 PM



The Central Texas Regional Mobility Authority and the Texas Department of Transportation will host an Open House this April for proposed improvements to MoPac between Cesar Chavez Street and Slaughter Lane. Join us to discuss the purpose and need of the project, preliminary alternatives being developed, and draft evaluation criteria.

WHAT: OPEN HOUSE

WHEN: TUESDAY, APRIL 29, 2014, 3:30 to 7:00 pm

WHERE: BARTON CREEK SQUARE MALL, 2901 S. Capital of Texas Hwy, on the first floor near JC Penney, Starbucks and AMC Theater

A map to the Open House location can be found on [www.MoPacSouth.com](http://www.MoPacSouth.com).

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

Can't make the meeting? Visit us online at [www.MoPacSouth.com](http://www.MoPacSouth.com) for a Virtual Open House from April 29–May 9.

Visit [www.MoPacSouth.com](http://www.MoPacSouth.com) for more information and to sign up for regular project updates.

### Comments

Type subject here...



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crazy enough.

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Recent **Comments**

I think its about time that Travis County offer rebates similar to the city of Austin for installin...

Bret Ziemann | LCRA discusses rate increases for all water customers.

Those of us north of Kollmeyer don't want all of the industrial uses up here either. Is the City o...

Dan | Kollmeyer Drive set as dividing line

Oh, is he all done with completely mismanaging the RRIISD School Health Advisory Council?



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**Austin, TX** (page 1 of 1)

Home > Austin Events > Austin Performing Arts Center > MoPac South Environmental Study Open House

**MoPac South Environmental Study Open House**

Tuesday, Apr 29 3:30p

Barton Creek Square Mall, Austin, TX

**Buy Tickets**

**no image available**

Age Suitability None Specified

Categories Performing Arts / Meetings

Tags Transportation / Open House

**Event Description:**

The Central Texas Regional Mobility Authority and the Texas Department of Transportation will host an Open House for proposed improvements to MoPac between Cesar Chavez Street and Slaughter Lane. Join us to discuss the purpose and need of the project, preliminary alternatives being developed, and draft evaluation criteria. **Event Open House When:** Tuesday, April 29, 2014, 3:30p-7:30p **Where:** Barton Creek Square Mall, 2901 South Capital of Texas Hwy First floor near JC Penney, Starbucks and Arco Theater A map to the Open House location can be found on [www.MoPacSouth.com](http://www.MoPacSouth.com). Project team members will be on hand to answer questions and provide information about the preliminary alternatives. No formal presentation will be given. Attendees are invited to come and go at their convenience. Can't make the meeting? Visit us online at [www.MoPacSouth.com](http://www.MoPacSouth.com) for a Virtual Open House from April 28 through May 5, 2014. Visit [www.MoPacSouth.com](http://www.MoPacSouth.com) for more information and to sign up for regular project updates.

**Location & nearby info:**

Barton Creek Square Mall  
2901 S. Capital of Texas Hwy  
Austin, TX 78781  
(512) 327-7340

Full map and directions

West Lake info

1 mile

1.2 mi  
1.4 mi  
1.6 mi  
1.8 mi  
1.9 mi

Show nearby

- 1.2 mi Sunkissed Grill Indian Restaurant
- 1.4 mi Thicket Coffee Place
- 1.6 mi The Broken Spoke
- 1.8 mi Stoner Street Pub & Grill
- 1.9 mi Piro's Pizzeria

**ON SALE NOW**

- Amy Schuster Fri 11:21 5:00p
- Wingtip Bros. and Barons & Bailey Circus Wed 6:25 7:30p
- Five Inch Nails and Secondhand with Death Grip Thu 8:14 7:30p
- Acid Anest Fri 4:18 7:00p
- Early Scribble Sat 5:3 7:40p
- Donkeykicks Sat 8:21 7:00p

**ON SALE SOON**

- The Vices Tour Sat 8:21 7:30p

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cham...  
Fri., 10 a.m.-midnight (Sat.), 10 a.m.-6 p.m. (Sun.) Free.  
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[www.foundersdayfestival.com](http://www.foundersdayfestival.com)

**26 Sunset Valley ArtFest**  
The city of Sunset Valley hosts its eighth annual arts festival. The event offers live music, activities for children, local food vendors and various forms of art ranging from paintings and sculptures to jewelry. 9 a.m.-4 p.m. Free. Toney Burger Center, 3200 Jones Road. [www.sunsetvalley.org](http://www.sunsetvalley.org)

**29 MoPac South Environmental Study open house**  
The Central Texas Regional Mobility Authority and the Texas Department of Transportation host an open house to share information about proposed improvements to MoPac between Cesar Chavez Street and Slaughter Lane. Attendees can discuss the purpose and need of the project, preliminary alternatives being developed and draft evaluation criteria. 3:30-7 p.m. Free. Barton Creek Square Mall, first floor near JC Penney, 2901 S. Capital of Texas Hwy. 512-996-9778. [www.mopacsouth.com](http://www.mopacsouth.com)

EXPER

MoPac South Environmental Study

C-10

Attachment C

# COMMUNITY NEWS

News: communitynews@statesman.com or 512-912-2964



## TRAVIS COUNTY

### AUSTIN Capital Metro, Veolia to part ways

Veolia Transportation's troubled marriage with Capital Metro is coming to an end. The French-based company, whose rail arm had been let go by Capital Metro in 2009 before MetroRail opened in the wake of mutual recriminations about the line's delayed startup, will cease providing drivers and mechanics on May 10 for a piece of Capital Metro's bus service.

The contract was to end in September, Capital Metro spokesman John Julitz said Monday. By mutual agreement, Julitz said, Veolia will pay Capital Metro \$677,500 for overdue maintenance on the vehicles.

The company sent a "warn letter" to the Texas Workforce Commission last week saying 118 Austin Veolia workers would lose their jobs May 10. But Julitz said all of those workers will be guaranteed a job at the same wages and benefits at First Transit, another Capital Metro contractor that will be taking over the Veolia routes, provided they pass basic screening such as drug tests. Veolia has about 10 percent of Capital Metro's bus service.

—BEN WEAR, AMERICAN-STATESMAN

## AUSTIN

### Open house to discuss MoPac improvements

Proposed improvements to MoPac between Cesar Chavez Street and Slaughter Lane will be the topic of an open house discussion from 3:30 to 7 p.m. Tuesday at the Barton Creek Square Mall, 2901 S. Capital of Texas Highway. The open house will be held on the first floor of the mall, near I.C. Penney, Starbucks and the movie theater.

The Central Texas Regional Mobility Authority and the Texas Department of Transportation are hosting the event.

Project team members will be available to answer questions and share information about the project so far.

For information, visit [www.MopacSouth.com](http://www.MopacSouth.com).

—MARGARET NICKLAS, AMERICAN-STATESMAN

## AUSTIN SCHOOLS

### Kindergarten session planned for May 6

All elementary schools in the Austin school district will offer a Kindergarten Round Up event May 6 for parents to learn about the full day kindergarten program, including its curriculum, daily schedule, calendar and attendance requirements.

Parents should bring their child's birth certificate and immunization records, along with their own proof of residence in the district, and photo ID to register their child.

Times vary, so parents should contact individual campuses for more details.

To find the school in your zone or for other information, visit <http://bit.ly/1tVaa6C>.

—MARGARET NICKLAS, AMERICAN-STATESMAN

## WILLIAMSON COUNTY

### ROUND ROCK LIBRARY Library to hold first 'Food for Fines' week

The Round Rock Public Library, 216 E. Main St., is holding its first "Food for Fines" week May 5-11, allowing patrons to donate nonperishable food instead of paying their library fines.

Accepted items will include canned vegetables, fruit, soup, meat and tuna, as well as packages of macaroni and cheese, pasta, rice, beans, cereal and peanut butter. Each food item will count as payment of \$1 in overdue fines.

Items will be donated to the Round Rock Serving Center. There is no limit on the amount that may be donated.

No glass containers, open packages, repackaged items, expired food or dented cans will be accepted.

The library is open from 9 a.m. to 9 p.m. Monday through Thursday; 9 a.m. to 6 p.m. Saturday; and 1 to 6 p.m. Sunday. For information, call 512-218-7000.

—MARGARET NICKLAS, AMERICAN-STATESMAN

## ROUND ROCK

### Volunteers needed to select local legends

The Round Rock Historic Preservation Committee is seeking volunteers to serve on its Local Legend Selection Committee. The Local Legend awards recognize people, families, businesses, publications or organizations that have had a positive and lasting effect on the culture, development and history of Round Rock.

Members of the committee who will consider nominations and select recipients must be able to attend three to four meetings between June 23 and Aug. 22. Committee applications are due by May 9.

For information, visit <http://bit.ly/1kdWJWS>.

—MARGARET NICKLAS, AMERICAN-STATESMAN

## HAYS COUNTY

### HAYS COUNTY Child immunization overviews scheduled

Parents can have their children's immunization records reviewed and learn more about the importance of immunizations at two free events planned this week by San Marcos' Women, Infants, and Children program.

The first event will be held from 8 a.m. to noon Wednesday at the Kyle WIC Clinic, 150 Lockhart St. The second will be held from 8 a.m. to noon Friday at the San Marcos WIC clinic, 401-C Broadway St.

Live Oak Community Clinic representatives will be on site to review immunization documents brought in by parents, access and update Texas Immunization Registry records and provide information about vaccinations. Parents can also get information on obtaining free or low cost immunizations.

The nation has seen a rise in cases of whooping cough (pertussis) as well as measles in recent years, both of which

## INFORMING VOTERS TRAVIS ESD NO. 2

# Voters near Pflugerville to weigh half-cent tax

The sales tax hike is being sought to bolster emergency services.

By Andra Lim  
[alim@statesman.com](mailto:alim@statesman.com)

PFLUGERVILLE — A half-cent sales tax increase that Travis County Emergency Service District No. 2 would use to fund new paramedic services will go before voters in the May 10 election.

The emergency service district is headquartered in Pflugerville, but the tax would only be levied in areas outside city limits. That means just the 16,000 or so voters who live on roughly 48 square miles of unincorporated land will have a say on the measure.

"What I see out there is that nobody is collecting that tax out there today," Pflugerville Fire Chief Ron Moellenberg said in February.

Pflugerville has hit the two-cent ceiling on local sales tax, but there's still a cent and a half up for grabs in most of the area surrounding the city. A cent would automatically go

## VOTING INFORMATION

Early voting runs until May 6. Voters may cast a ballot at any of the nine Travis County polling places from 7 a.m. to 7 p.m. Monday through Saturday, and noon to 6 p.m. Sunday. Election Day is May 10.

Voters may cast a ballot at any of the 80 Travis County polling places from 7 a.m. to 7 p.m. For a list of polling places, visit [traviscountyclerk.org](http://traviscountyclerk.org).

to Pflugerville once it annexes the land.

District officials say the estimated half-million dollars the tax would raise annually is needed to fill gaps in service.

More than 70 percent of the calls the emergency service district receives are medical-related, and 60 percent of those require transport to a hospital, the district said.

The district relies on two ambulances from Austin/Travis County Emergency Medical Services, but often firefighters arrive on the scene first. Once there, they can provide basic life support but can't do everything paramedics do, such as administering drugs, Moellenberg has said. If passed, the tax would

help pay for training firefighters in advanced life support and equip them to provide paramedic services.

The Pflugerville Community Development Corporation's chief was initially a vocal opponent of the tax measure, saying that he expected to get the half-cent sales tax once the city annexed unincorporated areas. The corporation is funded almost entirely by a half-cent sales tax levied in city limits.

The district and city officials have said they are open to negotiating a deal to split sales tax revenue if the measure passes.

Contact Andra Lim at 512-246-1150.  
Twitter: @AndraCLim

## ROUND ROCK SCHOOLS

# High school's Dragon Band to perform in Rose Parade

Only a dozen new schools chosen each year to appear.

By Jennifer Wislan  
Contributing writer

ROUND ROCK — The Dragon Band was handpicked to perform in the 2015 Tournament of Roses Parade in Pasadena, Calif.

"Round Rock stood out," Richard L. Chinen, president of the 2015 Pasadena Tournament of Roses Association, said during a recent visit to Round Rock High School.

"We find where the best bands are and where the best communities are and Round Rock is it."

Chinen said only a dozen

new schools are chosen each year to appear in the parade, which will be viewed by 85 million people.

Robert E. Lee High School in Midland had already been chosen to perform in 2015.

Typically, only one school per state would be accepted, but Chinen was adamant the Dragon Band made the roster.

"You want someone who they are so fun to see ... and that's Round Rock," Chinen said. "With big sound and perfect pitch, for us the champs were from Round Rock."

This will be the second time the Dragon Band will be marching in the Tournament of the Roses Parade.

The first time was in 1984. "There is such an incredible history and depth here

with the Dragon Band," said David Mobley, Round Rock band director.

"We have an incredibly great family here of supporters, former classmates and the community to help us. It's a true honor that our band has the opportunity to perform at the parade. This is a world-class, once-in-a-lifetime event that the students get to take part in."

The Dragon Band Boosters held a barbecue fundraiser earlier this month to help pay for the band's trip to Pasadena, and an 18-hole golf tournament is scheduled for May 22.

For information on the band and its fundraising efforts, visit [dragonbandboosters.com](http://dragonbandboosters.com).

## INFORMING VOTERS KYLE

# Two Kyle City Council members face challengers on May 10 ballot

City finances, small businesses among highlighted issues.

By Esther Robards-Forbes  
[erobards@statesman.com](mailto:erobards@statesman.com)

Water, roads and Kyle's taxes are on the minds of the City



Sanchez



Selbera



Wilson



Luttrell

\$700,000 for sidewalks, he

Georgetown. "We desire to have the

Good morning,

## Email that went out to 98 elected officials

We are writing to provide you with an update on the MoPac South Environmental Study – a joint effort of the Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) to assess potential mobility improvements on approximately eight miles of MoPac from Cesar Chavez Street to Slaughter Lane. The second Open House is planned for April 29th.

### MoPac South Environmental Study Open House

Tuesday, April 29, 2014

3:30 PM to 7:00 PM

Barton Creek Square Mall (1st floor on the south end of the mall near JC Penney, Starbucks and AMC Theater)

2901 S Capital of Texas Hwy.

Austin, TX 78746

*\*Closest mall entrances are located on the west side for AMC Theater and the east side for JC Penney. If you go through the east side entrance near JC Penney, take the escalator, elevator or stairs down to the ground floor to the Open House site.*

Project team members will be available to answer questions and provide information about the study. Information regarding the draft purpose and need for the project, the preliminary alternatives and evaluation criteria will be provided. The public will have the opportunity to submit comments. No formal presentation is planned, and community members are invited to come and go at their convenience.

A third Open House is tentatively planned for later this year, with a public hearing anticipated in summer 2015. An environmental decision is expected by early 2016.

Please feel free to call or email us if you have any questions or concerns. We would be happy to provide additional information.

Sincerely,

Mario Espinoza, Deputy Executive Director

Central Texas Regional Mobility Authority

(512) 996-9778

[mespinoza@ctrma.org](mailto:mespinoza@ctrma.org) <<mailto:mespinoza@ctrma.org>>

Terry McCoy, Deputy District Engineer

Texas Department of Transportation

Austin District

(512) 832-7040

[Terry.McCoy@txdot.gov](mailto:Terry.McCoy@txdot.gov) <<mailto:Terry.McCoy@txdot.gov>>

---

**From:** [REDACTED] **On Behalf Of** Circle C Homeowners Association, Inc.

**Sent:** Friday, March 28, 2014 3:27 PM

**To:** [REDACTED]

**Subject:** CCHOA Announcements

#### Stolen Tires/Rims

On Monday night, two vehicles on Walebridge Ct had their tires and wheels stolen, and the vehicles were left sitting on bricks. Police reports were filed and the owners/police are looking for anyone that might have camera footage of the individuals leaving the area. If you have any information on this, call the Austin Police Dept at 512-497-5000.

[For further information, please click here.](#)

#### AISD's Facility Master Plan Development

Austin ISD is working to develop the district's facility master plan, which will outline how AISD buildings are used, guide future capital improvements and support planning in future bond elections.

Community members are welcome to voice their concerns at upcoming meetings.

**April 1, 6:30-8:30pm**  
**Akins High School cafeteria**  
10701 S First St.

**April 2, 6:30-8:30pm**  
**Bowie High School cafeteria**  
4103 W. Slaughter Lane

[Please click here for more information.](#)

#### HELP SHAPE MOBILITY IMPROVEMENTS ALONG MOPAC

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WHEN: TUESDAY, APRIL 29, 2014, 3:30 to 7:00 pm

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Visit [www.MoPacSouth.com](http://www.MoPacSouth.com) for more information and to sign up for regular project updates.



# HELP SHAPE MOBILITY IMPROVEMENTS ALONG MOPAC



**MoPac South ENVIRONMENTAL STUDY**

**APR 29** MoPac South Environmental Study Open House  
OPEN HOUSE

Public · Hosted by Barton Creek Square

Join Maybe Invite

Tuesday, April 29 at 3:30pm - 7:00pm in EDT  
Next Week · 77°F / 53°F Partly Cloudy

Barton Creek Square  
2901 Capital of Texas Hwy, Austin, Texas 78746 [Show Map](#)

**HELP SHAPE MOBILITY IMPROVEMENTS ALONG MOPAC**

The Central Texas Regional Mobility Authority and the Texas Department of Transportation will host an Open House this April for proposed improvements to MoPac between Cesar Chavez Street and Slaughter Lane. Join us to discuss the purpose and need of the project, preliminary... [See More](#)

**GUESTS**  
0 going 0 maybe 0 invited

**INVITE FRIENDS**

+ Add friends to this event

Nicole Arntz [Invite](#)  
Sue Cleveland [Invite](#)  
Diana Hinojosa Pena [Invite](#)

**POSTS**

Barton Creek Square updated the event photo in MoPac South Environmental Study Open House.  
April 18 at 2:01pm [Like Page](#)



**RELATED EVENTS**

Indulge: A Stylish Treat for M...  
Thu, May 8 at Barton Creek Sq...  
0 guests

Icing's Bridal Event  
Sat, Apr 26 at Barton Creek Sq...  
0 guests

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**Domino's® Pizza**  
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Barton Creek Square created the event.  
April 18 at 1:50pm [Like Page](#)



From: Tom Nuckolls [mailto:tnuckolls@bna.org]  
 Date: Monday, April 21, 2014 9:35 PM  
 To: BNA Neighborhood Association [mailto:bna@bna.org]  
 Subject: [barton\_hills] join us at the next MoPac South Open House

PYI



## Join Us April 29th for a MoPac South Environmental Study Open House

The Central Texas Regional Mobility Authority and the Texas Department of Transportation are seeking your input on potential mobility improvements to MoPac from Cesar Chavez Street to Slaughter Lane. An **Open House** on April 29th, the team is looking for feedback on the problems we're trying to address, the alternatives being developed to address those problems, and the criteria used to evaluate the different alternatives.

**WHAT: Open House**

**WHEN: Tuesday, April 29, 2014, 3:30 to 7:00 pm**

**WHERE: Barton Creek Square Mall, 2901 South Capital of Texas Hwy, First floor near JC Penney, Starbucks and the AMC Theater**

Many of you travel MoPac every day, and your perspectives and insights are very valuable. Study team members will be on hand to answer questions and provide information about where we are in the study. 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 Hines at (512) 974-9770.

### Mark your calendars: Help shape mobility improvements along MoPac

The [Central Texas Regional Mobility Authority \(CTRMA\)](#), the [Austin Transportation Department \(ATD\)](#), [Texas Department of Transportation \(TxDOT\)](#), [Capital Metro](#) and the [Capital Area Metropolitan Planning Organization \(CAMPO\)](#) are hosting an open house to discuss potential improvements along MoPac from Cesar Chavez Street to Slaughter Lane. Project team members will be on hand to answer questions and provide information and attendees are welcome to come and go at their convenience.

**April 29, 2014**  
 3:30 – 7 p.m.  
 Barton Creek Square Mall (first floor near JC Penney, Starbucks, AMC Theater\*)  
 2901 South Capital of Texas Hwy  
 Austin, Texas 78746  
 \* The closest mall entrances are located on the west side for the AMC Theater and the east side for JC Penney

Visit [www.MoPacSouth.com](http://www.MoPacSouth.com) for more information or to participate in a virtual open house.

Share Tweet +1 Forward to Friend



Want more mobility news? Visit [Movability Austin!](#)

**Austin Mobility News Staff:**  
[Chesanna Kravitz](#): Public Information Specialist, ATD - (512) 974-7907  
[Samantha Eads](#): Public Information & Marketing Manager, ATD - (512) 974-7923

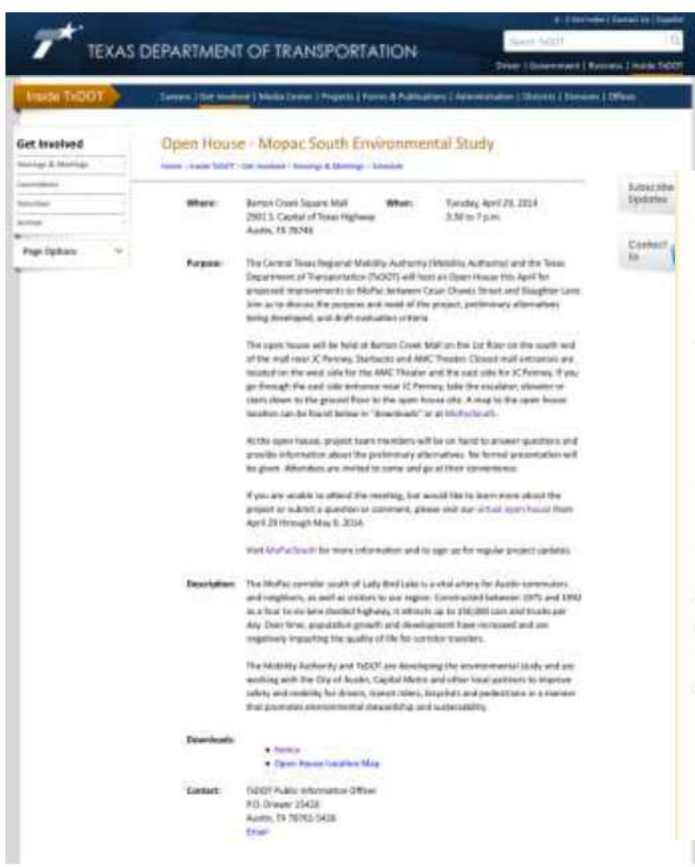
Austin Mobility is the City's effort for a fresh approach to looking at walking, biking, transit, and driving to solve the transportation puzzle for all of us. We are taking proactive steps to engage and educate the community, which is why you received this news update.

**Our mailing address is:**  
 Austin Transportation Department  
 505 Barton Springs Rd  
 Suite 800  
 Austin, TX 78704

[Add us to your address book](#)

[AustinTexas.gov/Department/Transportation](http://AustinTexas.gov/Department/Transportation)

[unsubscribe from this list](#) [update subscription preferences](#)



**TEXAS DEPARTMENT OF TRANSPORTATION**

Open House - Mopac South Environmental Study

**Where:** Barton Creek Square Mall, 2901 S. Capital of Texas Highway, Austin, TX 78746

**When:** Tuesday, April 29, 2014, 3:30 to 7 p.m.

**Purpose:** The Central Texas Regional Mobility Authority (CTRMA) and the Texas Department of Transportation (TxDOT) will host an Open House this April for proposed improvements to MoPac between Cesar Chavez Street and Slaughter Lane. The meeting will cover the purpose and need of the project, preliminary alternatives being developed, and draft evaluation criteria.

The open house will be held at Barton Creek Mall on the 1st floor on the south end of the mall near JC Penney, Starbucks and AMC Theater. Closest mall entrances are located on the west side for the AMC Theater and the east side for JC Penney. If you go through the east side entrance near JC Penney, take the escalator, elevator or stairs down to the ground floor to the open house site. A map to the open house location can be found below in "Downloads" or at [MoPacSouth.com](#).

At the open house, project team members will be on hand to answer questions and provide information about the preliminary alternatives. No formal presentation will be given. Attendees are invited to come and go at their convenience.

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](#) from April 29 through May 9, 2014.

Visit [MoPacSouth.com](#) for more information and to sign up for regular project updates.

**Downloads:**

- Notice
- Open House Location Map

**Contact:** TxDOT Public Information Office  
 P.O. Drawer 25438  
 Austin, TX 78765-5438  
 Email:

### MoPac South Environmental Study Open House: Tuesday, April 29

The Central Texas Regional Mobility Authority and the Texas Department of Transportation will host an open house this April for proposed improvements to MoPac between Cesar Chavez Street and Slaughter Lane. The meeting will cover the purpose and need of the project, preliminary alternatives being developed, and draft evaluation criteria.

Project team members will be on hand to answer questions and provide information about the preliminary alternatives. No formal presentation will be given. Attendees are invited to come and go at their convenience. Download the official [Open House Notice](#) for additional information.

Can't make the meeting? Visit [MoPacSouth.com](#) for a **Virtual Open House** from April 29 through May 9, 2014.

**WHAT:** MoPac South Environmental Study Open House

**WHEN:** Tuesday, April 29, 2014, 3:30 TO 7:00 p.m.

**WHERE:** Barton Creek Square Mall  
 2901 South Capital of Texas Hwy  
 First floor near JC Penney, Starbucks and AMC Theater

For your convenience, please download this [Open House Location Map](#).



# This Week in Downtown

## DOWNTOWN AUSTIN ALLIANCE

April 28-May 4, 2014  
In This Week's Newsletter...

- [Issues & Eggs: Innovation in Downtown Austin | Thursday, May 15](#)
- [May Day Lunch Celebration in Wooldridge Square!](#)
- [May is Bike Month!](#)
- [Let's Make Austin Walkable](#)
- [St. David's Church Offering Secure Bike Storage For Downtown Commuters](#)
- [Vision + Design Intensive for South Central Waterfront](#)
- [MoPac South Environmental Study Open House: Tuesday, April 29](#)
- [Share Your Input on 2014 SXSW Events](#)
- [Capital Metro Board of Directors Approves Fall 2014 Service Changes](#)
- [Movies in the Park Presents Escape from New York: Thursday, May 8](#)
- [Town Lake Metropolitan Park Public Visioning Session: May 6](#)
- [2014 Spring Pecan Street Festival: May 3-4](#)
- [La Condesa Cinco de Mayo Downtown Block Party](#)
- [Street Closures](#)

### Our Mission

The Mission of the Downtown Austin Alliance is to preserve and enhance the value and vitality of downtown Austin.

### Downtown Austin Facts

- 10,000 residents live in downtown Austin.

- 1,994 apartment units have been built in downtown since 2000.

-1,164 apartment units are currently under construction in downtown.

### This Month's Meetings/Events

**-Board of Directors Meeting:** May 14 @ noon. St. David's Church, 301 E. 8th St.

### Shady Hollow Residents Upcoming Road Improvements Open House Tuesday, April 29th

HELP SHAPE MOBILITY IMPROVEMENTS ALONG MOPAC

The Central Texas Regional Mobility Authority and the Texas Department of Transportation will host an Open House April 29 for proposed improvements to Mopac between Cesar Chavez Street and Bluffview Lane. Join us to discuss the purpose and need of the project, preliminary alternatives being developed, and draft evaluation criteria.

WHAT: OPEN HOUSE

WHEN: TUESDAY, APRIL 29, 2014, 9:30 to 7:00 pm

WHERE: BARTON CREEK SQUARE MALL, 2901 South Capital of Texas Hwy  
First floor near JC Penney, Starbucks and AMC Theater

A map to the Open House location can be found on <http://www.mopacsouth.com/> - <http://www.mopacsouth.com/>.

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

Can't make the meeting? Visit us online at <http://www.mopacsouth.com/> - <http://www.mopacsouth.com/> for a Virtual Open House from April 29 through Friday 5, 2014.

Visit <http://www.mopacsouth.com/> - <http://www.mopacsouth.com/> for more information and to sign up for regular project updates.



From Save Our Springs Alliance [redacted] sent by Save Our Springs Alliance [redacted]

gty-To [redacted]

Date: Tuesday, April 29, 2014 10:59 AM

To: Crispin Ruiz <[crispin@spolitions.org](mailto:crispin@spolitions.org)>

Subject: Traffic & Water - News & Events Today & Thursday

## S.O.S. ACTIVIST NEWS



### Traffic and Water - News and Events, Today and Thursday

**Proposed Mopac Expansion "Open House" today at Barton Creek Mall** - Today, from 9:30 to 7:00 p.m. TxDOT and the CTRMA will host an "Open House" on the proposed "South Mopac" expansion of up to 2 additional lanes in each direction. This project has been flying under the radar - and is really the same project as the SH 45 SW toll road taken together, they would keep South Mopac to Interstate 35 and convert Mopac to an alternative "I-35 West." Today is the first chance to see what the highway builders have in mind.



Don't be fooled. The "Mopac South" project website and public information has been extremely misleading. First, there is the name of the "project." Then, the very first words on the [www.MopacSouth.com](http://www.MopacSouth.com) website read "The Mopac corridor south of Lady Bird Lake..." There's not a single word on the front page of the website that tells the reader that the project starts north of the river, at Cesar Chavez. We doubt this is just by accident. Any effort to expand the Mopac bridge over Town Lake and build "flyovers" will require additional taking of park land north and south of the river, and will impinge on Austin High School, the extremely popular hike-and-bike bridge under the Mopac bridge, and West Austin neighborhoods and businesses north of the river. For TxDOT and the toll road authority, it's much better to have people think the project only affects "south of Lady Bird Lake."

Join us this afternoon at Barton Creek Mall (never thought we would say that, did you?) Separate (but not really) TxDOT and CTRMA are trying to rush ahead with building freeway main lanes and bridges at the Stauffer/Mopac and LaCross/Mopac intersections, separate from the larger "Mopac South" project, and also separate from the proposed SH 45 SW toll road project immediately to the south. The cost and environmental damage of these proposed projects are unnecessary. Much faster, cheaper options exist to improve traffic flow at these intersections without harming neighbors, neighboring businesses, or the Lady Bird Johnson Wildflower Center.

**Attachment D**  
**Display and Interactive Boards**



# **WELCOME**

## **OPEN HOUSE**

**Tuesday, April 29, 2014**

**3:30 p.m. to 7:00 p.m.**

- Please sign in
- Explore the exhibits
- Submit a comment form
- Fill out a community survey
- Ask questions



**MoPac South**  
ENVIRONMENTAL STUDY

April 29, 2014

# HOW TO SUBMIT COMMENTS

## Today at the Open House:



Give comments verbally to the court reporter



Fill out a comment form

## Electronic Method:



Go to the website: ***www.MoPacSouth.com***



Send a fax to 512-996-9784

## Mail:



**Central Texas Regional Mobility Authority**

c/o MoPac South Environmental Study

3300 North IH-35, Suite 300

Austin, Texas 78705

All comments must be received by May 9, 2014 to be part of the official record of the Open House.

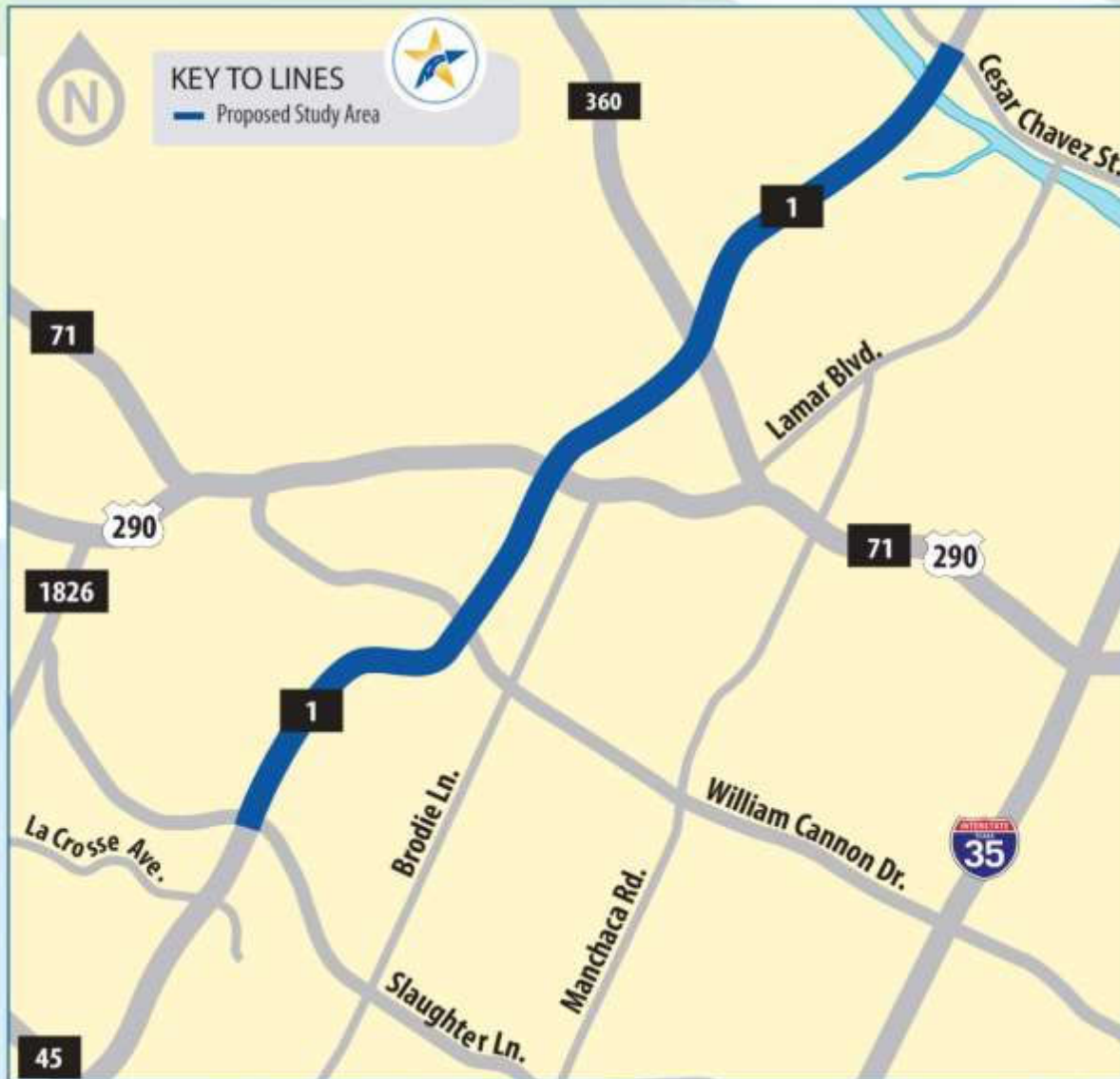


**MoPac South**  
ENVIRONMENTAL STUDY

April 28, 2014



# STUDY LOCATION

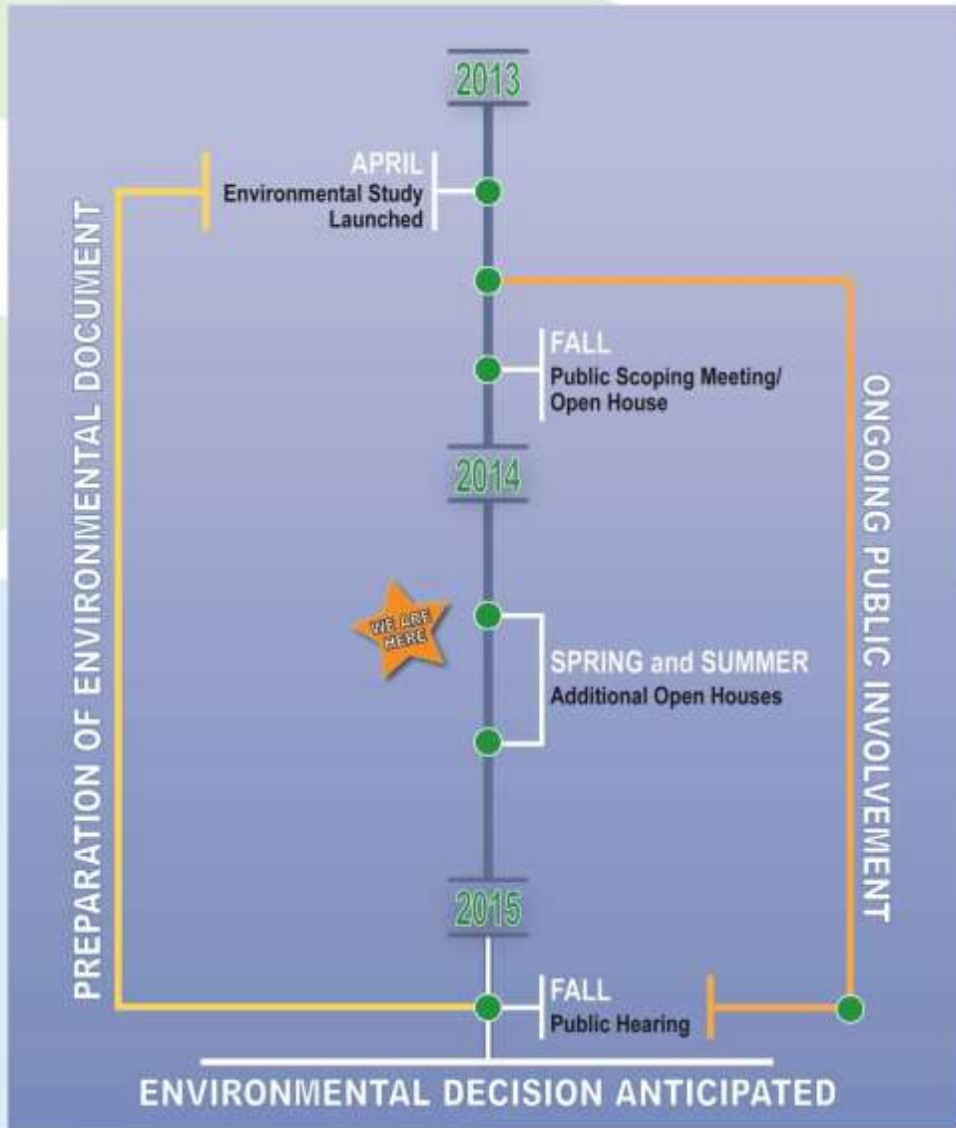


**MoPac South**  
ENVIRONMENTAL STUDY

April 28, 2014



# ANTICIPATED TIMELINE



**MoPac South**  
ENVIRONMENTAL STUDY  
April 29, 2014

# AGENCY PARTNERS



CENTRAL TEXAS  
Regional Mobility Authority



Texas  
Department  
of Transportation



MoPac South  
ENVIRONMENTAL STUDY

April 20, 2014

# WHY AM I HERE?

- To learn more about the **MoPac South Environmental Study**
- To provide input on:
  - the refined purpose and need for improvements
  - the preliminary alternatives
  - the evaluation criteria that will be used to screen alternatives



# DRAFT PURPOSE

## What are we trying to do?

- Provide reliable travel times
- Improve operational efficiency
- Create a dependable and consistent route for transit
- Facilitate reliable emergency response

Please post sticky notes to suggest other purposes.




# DRAFT NEED

## What problems are we trying to address?

- Current congestion levels are creating unreliable travel times
- Forecasted population, traffic and employment growth, resulting in increased congestion and delay
- Existing facilities do not meet current traffic demand

Please post sticky notes to suggest other needs.




**MoPac South**  
ENVIRONMENTAL STUDY

April 20, 2014



# PRELIMINARY ALTERNATIVES

## IN EACH DIRECTION, ADD ONE OR MORE: GENERAL PURPOSE LANE(S)

- Standard traffic lanes available for use by all types of vehicles

## HIGH OCCUPANCY VEHICLE (HOV) LANE(S)

- Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools

## TRANSIT ONLY LANE(S)

- Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools

## EXPRESS LANE(S)

- Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time
- Transit and emergency vehicles travel toll-free



**MoPac South**  
ENVIRONMENTAL STUDY  
April 28, 2012

# PRELIMINARY ALTERNATIVES

## TRANSPORTATION SYSTEM MANAGEMENT (TSM)/ TRANSPORTATION DEMAND MANAGEMENT (TDM)

- Do not increase capacity
- Low cost TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements
- TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single-occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting

## NO BUILD

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed



**MoPac South**  
ENVIRONMENTAL STUDY

April 20, 2014

# WHAT OTHER ALTERNATIVES SHOULD WE CONSIDER?

Please post sticky notes to suggest other alternatives.




**MoPac South**  
ENVIRONMENTAL STUDY  
April 29, 2014



# **DRAFT EVALUATION CRITERIA PRELIMINARY ALTERNATIVES**

Does the alternative:

- Provide reliable travel times?
- Improve operational efficiency?
- Create a dependable and consistent route for transit?
- Facilitate reliable emergency response?

Only those alternatives that satisfy these criteria will be advanced as Reasonable Alternatives.





# DRAFT EVALUATION CRITERIA REASONABLE ALTERNATIVES

Is this alternative able to:

- Provide consistency with local/regional transportation plans?
- Provide reliable travel times?
- Improve operational efficiency?
- Reduce congestion delay?
- Provide annual user cost savings?
- Provide transit accommodation?
- Provide bicycle accommodation?
- Provide pedestrian accommodation?
- Be reasonably constructed?
- Avoid unnecessary impacts to the natural environment?
- Avoid unnecessary impacts to the human environment?

# ENVIRONMENTAL CONSIDERATIONS

**These social, economic, and environmental issues will be considered:**

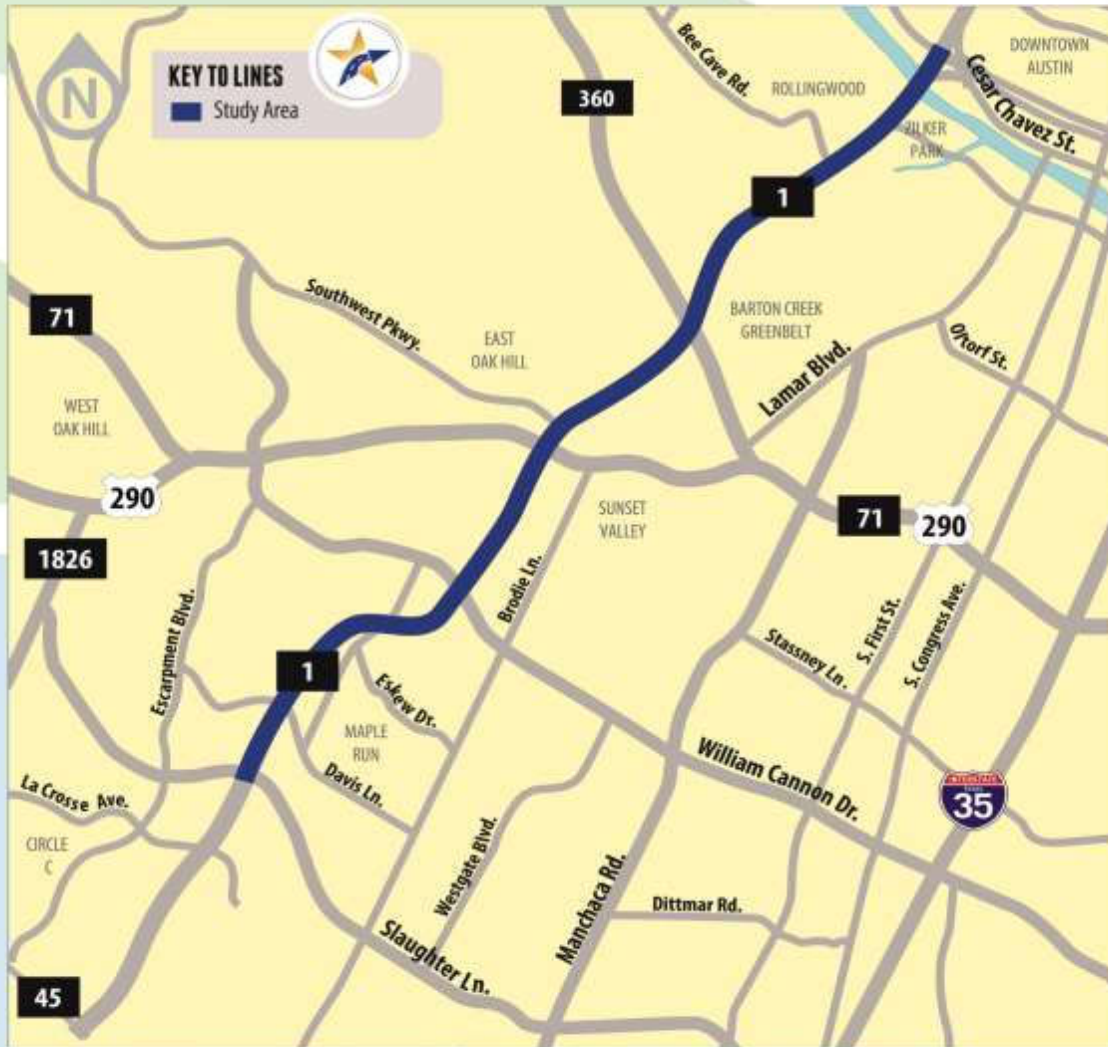
- Land Use
- Social Impacts including Environmental Justice (includes tolling analysis)
- Relocation Impacts
- Economic Impacts (includes tolling analysis)
- Pedestrian and Bicycle facilities
- Air Quality
- Traffic Noise
- Geology/Soils
- Water Quality
- Wetlands
- Water Body Modifications
- Floodplains
- Vegetation
- Wildlife
- Threatened or Endangered Species
- Historic and Archeological Resources
- Hazardous Materials
- Visual Impacts
- Construction Impacts
- Indirect Impacts
- Cumulative Impacts
- Mitigation and Permit Requirements
- Context Sensitive Solutions



**MoPac South**  
ENVIRONMENTAL STUDY

April 29, 2014

# WHERE DO YOU GO BY BIKE OR ON FOOT?



Where are your 3 primary walking and bicycling destinations in the project corridor?

*Use green for home, red for work, and blue for play.*



**MoPac South**  
ENVIRONMENTAL STUDY  
April 20, 2014



# NEXT STEPS

- Compile and consider input from today's meeting
- Continue to listen and engage the community
- Continue to refine the purpose and need, preliminary alternatives and evaluation criteria
- Evaluate preliminary alternatives and identify reasonable alternatives

## How to stay involved:

- Visit [www.MoPacSouth.com](http://www.MoPacSouth.com)
- Sign-up for the e-newsletter
- Follow us on  Twitter **@MoPacSouth**
- Call the study team:  
**512-996-9778**
- Participate in meetings
- Invite the study team to meet with your group



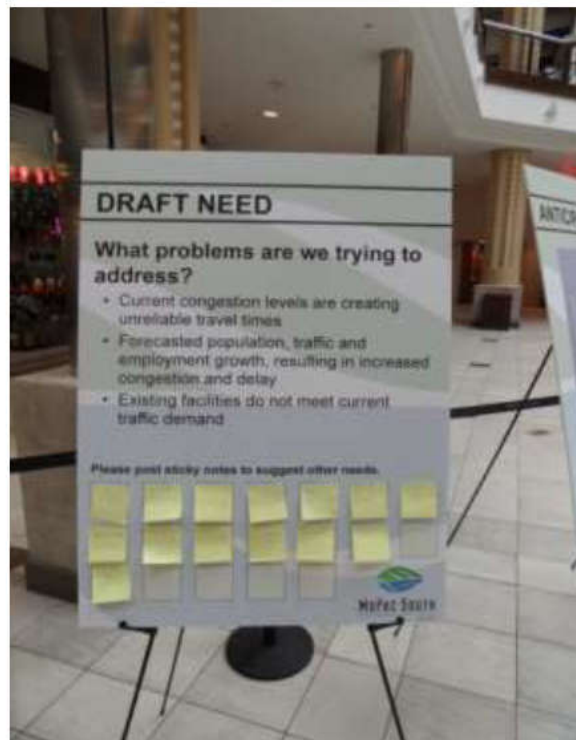
**MoPac SOUTH**  
ENVIRONMENTAL STUDY  
April 28, 2014



**MOPAC SOUTH ENVIRONMENTAL STUDY  
 April 29, 2014 Open House  
 Input from Interactive Exhibits**



<b>Draft Purpose - What are we trying to do? (sticky notes) - verbatim</b>	
P1	Build I-35 West.
P2	Use those electronic signs more. They are underutilized. Add more. Grassy medians are nice, but it could be a traffic lane or emergency lane.
P3	I-35 and MoPac seem to be the only north/south corridors. When going from north Austin to South Austin or vice versa. This is the choice. Maybe better traffic light control on other streets could help.
P4	Need more transit for local circulation for residents of corridor
P5	Decrease transit time of vehicles from point A to point B.
P6	Create/maintain cross-corridor connectivity.



<b>Draft Need - What problems are we trying to address? (sticky notes) - verbatim</b>	
N1	Make flying cars.
N2	Current roadways do not keep up with business growth in areas such as Circle C. Roadways first!
N3	Need to improve exit at William Cannon (SB). 2 <sup>nd</sup> it!
N4	Bottlenecks are created when taking 3 lanes down to 2, etc. Planning on flow needs to remove these for better traffic movement.
N5	Make neighborhoods able to bike to shopping, etc: (i.e., Travis Country on SW Parkway to Best Buy, Target, Walmart!).
N6	Need to get to Salt Lick faster.
N7	No shade for pedestrians.
N8	Pedestrian and bicycles share sidewalk – dangerous.
N9	Consider restricting traffic “getting off and then back on” which creates congestion when cars merge back on MoPac.
N10	Tolled express lanes probably won’t work as much as is required. Most will drive for free, as I will.
N11	Lane indicators farther back from intersection – i.e. Wm. Cannon south exit.
N12	Preservation of existing green space while alleviating congestion is a priority. Bike/Ped connectivity is imperative.
N13	Build 45 extension.
N14	Need to consider increased traffic coming from potential SW 45 project.



Project Goals and Objectives (sticky notes) - verbatim	
G1	Truth is to build I-35 West.
G2	Make SH 130 the new IH 35 and have/use the existing IH 35 for Austin specific traffic.
G3	No additional infrastructure over environmentally sensitive areas in west and SW Austin/Travis Co. No SH 45 SW.
G4	Facilitate neighborhood ability to bike across 290 and MoPac intersection to shopping so we do not have to use cars. (SW Parkway sidewalks!).
G5	Pedestrian routes are not continuous – must trample bluebonnets.
G6	Keep in mind many jobs don't lend themselves to biking or public transit. I'm a real estate agent so need good roads!
G7	"Facilitate Cong. Mgmt" add a sub bullet to "decrease transit time for regular vehicles" to keep it balanced. Seems biased to mass transit toll and bicyclists.
G8	Hwy 45 south bike lane ends on a hill before Escarpment! Put in a right hand turn lane too!
G9	Build road to be environmentally sensitive and then buy up all land around to prevent development.
G10	Get bicyclists off the traveled roadways and onto protected bikeways – increase safety and decrease traffic delays.





What other alternatives should be we consider? (sticky notes) - verbatim	
A1	Make Loop 1 6-lanes in each direction.
A2	Make more lanes on Loop 1 north and south.
A3	No overpasses at MoPac and Slaughter. Use innovative "Michigan style" turns and U-turns.
A4	<u>TDM Strategies</u> <ul style="list-style-type: none"> <li>• TFC</li> </ul> <u>Texas FAC commission</u> Working with CAMPO's <u>CMP</u>
A5	Double deck the road.
A6	Overhead suspend rail: as built in Europe. <ul style="list-style-type: none"> <li>- Faster build</li> <li>- Cheaper</li> <li>- Separates cars/trucks from trains</li> </ul>
A7	Study MoPac/45 together as one project.
A8	Need more park and rides with express lanes and transportation options after midnight.
A9	Build an upper roadway.
A10	Continuous separate bicycle-pedestrian facility.
A11	Local circulation sucks – need to go long way around on frontage road.
A12	Toll lanes needed! Restripe existing areas to improve bottlenecks!
A13	Must have overpasses or underpasses at Slaughter and La Crosse to really address the criteria.
A14	Only consider transit lanes if it helps everyone south, and not just those close to current routes. There are hardly any south west.
A15	Build additional capacity infrastructure now that don't need to be used now much like what Dallas has done. (note: additional above and beyond the current alternatives).
A16	More park & ride and more route options. Not much east/west travel options on bus routes.
A17	Mark/sign when bikes should be using sidewalks and not roadway. i.e. Slaughter Ln.
A18	Post left lane for passing signs.
A19	South MoPac should be 4 non-tolled in both directions, 1 lane Hov/tolled/mass transit electric.





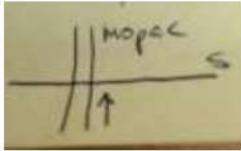
**MoPac South Constraints Map - verbatim**

C1	Hi Izzy!
C2	What is the plan for the density added when Muni becomes the new Mueller?
C3	Must have continuous access from the south toll lane to the north toll lane (north of river).
C4	Create a four lane express lane over Lady Bird Lake. Two through lanes in each direction would help ease congestion.
C5	Town Lake bridge should undergo retrofit to accommodate this.
C6	The intersection of MoPac/Barton Springs/Rollingwood is difficult and dangerous to navigate by car/bike/foot.
C7	How would Zilker bridge be retrofitted?
C8	To go one mile south requires going all way down to 360 then back north.
C9	Metering light / on entrance?
C10	No good sidewalk here.
C11	Metering light? On entrance.
C12	U-turns added to Barton Skyway bridge. <ul style="list-style-type: none"> <li>- Relieve mall traffic at 360/MoPac light.</li> <li>- Help queuing Zilker Park traffic.</li> </ul>
C13	Pedestrians get hit by bikes on sidewalk.
C14	Dark at night for pedestrians.
C15	No shade for pedestrians.
C16	Convert to entrance ramp (see note for ramp north of Lp 360).
C17	Convert to an exit ramp – traffic currently trying to enter here. Have to slow down due to incline and heavy traffic. Also creates better access to property along frontage road
C18	Then where do bikes go? On the feeder to get run over?
C19	Widen left lane merging onto Ben White from MoPac South. Two lanes will ease congestion heading eastbound.
C20	Create ramps on NB Loop 1 to Loop 360 NB to help mall traffic and to help worker traffic.
C21	Very dangerous merge!! Especially if heading to N-bound frontage rd.
C22	If toll lane – must have exit to 360 from each direction.

C23	Extend lanes to exit to 360 * or build a direct ramp from MoPac to 360.
C24	NB Mopac exit to 360N backs up to ramp during rush hours and all day during holidays. Needs more capacity or longer cycles.
C25	Need bicycle connection opportunity from Gaines Ranch Loop to Mesa Village Drive for road bikes.
C26	Need bike/walk access from Travis Country – along SW Parkway
C27	Dangerous bikeway! Need bike lanes! +/- on SW Parkway to MoPac!
C28	If toll lane there must be exit to make smooth transition to 290 East.
C29	Restart MoPac at Wm Cn.
C30	W/ the opening of flyovers – the bottleneck at William Cannon exit – restripe to relieve congestion.
C31	Expand southbound U-turn lane at W. Cannon. More apartments are being built on northbound side and U-turn lane is jammed.
C32	Extend Will. Cn. turn lane.
C33	If you take the toll lane at Slaughter will there be an exit at Wm Cannon?
C34	Restripe from 2 lanes to 3 lanes. Roadway and bridges are big enough all the way to Davis. Make the 3 <sup>rd</sup> lane exit at Davis for now.
C35	Whirlpool cave – adequate protections needed.
C36	Extend Loop 1 to 3 general purpose lanes from Slaughter to William Cannon. There is room on the bridges except for Davis Ln. bridge!
C37	Restripe MoPac here for 3 lanes eliminating Davis Lane traffic having to merge into MoPac.
C38	Can the merger of regular lanes w/the toll lane cause a bottleneck?
C39	Need to better synchronize lights and build an under/over pass at Slaughter/MoPac.
C40	Add sidewalk on north side of Slaughter Ln between MoPac N&S.
C41	Say no to overpasses. Use innovative and cheaper “Michigan U-turn” solution. Sync lights to better flow.
C42	Expanded capacity turn lane from Slaughter to MoPac.
C43	DVI needed at intersection.
C44	Need to have overpass or underpass here at Slaughter and MoPac.
C45	Need signs posted for bikes to use sidewalks on Slaughter.
C46	Need right hand turn lane at Escarpment on 45 south bound. Also extend bike lane to same intersection.
C47	Need 45 extension to FM 1626.



**MoPac Intersections Constraints Map - verbatim**

I1	All improvements will bring more traffic because more people will move in, developers/land owners will cash in, and water quality will decrease. Water issues still need to be addressed, population needs, H2O.
I2	Adjustment of timing for lights on Slaughter and MoPac to account for afternoon traffic. 
I3	Make overpasses or underpasses at Slaughter and La Crosse, there is a lot of traffic at these intersections. Houses are being built south of these intersections, houses means traffic.

## Existing Bicycle and Pedestrian Uses

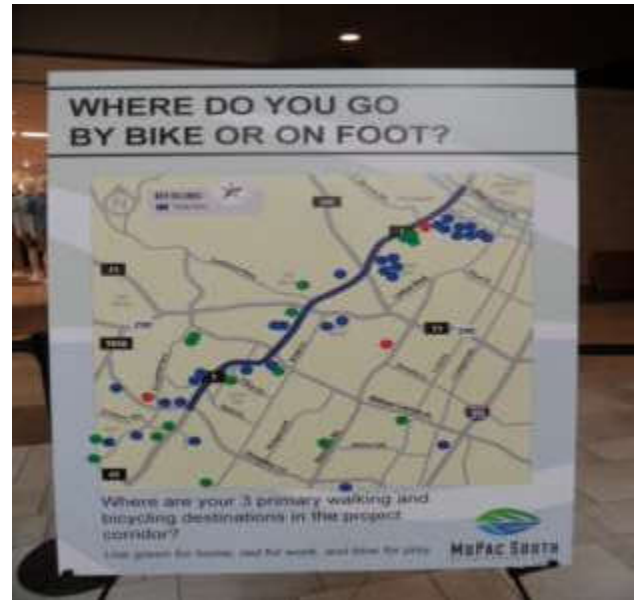
The “Where Do You Go by Bike or on Foot?” board provided an opportunity for Open House #2 participants to share how they use the corridor as well as their observations about bicycle/ pedestrian safety and connectivity opportunities.

Participants communicated that their primary bicycle and pedestrian activities along the MoPac South corridor are recreational. Most enjoy walking and biking within Zilker Park and Barton Creek Greenbelt, but very few accessed these destinations by bike or on foot. Another noted park destination is Dick Nichols Park which was a biking/walking destination.

Participants enjoy taking walks or short bike rides within their neighborhoods such as Maple Run, Western Oaks, Travis Country and Circle C. This included neighborhood sidewalks as well as retail/office center trails, namely Arbor Trails and Sunset Valley. Circle C residents travelled longer distances by bike or on foot as they accessed Escarpment Village retail area, the Veloway, or enjoyed the rolling hills within the community and to the southwest. Primary Circle C routes were identified as Slaughter Lane and Escarpment Boulevard. Escarpment Village is at the intersection of these roads, and one contributor does walk/ bike to work in this retail/office center. The other person that commutes to work by bike or on foot travels to Barton Oaks Plaza from his nearby residence.

Participants voiced a need to improve bicycle and pedestrian safety at multiple MoPac intersections, particularly Southwest Parkway, William Cannon Drive, Slaughter Lane and La Crosse Avenue. Those aware of the City’s MoPac Bicycle and Pedestrian Bridge at Barton Creek were supportive of the connection and added that a parallel connection through the Travis Country subdivision would provide a safer alternative than bicyclists or pedestrians attempting to travel along Southwest Parkway. Those that conveyed a willingness to commute longer distances view the greenbelt as a barrier to commuting from MoPac South into Downtown Austin.

Open House #2 attendees inquired about the Violet Crown Trail and expressed interest in how this parallel corridor may connect to non-vehicular improvements along the MoPac South corridor. One participant recently travelled part of the Violet Crown Trail with his family and is anxious for it to continue through Sunset Valley and to the south. He expressed that commuter travel may want a more direct route, but he liked the safer, recreational alternative for his family.





**Attachment E**  
**Handout Materials**





**MoPac South**  
ENVIRONMENTAL STUDY

# HELP SHAPE MOBILITY IMPROVEMENTS ALONG MOPAC

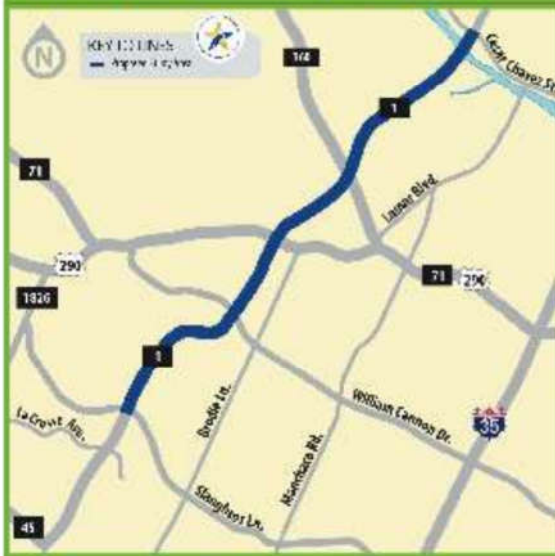
## THE PROBLEM

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. Over time, expanding population as well as 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 approximately eight miles of the MoPac Expressway from Cesar Chavez Street to Slaughter Lane.

## MOPAC SOUTH PROJECT STUDY AREA



April 2014

## PRELIMINARY ALTERNATIVES

The study team is evaluating several alternatives based on the Purpose and Need for improvements on MoPac South. The preliminary alternatives include:

### General Purpose Lane(s)

- Standard traffic lanes available for use by all types of vehicles

### High Occupancy Vehicle (HOV) Lane(s)

- Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools

### Transit Only Lane(s)

- Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools

### Express Lane(s)

- Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time
- Transit and emergency vehicles travel toll-free

### Transportation System Management (TSM)/ Transportation Demand Management (TDM)

- Do not increase capacity
- Low cost TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements
- TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single-occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting

### No Build

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed

## PURPOSE OF AND NEED FOR IMPROVEMENTS TO MOPAC

### What are we trying to do?

- Provide reliable travel times
- Improve operational efficiency
- Create a dependable and consistent route for transit
- Facilitate reliable emergency response

### What problem are we trying to address?

- Current congestion levels are creating unreliable travel times
- Forecasted population, traffic, and employment growth will result in increased congestion and delay
- Existing facilities do not meet current traffic demand

## ANTICIPATED TIMELINE



## 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.

## 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 at [mhurst@ctrma.org](mailto:mhurst@ctrma.org) or by phone at (512) 996-9778.

Please visit the Website at: [www.MoPacSouth.com](http://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 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](mailto:mhurst@ctrma.org) or (512) 996-9778.



April 2014

MOPAC\_FactSheet\_042414.indd 2

4/24/2014 12:58:34 PM



**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – April 29, 2014**

**COMMENT FORM**

**DEADLINE for Comments: Friday, May 9, 2014**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): \_\_\_\_\_

ADDRESS: \_\_\_\_\_

COMMENTS: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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





Open House - April 29, 2014

# COMMUNITY SURVEY

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

## DRAFT PURPOSE AND NEED FOR MOPAC SOUTH

Purpose (What are we trying to do?)	Need (What are we trying to solve?)
<ul style="list-style-type: none"> <li>• Provide reliable travel times</li> <li>• Improve operational efficiency</li> <li>• Create a dependable and consistent route for transit</li> <li>• Facilitate reliable emergency response</li> </ul>	<ul style="list-style-type: none"> <li>• Current congestion levels are creating unreliable travel times</li> <li>• Forecasted population, traffic and employment growth, resulting in increased congestion and delay</li> <li>• Existing facilities do not meet current traffic demand</li> </ul>

Please let us know how much you agree or disagree with the following statement. Select one answer.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
The draft Purpose and Need for this project is appropriate.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
A goal of any proposed improvement should be to avoid and minimize impacts to water quality.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to deliver relief in a timely manner.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for transit and ridesharing.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for pedestrians and bicyclists.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**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](http://www.MoPacSouth.com).

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

### PRELIMINARY ALTERNATIVES

IN EACH DIRECTION, ADD ONE OR MORE:

#### General Purpose Lanes

- Standard traffic lanes available for use by all types of vehicles

#### High Occupancy Vehicle (HOV) Lanes

- Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools

#### Transit Only Lanes

- Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools

#### Express Lanes

- Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time
- Transit and emergency vehicles travel toll-free

#### OTHER ALTERNATIVES

##### Transportation System Management (TSM) / Transportation Demand Management (TDM)

- Does not increase capacity
- TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements
- TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting

##### No Build

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed

**Please let us know how much you agree or disagree with the following statements. Select one answer per statement.**

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more High Occupancy Vehicle (HOV) Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

**DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES**

- Does the alternative:
- Provide reliable travel times?
  - Improve operational efficiency?
  - Create a dependable and consistent route for transit?
  - Facilitate reliable emergency response?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the preliminary alternatives are appropriate.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

**DRAFT EVALUATION CRITERIA - REASONABLE ALTERNATIVES**

*As the next step in the process, those alternatives that satisfy the criteria for preliminary alternatives will be advanced as reasonable alternatives. The following is the draft evaluation criteria for this next stage in alternatives analysis.*

- Is this alternative able to:
- Provide consistency with local/regional transportation plans?
  - Provide reliable travel times?
  - Improve operational efficiency?
  - Reduce congestion delay?
  - Provide annual user cost savings?
  - Provide transit accommodation?
  - Provide bicycle accommodation?
  - Provide pedestrian accommodation?
  - Be reasonably constructed?
  - Avoid unnecessary impacts to the natural environment?
  - Avoid unnecessary impacts to the human environment?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the reasonable alternatives are appropriate.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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



What modes of transportation do you use within this corridor? (Select all that apply)

- Driving a personal vehicle
- Participating in a carpool/rideshare
- Walking
- Cycling
- Taking the bus
- Other: \_\_\_\_\_

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

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

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

Where do you live? Select one.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other              |

If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

- South Central Austin                       Southeast Austin                       Southwest Austin
- Central Austin                                       East Austin                                       West Austin
- North Austin                                       Northeast Austin                                       Northwest Austin
- Buda     Kyle     Dripping Springs
- Wimberley     San Marcos     East Travis County
- West Travis County                                       Williamson County                                       Other

If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: \_\_\_\_\_
- Email from the MoPac South Environmental Study Team
- MoPac South Environmental Study Website
- Twitter
- Roadway signage
- Friend/Neighbor/Relative/Co-worker
- Signage in the mall
- Just walking by
- Neighborhood or Organization: \_\_\_\_\_
- Other: \_\_\_\_\_



**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – April 29, 2014**

*Please fill this out to sign up for updates on this study.*

NAME (PLEASE PRINT): \_\_\_\_\_

EMAIL: \_\_\_\_\_

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.

Bicycle/Pedestrian

Transit

Aesthetics/Context Sensitive Solutions

Environmental/Water Quality

Other \_\_\_\_\_

\_\_\_\_\_



**MoPac South**  
ENVIRONMENTAL STUDY

**YOU CAN ALSO VISIT US ONLINE  
AT OUR VIRTUAL OPEN HOUSE**

[www.MoPacSouth.com](http://www.MoPacSouth.com)

FROM APRIL 29 THROUGH MAY 9, 2014

**Download and review meeting materials**



**Fill out the community survey**



**Leave us your comments or questions**



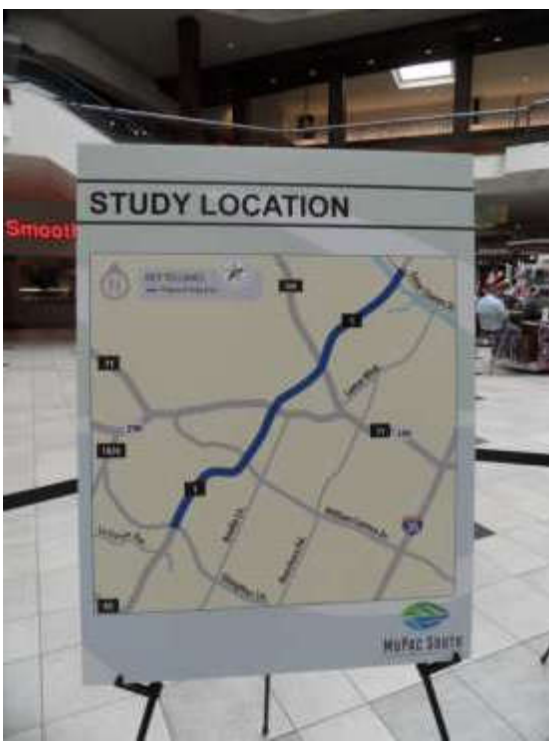
**Sign up for electronic updates**





**Attachment F**  
**Photos**







**Attachment G**  
**Registration Forms**







MoPac South from Cesar Chavez Street to Slaughter Lane  
 Open House – April 29, 2014  
 PUBLIC SIGN-IN SHEET

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Guillermo Leal-Gilazo	78735
	ALEX FRANCO	78746
	Deston Avon	
	Lethaniel Martin	78617
	F.L. Wright	78612
	Craig Smith	78704
	Jason Deming	



1



MoPac South from Cesar Chavez Street to Slaughter Lane  
 Open House – April 29, 2014  
 PUBLIC SIGN-IN SHEET

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Joan Gwyn	78703
	Louise Avant	78745
	Colin & Elizabeth Gilligan	78748
	Michael & Laura Lee	78748



2



MoPac South from Cesar Chavez Street to Slaughter Lane  
 Open House – April 29, 2014  
 PUBLIC SIGN-IN SHEET

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	James Amshaw	78749
	PATTY Tunne	78748
	DAVID ATKIN	78746
	Joanne Day	78749
	Greg Graham	78739
	Andrea McNair	78735
	Vikki Goodwin	78739
	Asia Haney	78741
	Shari Curtis	78739

(3)



MoPac South from Cesar Chavez Street to Slaughter Lane  
 Open House – April 29, 2014  
 PUBLIC SIGN-IN SHEET

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Jennifer Parra 16214 Jacobson Rd	78617
	Eduard Delgado 16214 Jacobson Rd	78617
	Manuel Esparza 6920 Mita Dr	78739
	Kody Kunda 2936 Thousand Oaks Dr, 7	78746
	Julia H. Rector 909 Start St Aus, Tx	78756
	Jim ANKE	78739
	Sarah Calfee	78745
	Jason Tellson	78748
	CALVERT	78610
	ED COLLINS	78735

(4)



MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – April 29, 2014  
PUBLIC SIGN-IN SHEET

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Ernest Garcia (ernestgarcia1986@yahoo.com)	78617
	Karl Nodine	78739
	Karla Taylor (Karla.taylor@austin.texas.gov)	78704
	Gloria Winston	78741
	BYLE CANADY	78748
	RICARDO ZAMAREPA	78739
	Carolyn Sengge	78749
	JAMES FOWLER	78735
	Clinton Sayers	78735
	Tina Walker	78620



MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – April 29, 2014  
PUBLIC SIGN-IN SHEET

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	BILL MENEFFEE	78749
	Steve Smith	78739
	Bob Leahy	78746
	Tim Hill	78614
	SCOTT DUKETTE	78735
	Mark Borenstein	78613
	Barry Raymond	78735
	Ed Scruggs	78739
	BRUCE SMITH Jr.	78141
	Tom Parish & DONNA LIPMAN	78704



MoPac South from Cesar Chavez Street to Slaughter Lane  
 Open House – April 29, 2014  
 PUBLIC SIGN-IN SHEET

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	TIM ZIEGNER	78731
	Jim Shaw	78737
	JOHN LINDNER	78619
	Amanda DeWitt	78734
	John Flake	78704
	Bill Bunch	78704
	Basel Al Hassan	78747
	Narrell Pierce	78749
	Jerome	78620
	Math Winter	78741

(7)



MoPac South from Cesar Chavez Street to Slaughter Lane  
 Open House – April 29, 2014  
 PUBLIC SIGN-IN SHEET

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Hung Pham hpham41@yahoo.com	78739
	Feliz McDonald diaquiel@hotmail.com	78741
	Mary Jane Wilson	78746
	Robert Bayless	78748
	Anthony C. Ortega Anthony.CantoOrtega@gmail.com	78617
	Dore Jones	78739
	Doug Shepard	78731
	Mery Redfern	78739
	Somy Das	78745
	Kristen Yew	78759

(8)





MoPac South from Cesar Chavez Street to Slaughter Lane  
 Open House – April 29, 2014  
 PUBLIC SIGN-IN SHEET

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	<del>Paul Kemp</del>	78744
	Chris Ranch	78610
	Sydney Campbell	78745
	Kathi Miller	78749
	Ed Carlson	78739
	Bob & Susan LiVols	78701
	Rakeem Gustave	78744
	Chapado Jimenez	78747
	Mallory Anderson	78759
	CARY SCHATZ	78704

(9)



MoPac South from Cesar Chavez Street to Slaughter Lane  
 Open House – April 29, 2014  
 PUBLIC SIGN-IN SHEET

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Richard & Angela Armitage	78737
	Julie Carmona	78139
	CARLOS GUTIERREZ	78739
	SAVITA RAJ	78739
	Brian Everett	78748
	FERENC KOPLYAY	78739
	JASON DENNY	78748
	JEFF BRANTLEY	78735
	Julia Roberts	78705
	Jessica Cudlager	78749

(10)

10



MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – April 29, 2014  
PUBLIC SIGN-IN SHEET

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Jacob Cottingham	78745
	ROY WALEY	78757
	Rose Meme Klee	78702
	Tom Price	78730
	Daniel Kautzinger	78744
	Sarah Buxton	
	Julie Jerome	78748
	DAVID JACKSON	78739
	Paul Byars	78723
	Carhart 20R	78759

11



MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – April 29, 2014  
PUBLIC SIGN-IN SHEET

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	IAN CURK	78727
	Cassandra Cruz	78749
	Bill Mayor	78746
	Tim Kelly	78735
	S. vanGoethem	78739
	GARY GENTRY	78746
	Nathan Wilkes	78702
	ALYKHAN MOHAMED	78746
	Steve VanHock	78739

12



MoPac South from Cesar Chavez Street to Slaughter Lane  
 Open House – April 29, 2014  
**PUBLIC SIGN-IN SHEET**

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	HAROLD BISHOP	78746
	Linda Buelty	78749
	MARK KAMBURIS	78745
	JOSH MOREHEAD	78704
	Deborah Murphy	78739
	Kathleen Anderson	78746
	Unknown Citizen	

(13)



MoPac South from Cesar Chavez Street to Slaughter Lane  
 Open House – April 29, 2014  
**PUBLIC SIGN-IN SHEET**

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Stephen M. Sackmory	78739
	SHAW RODRIGUEZ	78607
	Mari Castelan	78744

(14)



MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – April 29, 2014  
**PUBLIC SIGN-IN SHEET**

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Dennis Petrasch (+ Alex)	78739



(15)



**Attachment H**  
**Virtual Open House Web Page Analysis**



Pages

Apr 27, 2014 - May 11, 2014

ALL > PAGE: /environmental/open-house.php

All Sessions  
26.23%

Explorer



Page	Source / Medium	Pageviews	Unique Pageviews	Avg. Time on Page	Entrances	Bounce Rate	% Exit	Page Value
		<b>806</b> <small>% of Total: 26.23% (3,973)</small>	<b>414</b> <small>% of Total: 18.67% (2,217)</small>	<b>00:02:27</b> <small>Site Avg: 00:01:31 (61.96%)</small>	<b>329</b> <small>% of Total: 28.66% (1,148)</small>	<b>68.09%</b> <small>Site Avg: 49.39% (37.85%)</small>	<b>44.91%</b> <small>Site Avg: 37.36% (29.22%)</small>	<b>\$0.00</b> <small>% of Total: 0.00% (\$0.00)</small>
1. /environmental/open-house.php	(direct) / (none)	<b>367</b> (45.53%)	<b>164</b> (39.61%)	00:02:13	<b>135</b> (41.03%)	<b>57.78%</b>	<b>39.24%</b>	<b>\$0.00</b> (0.00%)
2. /environmental/open-house.php	Lco / referral	<b>166</b> (20.60%)	<b>132</b> (31.68%)	00:02:55	<b>124</b> (37.69%)	<b>80.65%</b>	<b>73.49%</b>	<b>\$0.00</b> (0.00%)
3. /environmental/open-house.php	us2.campaign-archive2.com / referral	<b>56</b> (6.95%)	<b>14</b> (3.38%)	00:01:24	<b>13</b> (3.95%)	<b>53.85%</b>	<b>14.29%</b>	<b>\$0.00</b> (0.00%)
4. /environmental/open-house.php	google / organic	<b>46</b> (5.71%)	<b>14</b> (3.38%)	00:03:41	<b>7</b> (2.13%)	<b>14.29%</b>	<b>21.74%</b>	<b>\$0.00</b> (0.00%)
5. /environmental/open-house.php	mobilityauthority.com / referral	<b>34</b> (4.22%)	<b>8</b> (1.93%)	00:04:07	<b>2</b> (0.61%)	<b>50.00%</b>	<b>17.65%</b>	<b>\$0.00</b> (0.00%)
6. /environmental/open-house.php	m.facebook.com / referral	<b>25</b> (3.10%)	<b>19</b> (4.59%)	00:01:06	<b>19</b> (5.78%)	<b>89.47%</b>	<b>76.00%</b>	<b>\$0.00</b> (0.00%)
7. /environmental/open-house.php	kxan.com / referral	<b>23</b> (2.85%)	<b>13</b> (3.14%)	00:00:48	<b>0</b> (0.00%)	<b>0.00%</b>	<b>47.83%</b>	<b>\$0.00</b> (0.00%)
8. /environmental/open-house.php	txdot.gov / referral	<b>20</b> (2.48%)	<b>8</b> (1.93%)	00:03:03	<b>4</b> (1.22%)	<b>25.00%</b>	<b>30.00%</b>	<b>\$0.00</b> (0.00%)
9. /environmental/open-house.php	l.facebook.com / referral	<b>13</b> (1.61%)	<b>5</b> (1.21%)	00:02:02	<b>5</b> (1.52%)	<b>60.00%</b>	<b>38.46%</b>	<b>\$0.00</b> (0.00%)
10. /environmental/open-house.php	facebook.com / referral	<b>9</b> (1.12%)	<b>9</b> (2.17%)	00:00:00	<b>9</b> (2.74%)	<b>100.00%</b>	<b>100.00%</b>	<b>\$0.00</b> (0.00%)

Rows 1 - 10 of 26

**Attachment I**  
**Community Survey Forms**





# MoPac South

ENVIRONMENTAL STUDY

## Community Survey Summary

Conducted for Open House #2  
Held April 29, 2014 at Barton Creek Mall, Austin, Texas

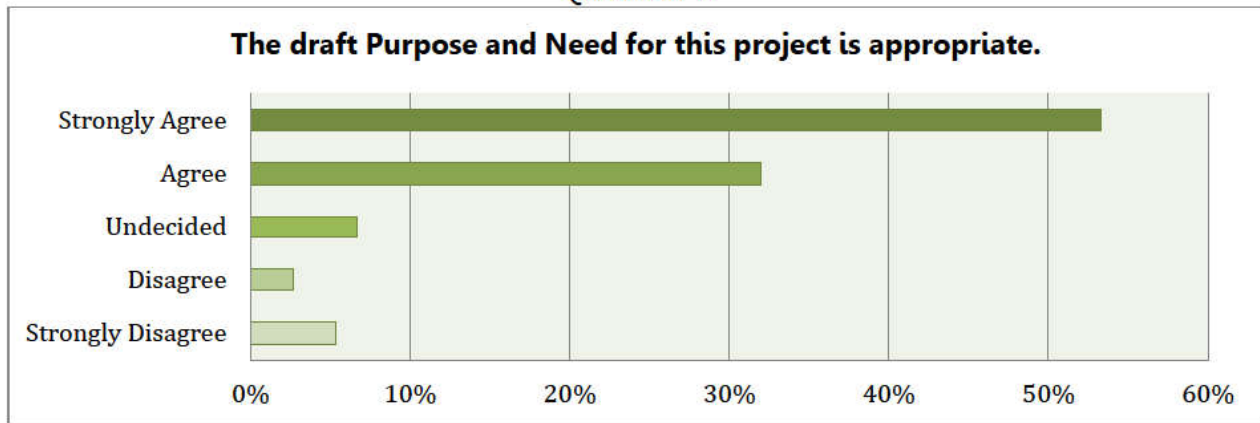
*During the Open House and concurrent Virtual Open House, participants were afforded the opportunity to provide additional input via a community survey. The survey is not a scientific poll. The results only reflect the view of those Open House and Virtual Open House participants that chose to participate.*



## Summary

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

Question 1:



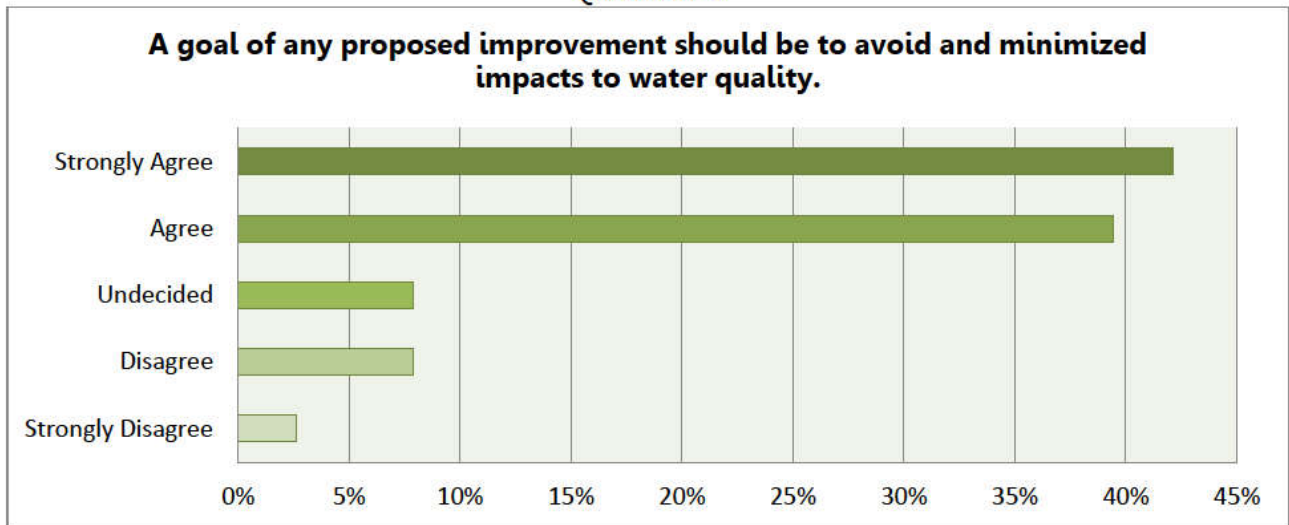
Question 2:

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

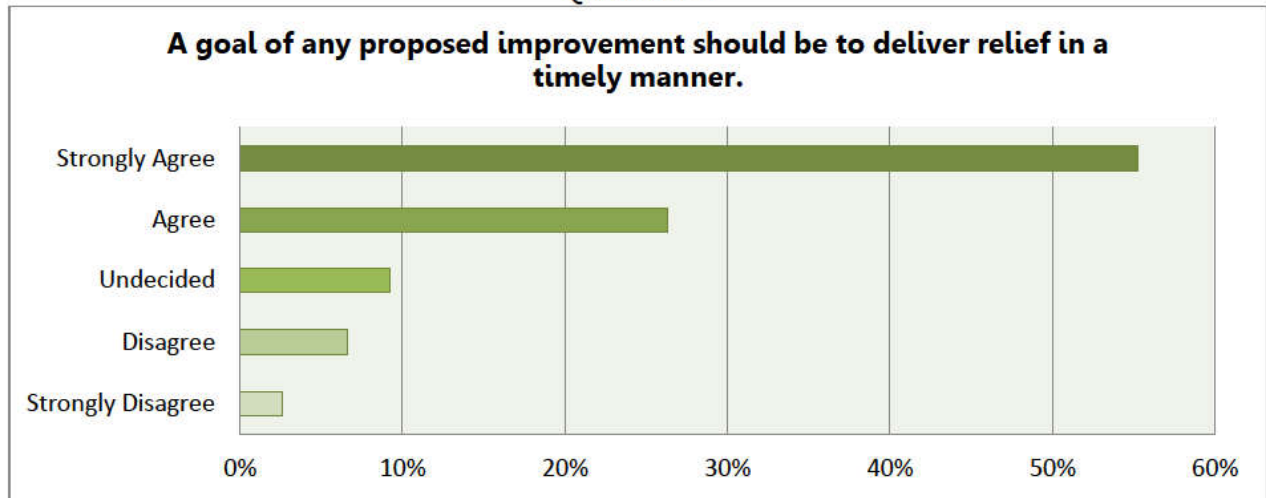
1	Strengthen the public transit network from southwest Austin to the downtown corridor
2	In purpose: protecting the environment. Removing as few trees as possible especially those of protected and heritage size, not impacting water quality to the aquifer and Barton Springs.  In need: it is not true that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

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

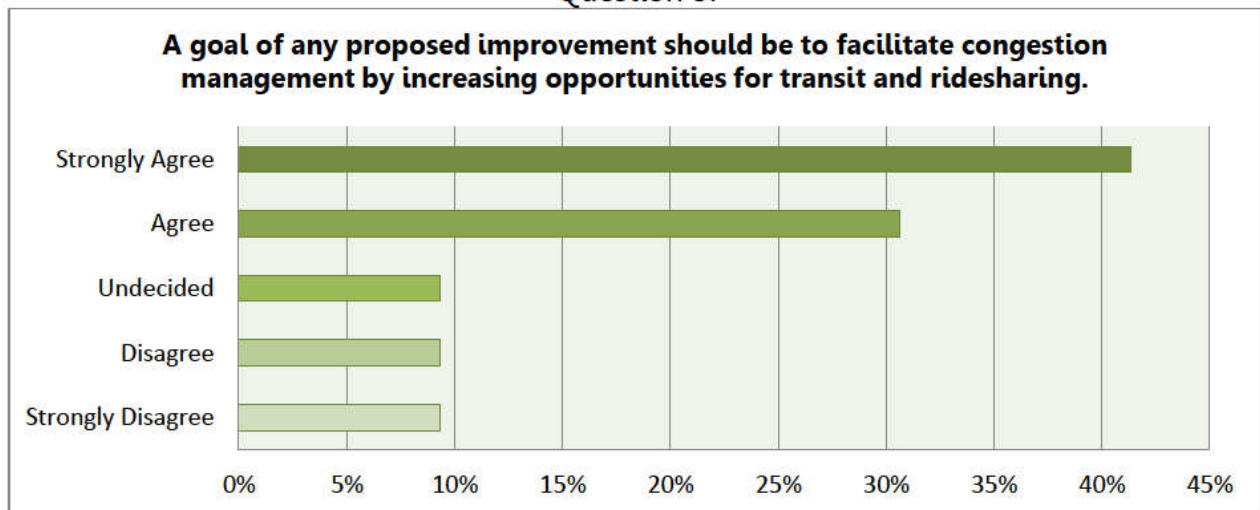
Question 3:



Question 4:

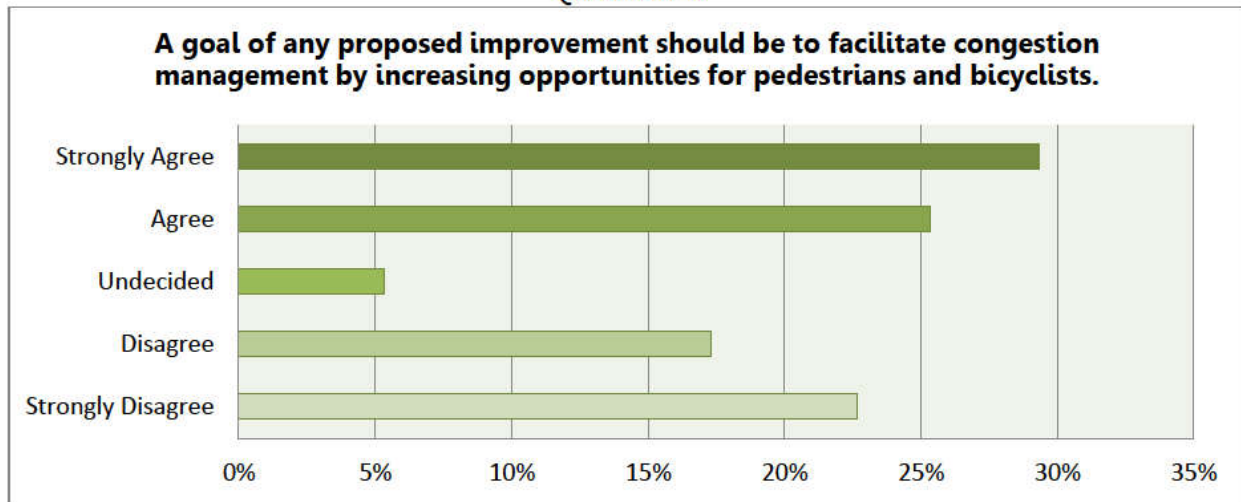


Question 5:





Question 6:



Comments:

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

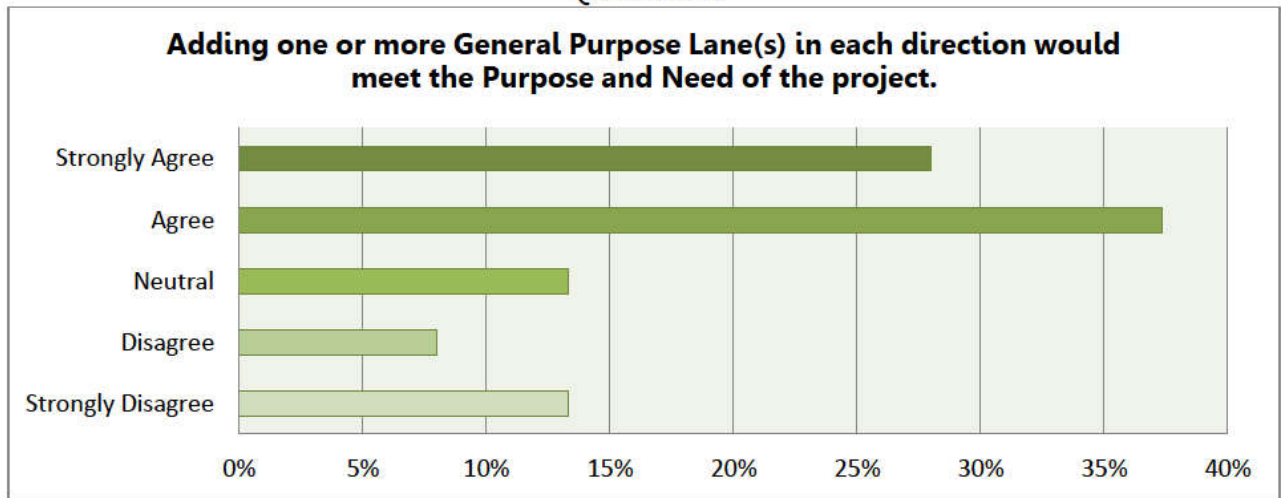
Question 7:

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

1	Pricing equity
2	Protect the environment, not just water quality. This means reduce removal of trees, especially those of protected and heritage size, and reduce removal of native vegetation currently in ROW. Also reduce soil compaction caused by heavy machinery during construction
3	Relief at MoPac and Slaughter
4	Add more non-tolled travel lanes.
5	Minimize reliance on tolling as a source for funding the project. If the road improvements cannot be justified by a projected increase in the area's property tax base or by projected increases to sales tax revenues from businesses along the improvement corridor then perhaps the improvements should not be made.
6	No. 3 above should read "or" instead of "and" minimize impacts to water quality. Impact on quality of life of those residents that live within the sound and air quality sphere of influence. Economic impact on residential property values and healthcare costs (air quality). TTI studies that demonstrates that increase in capacity does not solve congestion problems but exacerbates them.
7	If the bicyclists want their own lane then they need to pay for it through annual registration, annual bicycle inspection, some sort of insurance and holding them accountable to the traffic laws.
8	The goal should also be to recoup from land owners and developers any increase in their property value as a result of this publicly funded improvement. One thought would be to charge transportation impact fees similar to those charged for water and waste water service.
9	MoPac is for cars. Any consideration of bicycles or pedestrians is inappropriate. Such modes of transit are for short distances only. MoPac is a corridor for moving automobile traffic from one end of the town to the other
10	The primary goal of any proposed improvement should be to facilitate congestion management by increasing road capacity and minimizing congestion bottlenecks.
11	Develop Link to a Ride Sharing Transit Hub at Far South MoPac and SH45
12	The impact of the project on other area facilities, particularly those offering parallel routes, should be thoroughly evaluated.

13	Bypassing the La Crosse and Slaughter lights as soon as possible is the key need for the communities of South Austin.
14	Minimize cost of commuting, dollars, time, and other resources
15	Maintain esthetic character of scenic roadways.
16	Safety for cars exiting southbound MoPac, trying to reach Bee Cave Road (west-bound)
17	What is meant in #5 by "transit"? Mass transit? Public transit? Bus? Regional rail? "Transit" alone could mean nearly anything. Re: #6: pedestrians and bicyclists would be better served on a separate transit route such as the Violet Crown Trail or a thoroughfare with bike lanes such as Manchaca Road.
18	An additional goal of any proposed improvement should be to facilitate congestion management by increasing existing roadway capacities... especially along freeways and future tolling freeways under consideration for this project. Many commuters, like myself, do not have the option to take public transportation and bike/walk to work and do not see any proposed plans to correct this problem.
19	Be a leader in transit not a follower. This is Austin. Let's do it better than any other city!
20	A goal of any proposed objective should be to not only alleviate the congestion now, but should take into account the population boom in south Austin and also solve the congestion issues for the next 20 years.
21	Current and expected population growth in the communities south of Lady Bird Lake.
22	Assess the impact of more cars on roads as opposed to better mass transit options.
23	Please take into account the neighborhoods near MoPac south, the kids crossing to get to Kiker Elem and Bowie High and the need to provide safe, quiet options.
24	Water and "air quality should be considered as part of the goal as less drivers on the road helps air quality.
25	No more bikes and no more pedestrians! They cause congestion by getting in the way of drivers. Please please please don't waste money on public transportation systems. This is America and we use cars. It will be a cold day in hell before I stop driving my vehicle to work or offer to take someone else to work in my vehicle. My time is precious and I will not waste my family time on "protecting the environment" or giving hippies a free pass to piss me off by dicking around in the road on a bike. Poor people ride buses, and we shouldn't be concerned for them since they weren't concerned enough to make something of themselves.
26	Eliminate the left exit to Loop 360 East. This exit is a hazard to safety and there is a right exit to take up the slack. Instead of the left exit, a third general purpose lane could be created between Loop 360 and Hwy 290.
27	Reduce speed limit on Hwy 45 south to 65 mph
28	Alleviate current traffic conditions without promoting sprawl by using expensive congestion pricing along any additional lanes. After debt has been paid off, toll should remain & proceeds should be used for transit projects within the CoA.
29	Protect green space and minimize too much extra wall barriers alongside of road (eye sore)
30	Over all EIS from south most MoPac to north most; Honest assessment of benefits of not building SH 45 SW
31	public rail system would help
32	Impact on Aquifer; run off from impervious cover; stripping of vegetation - impact on wild life; water quality; deer - will [the] move further into neighborhoods
33	Maintaining, supporting, and enhancing the green space w/in the corridor.

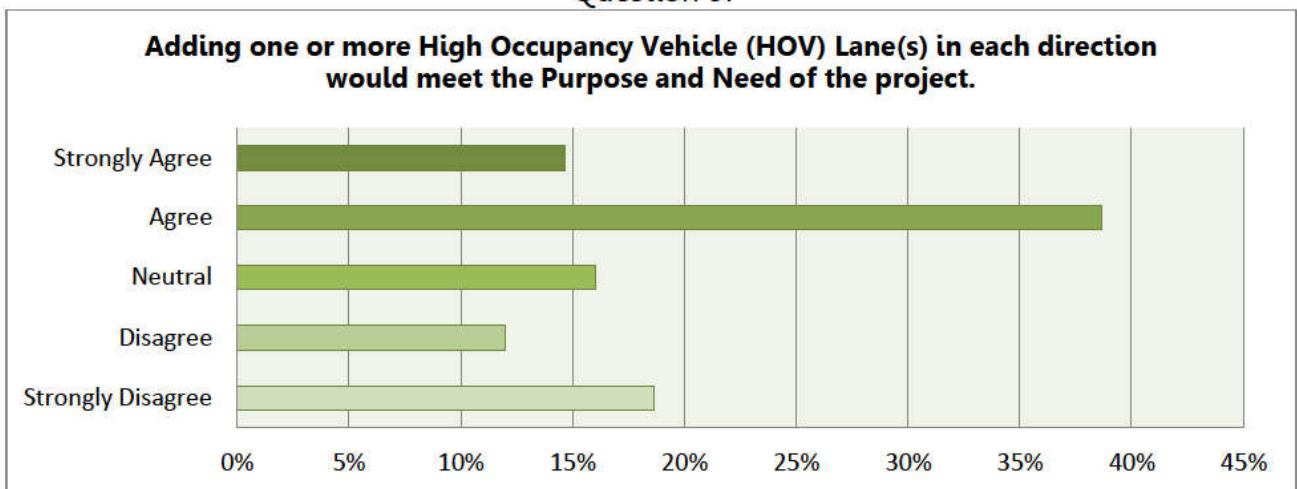
Question 8:



Comments:

- Terrible idea.

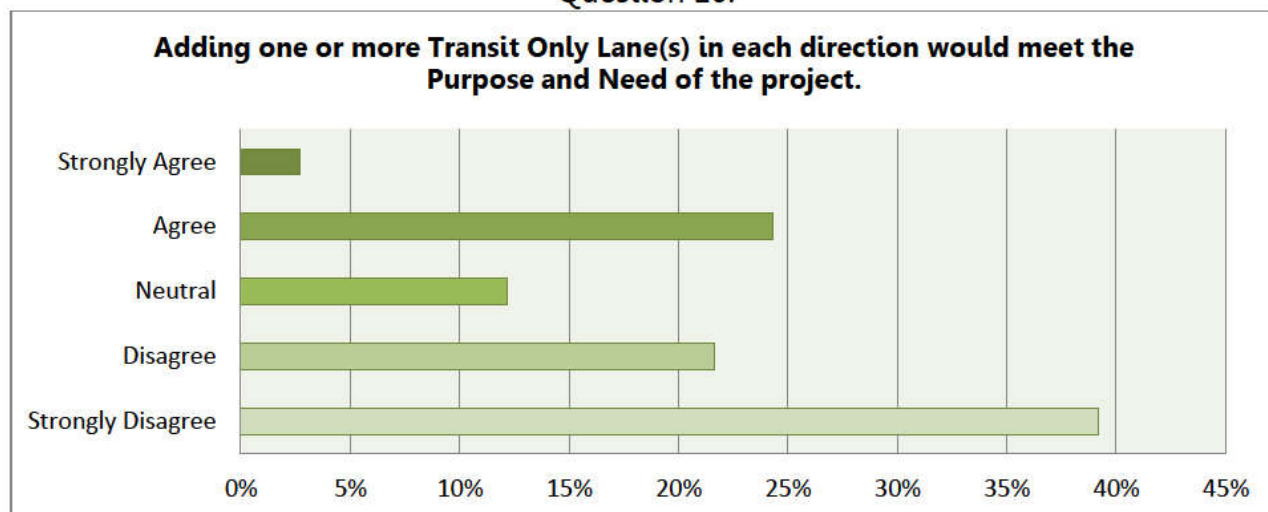
Question 9:



Comments:

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

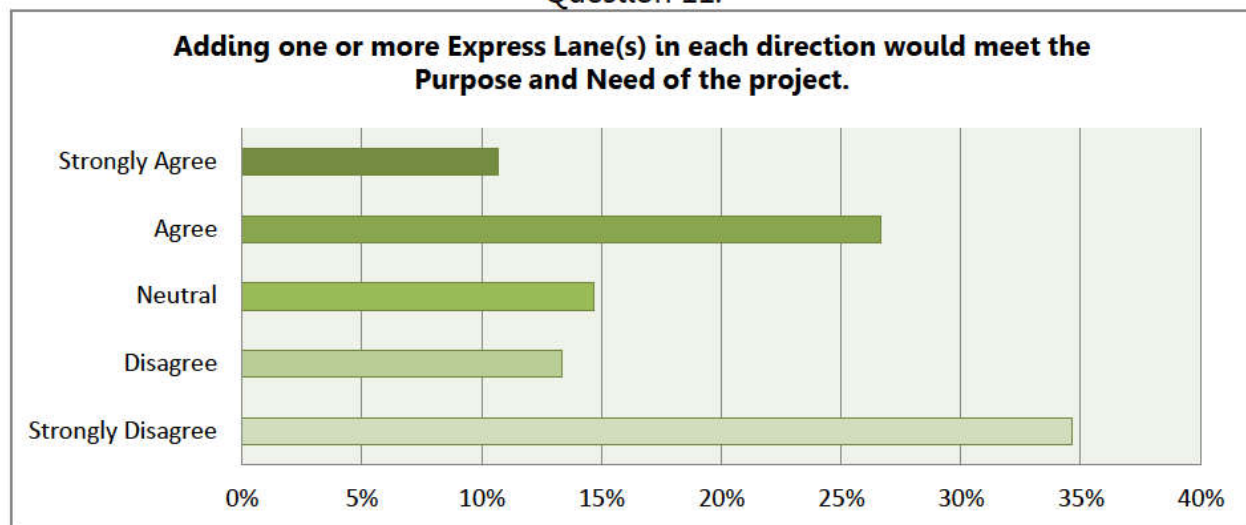
### Question 10:



#### Comments:

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

### Question 11:

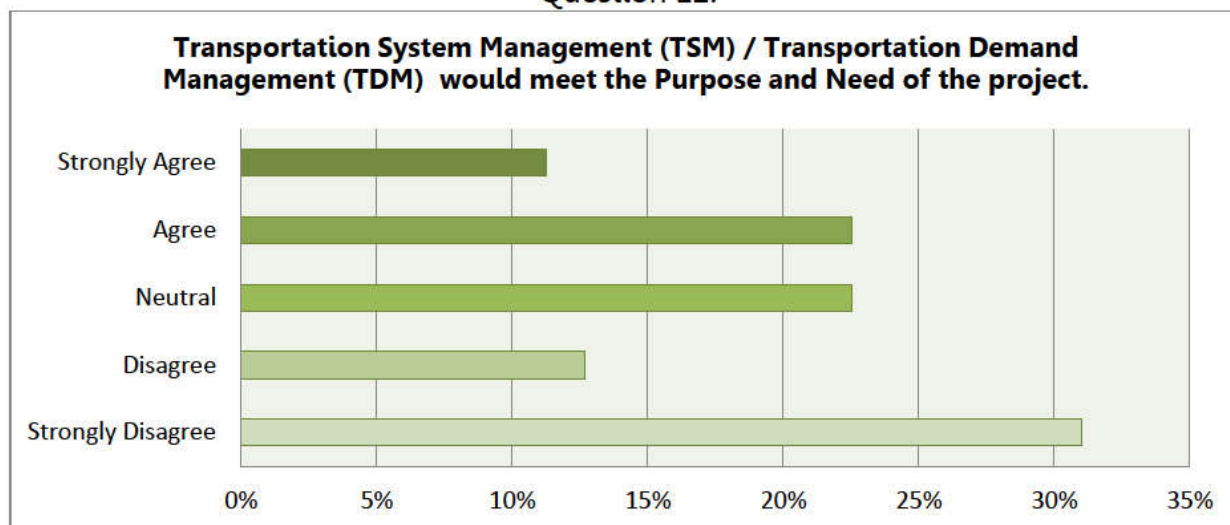


#### Comments:

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



Question 12:



Comments:

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

Question 13:

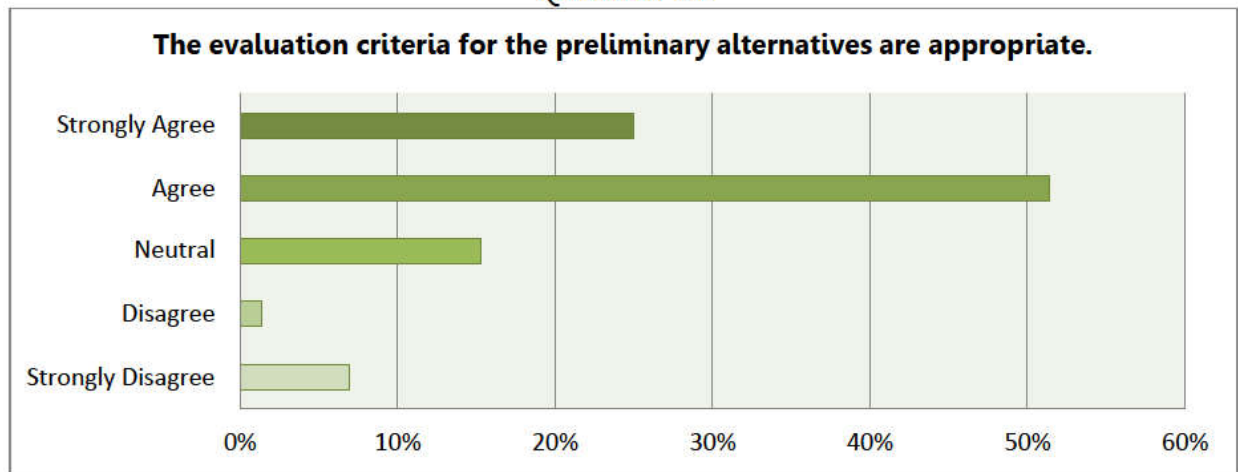
**Please list any other alternatives that should be considered for the MoPac South Environmental Study.**

1	Your question does not allow for the fact that it will take several measures to meet the purpose and need of the project. Other alternatives: Expand public transport, including light rail. A train could travel north from Circle C in a fraction of the time it currently takes to drive at 8am. Open dedicated bike lanes and trails so that even students can safely ride downtown.
2	NO BUILD
3	Add more non-tolled travel lanes.
4	Appears to be enough roadway, currently the left side shoulder, between slaughter and William Cannon to add a general purpose lane immediately.
5	Look for a way to tie the Circle C community into the rail system currently being expanded on the north side of Austin. While the building of such a connection is likely beyond the scope of this initial project, planning for a rail route right of way and where a Circle C metro station might be constructed would allow the current improvements to be made in a way that would not require them to be undone in the future to make way for a Circle C rail metro stop.
6	If it ends up being built, sound & visual impacts; aesthetic considerations, advance storm water management technology that incorporates natural settings
7	Ensuring bike paths along the length of the project that would be adequate for commuters.
8	Create a Ride Sharing Transit Hub at Far South MoPac and SH45. Extend the Study Area to the intersection with SH45 Southwest
9	Add shade structures to block sunset glare - especially in winter months. The head-on glare of the setting sun frequently blinds drivers and brings traffic to a stand-still until the angle changes enough for drivers to move safely. I know this sounds ridiculous but it is a real issue for mobility.
10	Building over/under passes to bypass the La Crosse and Slaughter lights is the key way to help the community. I do not expect additional lanes need to be added at this point, only the bypasses
11	Regional rail!
12	Can we safely put some sort of bike Lane on MoPac?



13	For most of my commute from slaughter (which needs a second right turn lane to get on n bound MoPac) through the river the shoulders are the size of 2-2.5 lanes and MoPac is only 2 lane. An easy start is to repaint the shoulders to become at least one additional lane. Also, the exit on to sw pkwy and 290 flyover should be changed into exit option lanes. There's a bunch of new congestion since the flyovers were finished bc the 2 forced exit lanes now remove additional lanes from the heaviest traffic-north bound travelers on MoPac.
14	Full time High Occupancy lanes with/or one reversible lane is a workable option, but takes some labor to reverse directions twice a day.
15	Combine HOV or TOL with improvements for bicyclists and pedestrians. Any alternative considered should include bike/ped improvements.
16	Eliminate the Left Exit for Loop 360 on MoPac Southbound. Instead of the exit, continue the third lane to Hwy 290.
17	Light rail would help alleviate auto congestion.
18	Use digital signs to control lane usage - especially during peak travel times.
19	Traffic lights @ William Cannon would help entry traffic flow to highway
20	more bus routes from South of river [or] rail line would reduce more cars then adding tolled lanes. Do Not build SH-45 over the recharge zone of the aquifer - this will increase available land for increased density leading to an increase in traffic requiring more roads it's a circle [****]

Question 14:



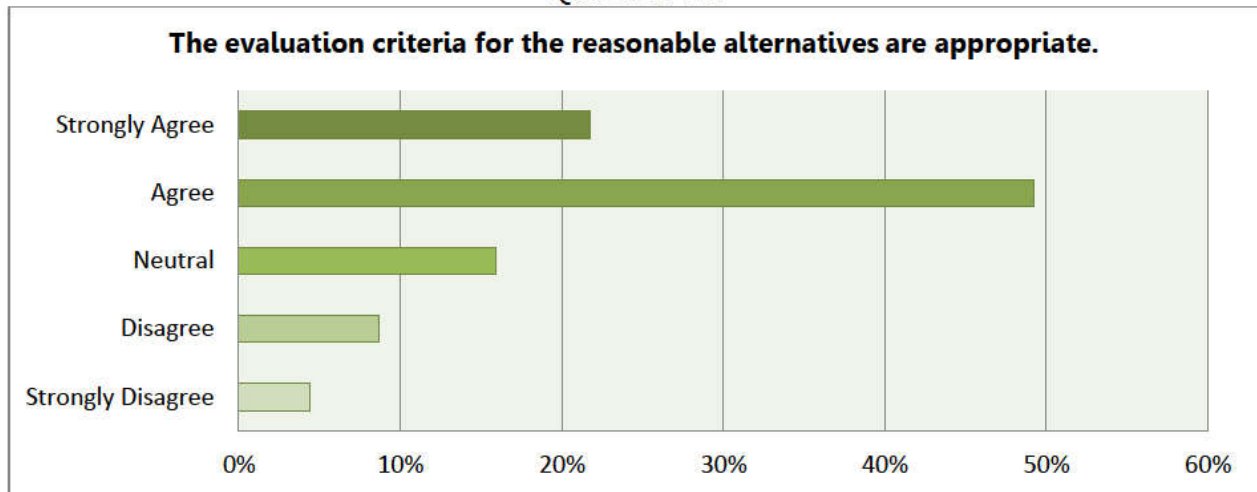
Question 15:

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

1	Emergency response should not be a primary criteria
2	environmental protection (water quality, minimizing tree and vegetation removal)
3	Add more non-tolled travel lanes.
4	Minimize reliance on tolling as a means to fund the project.
5	Is is cost effective? Who pays for it and how? What are the unintended consequences of the alternatives? What will be the impacts on other roads in the area>
6	What about those of us who need the quiet car ride alone to regroup. I for one do not like to be around people. If you insist on using existing roads, how about removing the traffic lights on 360 and 183 to free up traffic. Seems like Austin is the traffic light capital of the world...and they are all red.
7	Maintain the quality of life for those who live in or near the study area. Enhance the beauty and livability of the area.
8	Cost of the project. Environmental impacts.
9	Safety

10	Adequately mitigate forecasted emissions for the corridor.
11	For any transit, HOV/rideshare, pedestrian, and bicyclist alternatives considered in the study, the evaluation should include an evaluation of the expected adoption rate type of those alternatives by commuters contributing to the current congestion problems. The perceived and sometimes actual lack of flexibility that those options provide may not be viable alternatives for the commuters.
12	reliable and reasonable travel times
13	Does the alternative harm the environment, particularly the Barton Creek greenbelt and recharge zone?
14	Cost and time to produce the selected alternative
15	I travel off peak intentionally, so I may have a abstract approach.
16	Does the transit only option create opportunity for the majority of tax base (to improve travel times for all who wish to take it)?
17	Improve conditions for bicyclists and pedestrians?
18	Common sense, general purpose lanes are better than special use lanes! Also, electronics signs indicating current travel times so motorists can take alternate routes.
19	Impact on Residents in Area.
20	environmental concerns; rapid growth in Hays County will put added pressure on S. MoPac
21	What can be done quickly for improvement with bigger project to follow
22	Look at commuter rail options to get people out of cars; cover the bus stops - who wants to freeze/wet in winter or die of the heat/sun the rest of the year?

Question 16:



Question 17:

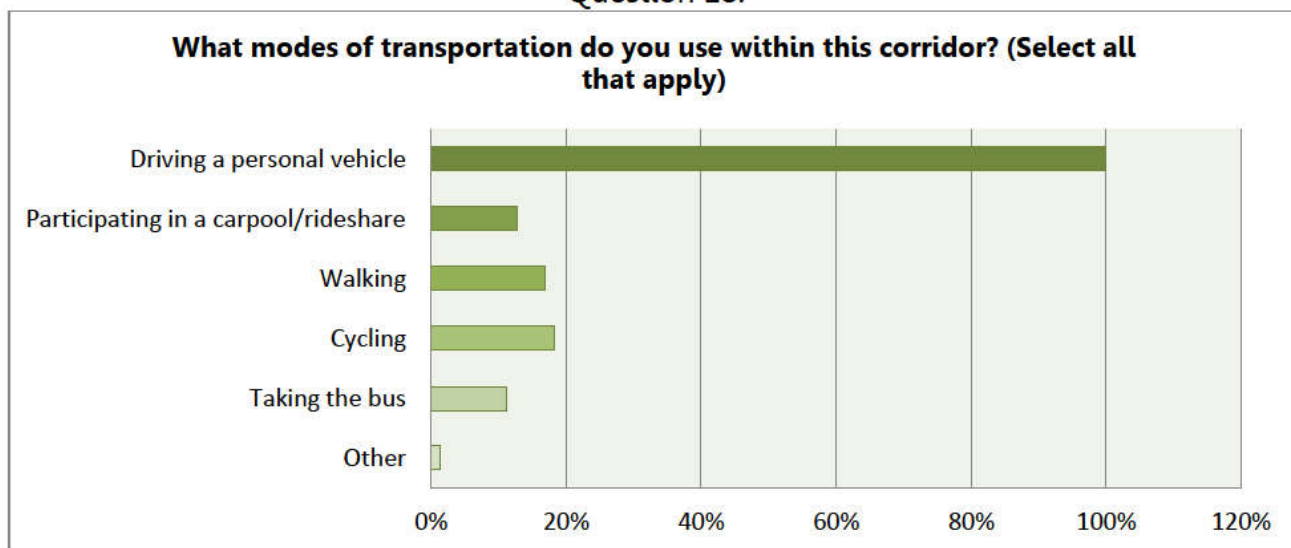
**Please list any other evaluation criteria that should be considered for the reasonable alternatives.**

1	"avoids unnecessary impact to the natural environment" is not strong enough. It should be "minimizes impact to the natural environment, including water quality and tree removal". Saying "unnecessary impacts" allows road construction impacts because TX Dot sees those as necessary
2	Add more non-tolled travel lanes.
3	Minimize reliance on tolling as a means to fund the project.
4	Should cost benefit analysis that goes beyond the "user" because the economic impacts go beyond just the user. Include more specific considerations such as: Healthcare costs, residential property value impacts, impact on property tax revenues, cost benefit analysis of social management alternatives including but not limited to positioning of school locations that currently contribute to congestion.

5	Again, bicycles and pedestrians don't have any business on a major road.
6	Some are ok, but there should be NO impact to the natural and human environment. When we say "unnecessary." that assumes that some other need trumps the goal of protecting the environment. That thinking is what got us into this mess and has almost destroyed the natural beauty of Austin that folks live here for.
7	Bullet points 7 and 8 (bicycles, pedestrians) are inappropriate evaluation criteria. This is a highway. Bicycles and pedestrians should stay off. For those who travel by pedal or foot, there should be alternative routes through the city. They shouldn't be mixed in with MoPac traffic.
8	Need to Extend the Study Area so an HOV Lane can be seamless between SH45 and Downtown
9	Affordable (construction and M&O)
10	Emissions (see above)
11	Alternative evaluation... Avoid negative impact on congestion during construction? Side note... A roadway improvement project should not be burdened with consideration for bicycle and pedestrian accommodations. While it is a potential "nice" side benefit for recreational use, the typical commute distances and many months of high temperatures in this area makes it unlikely to provide any congestion relief.
12	While I spend most of my life as a pedestrian, I am not going to walk the 10 miles to the office. MOPAC is NOT a pedestrian route and should not be a bicycle route either
13	Please see earlier comments.
14	Remember that most travelers on MoPac South live in the outlying communities so that pedestrian and bicycling may not be as important to consider in selecting the alternative. MoPac is for vehicular traffic not people and bike. Improve MoPac so that cars will use it and the side streets more appealing bikes and people.
15	Why should people who ride the bus and ride bikes have the same weighting as those who pay to use the road through taxes? Shouldn't the people who are paying for this have a greater say? Bus fare only pays for the bus. Bikes pay no such tax for road construction or toll. Although bus and bikes help the environment, the tax payer should have influence and priority.
16	Do not take vehicle transit lanes for one single additional bike.
17	Fuck bike Fuck buses Fuck Pedestrians Fuck the human environment Fuck the natural environment BUILD ROADS AND MAKE PEOPLE PAY TO USE THEM!
18	Consider the positive benefits of congestion: it prompts people to use creative alternatives!
19	Completion of the Violet Crown Trail
20	Protect the environment; Limit traffic from I35 to MoPac; Low cost
21	beef up the trail system - create commuter access for bikes - look at the Netherlands - whole roads for bikes only



Question 18:



Comments:

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

Question 19:

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

1	I cannot bike because the MoPac bridge across Barton creek is unsafe.
2	none -- it's nearly impossible to bike safely from the Westcreek neighborhood -- you have to cross MoPac and it's dangerous! South Lamar is even worse!
3	north and south
4	I don't bike or walk this corridor today
5	Don't walk or bike.
6	Near Capitol
7	Wildflower Center, neighborhood parks
8	Typically headed for the Barton Creek Mall, Church, downtown, north Austin, Round Rock, or Georgetown areas.
9	areas away from MOPAC because of the air quality and noise issues
10	I am hoping to be able to bike and walk to shop and go out to eat once the planned trails are in place. I would love to be able to ride the bus downtown for the occasional meeting that I attend downtown. For the most part I work from home and am able to avoid the rush hours so that others who cannot avoid them have more room on the road.
11	Zilker Park, Austin High School, Downtown, Dick Nichols Park
12	Travis country, Dick Nickols park, St. Catherine's, Veloway
13	There are none.
14	Austin, N Austin
15	Parks at Slaughter road in Circle C, Veloway, occasionally work.
16	Dick Nichols Park and the NEW Violet Crown Trail
17	I don't bike or walk this corridor.
18	Downtown or North Austin/Dallas, Brodie lane retail, William Cannon retail, AUS airport
19	recreational use only (e.g. green belt)



20	I don't bike or walk in this corridor.
21	Does "in this corridor" mean "exactly on MoPac South"? I don't feel safe walking or biking on MoPac, even though bicycle is my main mode of transportation to and from work. When I travel routes parallel to MoPac, I bicycle along alternative routes such as Brodie, William Cannon, Brush Country, Manchaca Rd., and trails such as the one that connects Oak Parke to the Veloway. I believe bicyclists and pedestrians would be better served by improving bicycle and pedestrian infrastructure elsewhere. I do not want to bicycle next to vehicles spewing carbon monoxide at 75 mph.
22	None
23	Local stores, kids' school, parks
24	Almost everything from my daily commute to work to kids' activities etc. Most of everything I do is north of my house.
25	Do not use
26	Downtown
27	Downtown
28	None
29	None. It is too dangerous to walk or take a bike because I live off Southwest Parkway where the road is too narrow and there is no sidewalk (or transit service).
30	Downtown
31	A friends home right up the street
32	Downtown
33	Friend's house
34	None - can't do it now.
35	None
36	Area stores, greenbelts
37	Arbor trails, Dick Nichols Park, Patton-Small schools, Ladybird Johnson Wildflower and Veloway
38	Lake Austin
39	Exercise - No destinations
40	Nowhere now.
41	Looking forward to Violet Crown Trail for recreation. Biking/walking not an option for work as Realtor nor for volunteer work on various Boards.
42	Varies
43	stores down the street at Arbor walk
44	recreational in the neighborhood
45	Travel to daycare from home. From daycare to work.

Question 20:

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

1	Downtown
2	From Westcreek downtown -- along MoPac or Lamar on a dedicated trail
3	yes provided that they are built right minimizing the impact to the environment and with trails having a 100 ft. buffer from the edge of the creeks
4	I will walk the Violet Crown Trail for leisure when it's completed but I don't intend to use it to commute. I wouldn't bike in this corridor in the future I'm sure.
5	Don't walk or bike.
6	Never
7	retail shops along Escarpment and Slaughter

8	Would love to see a better connection between the walking trails around Costco and the nice natural areas to the south between where Convict Hill passes under MoPac and the wildflower center on La Crosse. The scenery is beautiful along that corridor but walking or biking there on MoPac is not a safe thing to do.
9	I would not.
10	I would love to bike to all of the parks along the way and also to downtown and Zilker Park. Also, as I stated above, I would like to bike to the local eateries without risking my life riding on the same path as cars and trucks.
11	Parallel to (but separate from) MoPac to go to Zilker Park, Town Lake, Downtown.
12	along MoPac on a separate asphalt mix used path that runs from slaughter to Barton creek bike bridge
13	This question is illogical. MoPac is for high volume, high velocity automobile traffic. Are you looking for open season on bicyclists/pedestrians?
14	creeks and VCT
15	Would love to have better access to Brodie Lane, Sunset Valley, and shopping on Slaughter and Exposition.
16	Violet Crown Trail and the planned Williamson Creek Trail between Oak Hill and MoPac
17	No-where.
18	I would not
19	On alternative routes, not next to a 6-lane highway.
20	I would like to be able to bike/walk safely from South Brodie Lane, over to the Circle C Veloway and Jogging Trails, but not along MoPac.
21	Stores and parks
22	I wouldn't. I don't think people should walk or bike on MoPac.
23	Not interested
24	Across MoPac to Veloway
25	The majority are in vehicles, not bicycles. Bicycles should stay off a major highway.
26	Never
27	I would like to bike to work or even the store but it is simply too dangerous on Southwest Parkway.
28	Nowhere. There are trails in the greenbelt.
29	NO WHERE! We shouldn't encourage people to walk or bike on public roads. Its dangerous and annoying
30	yes and HOV and for motorcycles
31	Alongside the roadway on a separated shared-use path at least 12' wide
32	No
33	None; We do not need bikes or pedestrians on MoPac.
34	I feel there is plenty of space to walk and bike.
35	Slaughter Ln.
36	It would be Walmart/Target/Best Buy shopping areas and the Greenbelt Bridge if I could
37	To Town Lake from Slaughter /MoPac (possibly)
38	Slaughter/Brodie; Slaughters/MoPac; Brodie/1626; and many more...I sell homes in 3 counties
39	No
40	Separated bike path of solid surface
41	neighborhood
42	across the corridor, from park to park adjacent to the corridor.

Question 21:

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

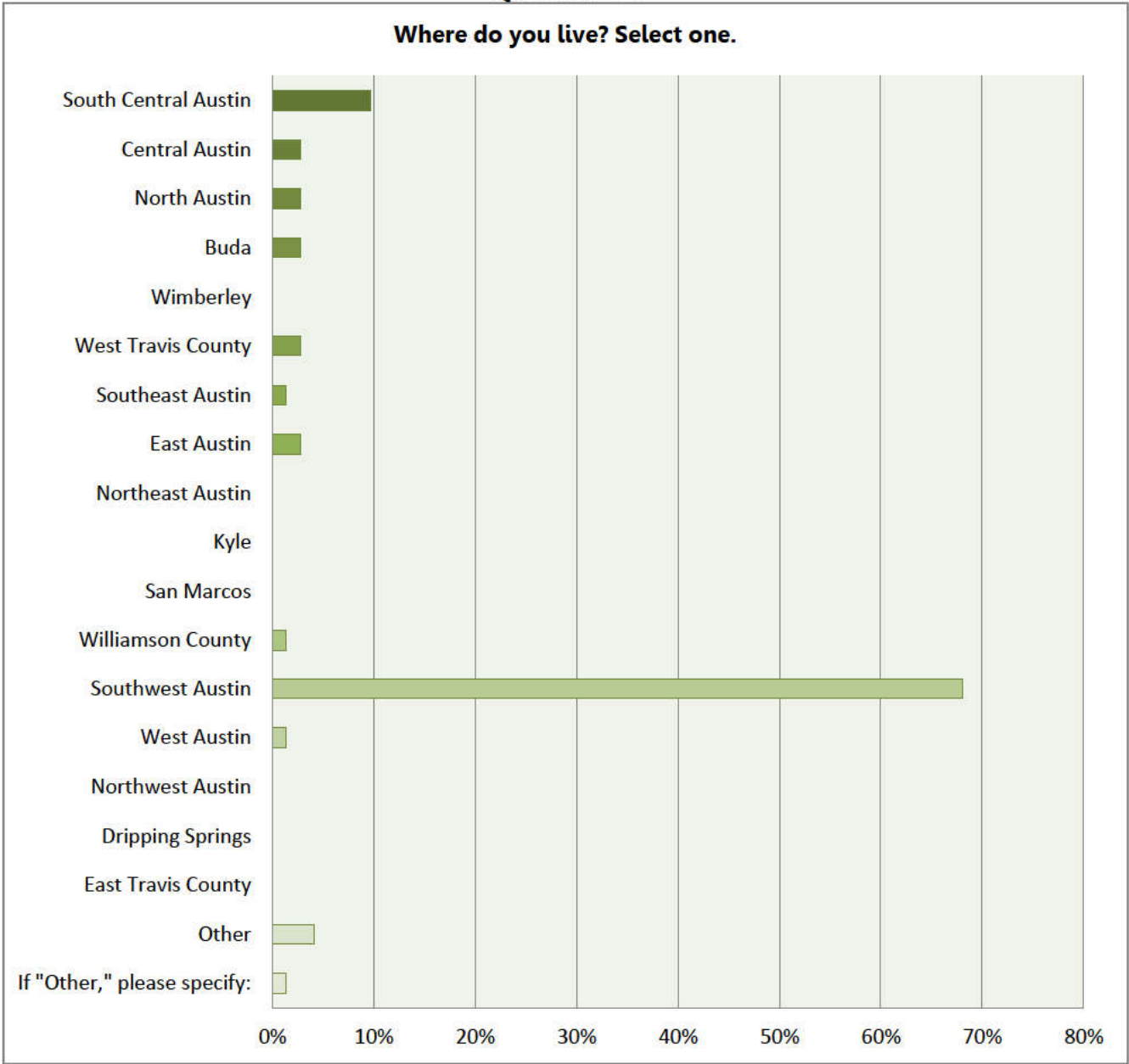
1	William Cannon, downtown, Rollingwood
2	William Cannon and MoPac  290/71 and MoPac  South Lamar and 290/71
3	All of them but mostly Slaughter, Davis, 290E, 290W
4	Pretty much all of them.
5	Slaughter Lane, Enfield Road
6	MoPac & La Crosse and MoPac & Slaughter
7	I typically enter the corridor from either Slaughter lane or from the junction of 1826 and 45 going north before it turns into MoPac.
8	William Cannon & Davis
9	At the moment, I use William Cannon and MOPAC probably the most, with 290/71 second and then Slaughter after that, but not often.
10	US 290/MoPac, Loop 360/MoPac, William Cannon/MoPac
11	Bee Caves, LP 360, William Cannon, Slaughter
12	slaughter
13	I have used all of them at one time or another.
14	Davis, Slaughter, Wm Cannon, 360
15	Slaughter/MoPac , MoPac/Bee Caves
16	Slaughter, Davis, William Cannon, 290/71, 360, Barton Skyway, 2244, Caesar Chavez
17	MOPAC at SH45 MOPAC at William Cannon MOPAC at Slaughter MOPAC at Hwy 71 / Hwy 290 West MOPAC at Davis Lane
18	Bee Caves Road (2244) to MoPac to northbound to 5th St. exit. Cesar Chavez to MoPac, Southbound to westbound 2244.
19	Slaughter Lane, William Cannon, 360
20	Slaughter and MoPac to head E/W on Slaughter, William Cannon to head E/W on William Cannon
21	La Crosse, Slaughter, 360, 290/71
22	Loop 1and 71/290, loop 1 and William Cannon, loop1 and Davis
23	Davis and Cesar Chavez
24	MoPac/Slaughter and La Crosse Ave/Slaughter
25	Slaughter, William Cannon
26	Slaughter & MoPac Daily
27	Lacrosse/MoPac; Slaughter/MoPac; Cesar Chavez/5th/MoPac
28	Regularly: William Cannon, Barton Springs, Ben White Occasionally: Slaughter, Lacrosse, Southwest Parkway
29	Slaughter and MoPac William cannon and MoPac 290 and MoPac 5th/Cesar Chavez and MoPac Windsor and MoPac
30	Slaughter and Davis Lane

31	MoPac/290 William Cannon and 290 (Yikes)
32	La Crosse & MoPac; Slaughter & MoPac
33	Lacrosse, slaughter and north to downtown.
34	Dear Lane to 5th Street
35	Southwest Parkway, MoPac feeder, Bee Caves, access to Barton Creek Mall, access to 360, access to Slaughter Lane and William Cannon.
36	Slaughter, William Cannon, 290, Cesar Chavez
37	NONE.
38	Enfield/MoPac Davis Ln/ MoPac Slaughter/ MoPac
39	William Cannon
40	Zilker Park, Barton Springs Road
41	MoPac S & William Cannon; MoPac S & Slaughter Ln; MoPac S & La Crosse
42	All intersections & roads
43	MoPac and US 290, Slaughter Ln, sometimes US 183.
44	MoPac & Slaughter, MoPac & La Crosse, Escarpment & Slaughter, Davis & MoPac
45	La Crosse, William Cannon, SW Parkway
46	All of them!
47	Work - 360/Lost Creek; School - Bowie HS; Shopping - 290/Loop 1
48	Slaughter, 290
49	SW PKWY/ MoPac/ 290
50	Bee Cave, Slaughter, La Crosse, William Cannon, 5th Street
51	Slaughter, Davis
52	Varies
53	Davis Lane, William Cannon (weekends); Slaughter (weekends)
54	William Cannon MoPac; Slaughter Lane Brodie; Manchaca William Cannon
55	Slaughter, Escarpment, Davis Lane
56	Slaughter, William Cannon, Southwest parkway, Barton Skyway, Bee Cave, intersection/ramp to Zilker, Cesar Chavez



Question 22:

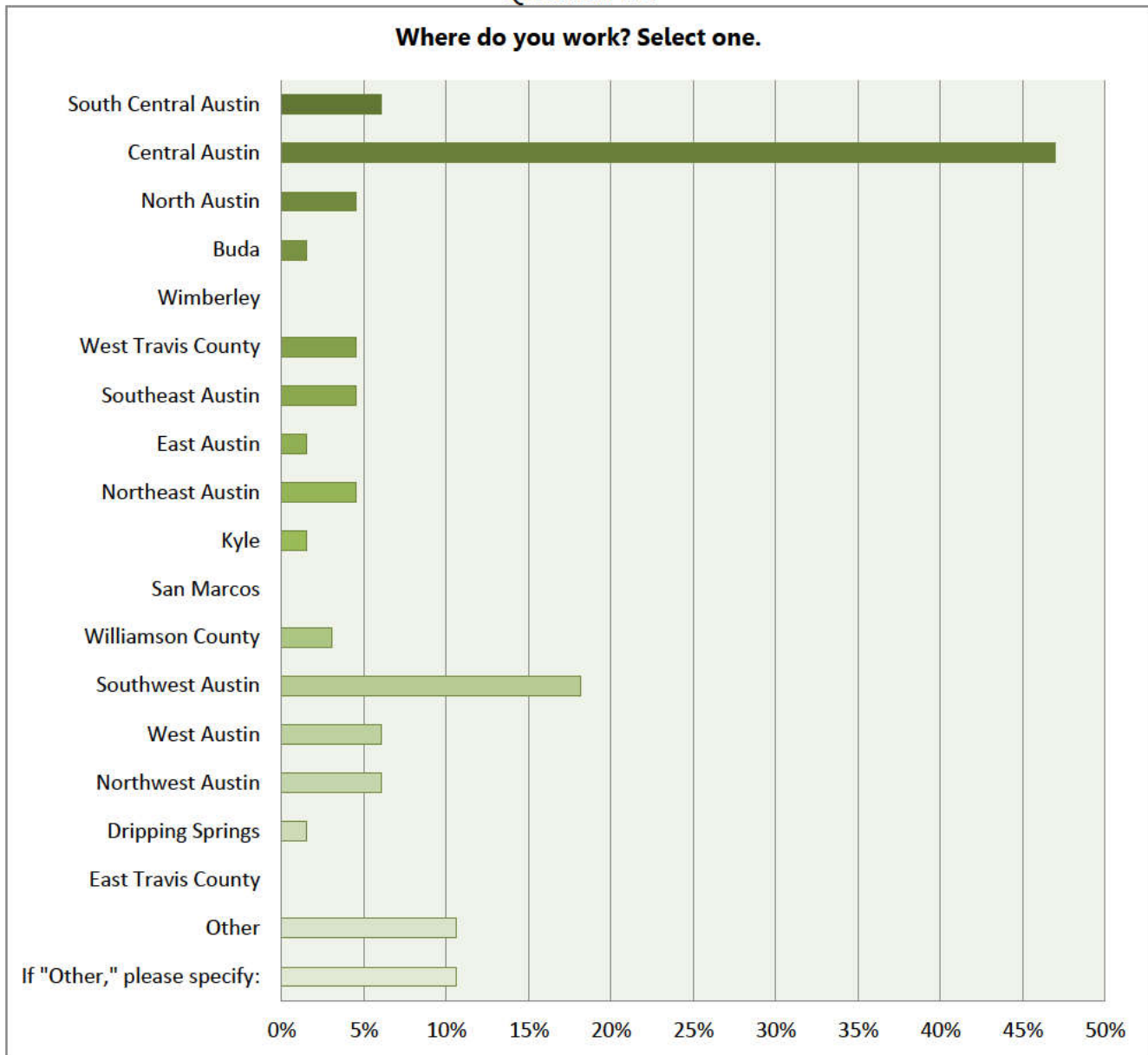
Where do you live? Select one.



Other:

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

Question 23:

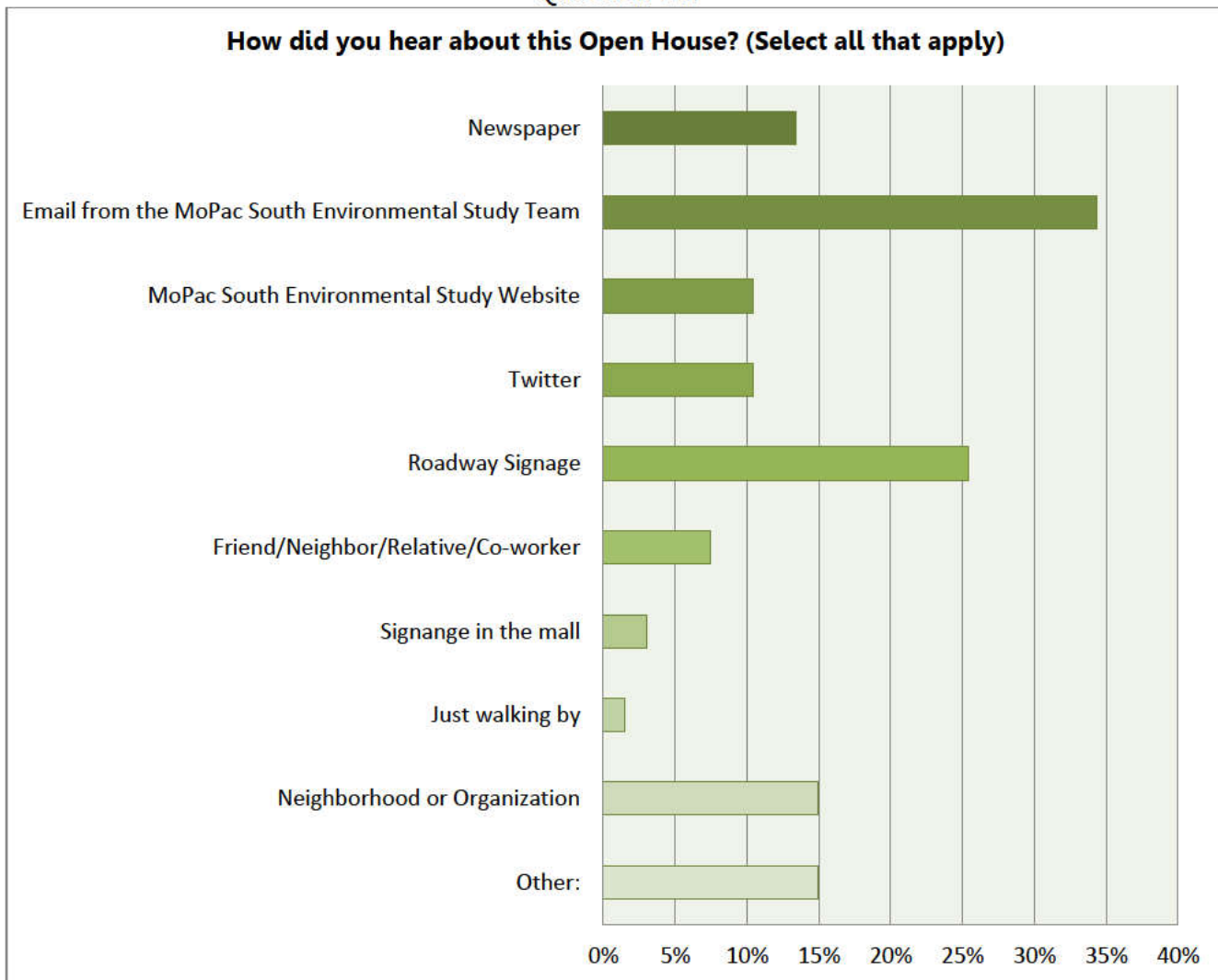


Other:

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

Question 24:

**How did you hear about this Open House? (Select all that apply)**



Other:

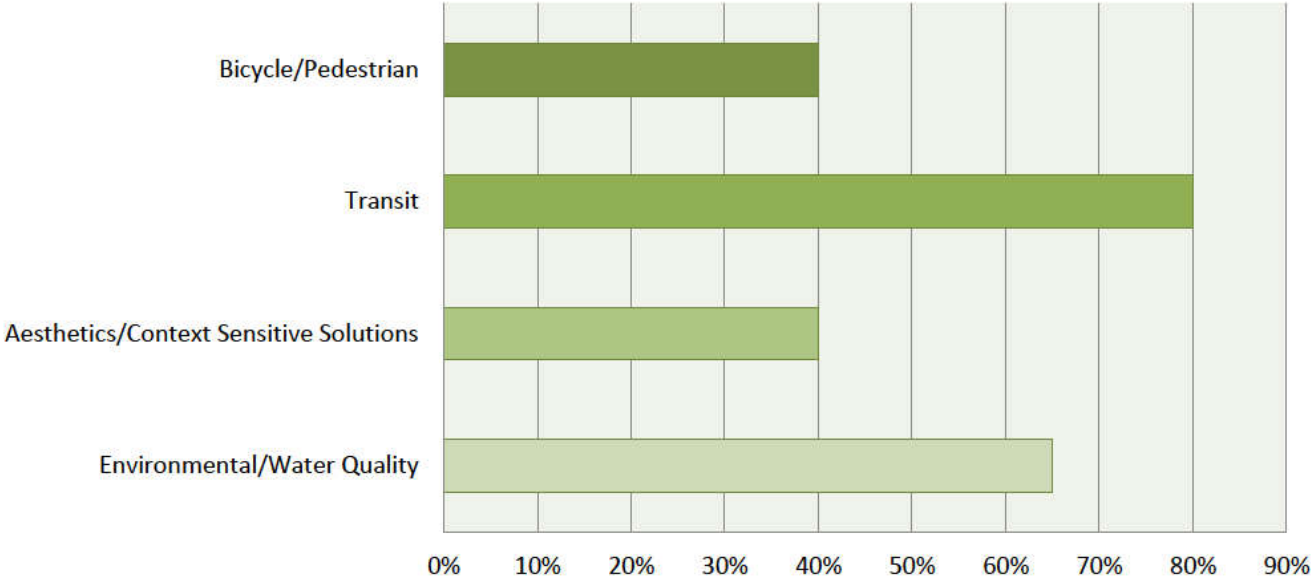
- KUT!
- Consultant
- Radio News 590 AM

Comments:

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

Question 27:

**Check if you would like to participate in issue specific discussions regarding the MoPac South Environmental Study. Mark your areas of interest.**







Open House - April 29, 2014

# COMMUNITY SURVEY

**MoPac South**  
ENVIRONMENTAL STUDY

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DRAFT PURPOSE AND NEED FOR MOPAC SOUTH	
<p><b>Purpose (What are we trying to do?)</b></p> <ul style="list-style-type: none"> <li>• Provide reliable travel times</li> <li>• Improve operational efficiency</li> <li>• Create a dependable and consistent route for transit</li> <li>• Facilitate reliable emergency response</li> </ul>	<p><b>Need (What are we trying to solve?)</b></p> <ul style="list-style-type: none"> <li>• Current congestion levels are creating unreliable travel times</li> <li>• Forecasted population, traffic and employment growth, resulting in increased congestion and delay</li> <li>• Existing facilities do not meet current traffic demand</li> </ul>

Please let us know how much you agree or disagree with the following statement. Select one answer.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
The draft Purpose and Need for this project is appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
A goal of any proposed improvement should be to avoid and minimize impacts to water quality.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to deliver relief in a timely manner.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for transit and ridesharing.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for pedestrians and bicyclists.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**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](http://www.MoPacSouth.com).

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

### PRELIMINARY ALTERNATIVES

IN EACH DIRECTION, ADD ONE OR MORE:

#### General Purpose Lanes

- Standard traffic lanes available for use by all types of vehicles

#### High Occupancy Vehicle (HOV) Lanes

- Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools

#### Transit Only Lanes

- Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools

#### Express Lanes

- Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time
- Transit and emergency vehicles travel toll-free

#### OTHER ALTERNATIVES

##### Transportation System Management (TSM) / Transportation Demand Management (TDM)

- Does not increase capacity
- TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements
- TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting

##### No Build

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed

**MOPAC SOUTH ENVIRONMENTAL STUDY**

**COMMUNITY SURVEY**

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more High Occupancy Vehicle (HOV) Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

**DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES**

Does the alternative:

- Provide reliable travel times?
- Improve operational efficiency?
- Create a dependable and consistent route for transit?
- Facilitate reliable emergency response?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the preliminary alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

**DRAFT EVALUATION CRITERIA - REASONABLE ALTERNATIVES**

*As the next step in the process, those alternatives that satisfy the criteria for preliminary alternatives will be advanced as reasonable alternatives. The following is the draft evaluation criteria for this next stage in alternatives analysis.*

Is this alternative able to:

- Provide consistency with local/regional transportation plans?
- Provide reliable travel times?
- Improve operational efficiency?
- Reduce congestion delay?
- Provide annual user cost savings?
- Provide transit accommodation?
- Provide bicycle accommodation?
- Provide pedestrian accommodation?
- Be reasonably constructed?
- Avoid unnecessary impacts to the natural environment?
- Avoid unnecessary impacts to the human environment?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the reasonable alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

What modes of transportation do you use within this corridor? (Select all that apply)

Driving a personal vehicle

Participating in a carpool/rideshare

Walking

Cycling

Taking the bus

Other: \_\_\_\_\_

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

NONE - CAN'T DO IT NOW.

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

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

Where do you live? Select one.

South Central Austin

Southeast Austin

Southwest Austin

Central Austin

East Austin

West Austin

North Austin

Northeast Austin

Northwest Austin

Buda

Kyle

Dripping Springs

Wimberley

San Marcos

East Travis County

West Travis County

Williamson County

Other

If "Other," please specify: FAIR SOUTH AUSTIN



Where do you work? Select one.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin       |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input checked="" type="checkbox"/> West Austin |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin       |
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| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County     |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                  |

If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: STATESMAN
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**MoPac South**  
ENVIRONMENTAL STUDY

Open House - April 29, 2014

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

CREATE SAFE (LONGER, SMOOTHER) TRANSITION + MERGE LANES

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Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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  - Create a dependable and consistent route for transit?
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What modes of transportation do you use within this corridor? (Select all that apply)

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- Other: \_\_\_\_\_

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

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

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

Mopac S + William Cannon  
 + Slaughter Ln  
 + La Cross

Where do you live? Select one.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
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If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

- |  |  |   |
|--|--|---|
| <input checked="" type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input type="checkbox"/> Central Austin                  | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin                    | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin   |
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The draft Purpose and Need for this project is appropriate.	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
A goal of any proposed improvement should be to avoid and minimize impacts to water quality.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to deliver relief in a timely manner.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for transit and ridesharing.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for pedestrians and bicyclists.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

**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](http://www.MoPacSouth.com).

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

### PRELIMINARY ALTERNATIVES

IN EACH DIRECTION, ADD ONE OR MORE:

#### General Purpose Lanes

- Standard traffic lanes available for use by all types of vehicles

#### High Occupancy Vehicle (HOV) Lanes

- Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools

#### Transit Only Lanes

- Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools

#### Express Lanes

- Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time
- Transit and emergency vehicles travel toll-free

#### OTHER ALTERNATIVES

##### Transportation System Management (TSM) / Transportation Demand Management (TDM)

- Does not increase capacity
- TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements
- TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting

##### No Build

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more High Occupancy Vehicle (HOV) Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

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

*Light rail would help alleviate auto congestion.*



**DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES**

Does the alternative:

- Provide reliable travel times?
- Improve operational efficiency?
- Create a dependable and consistent route for transit?
- Facilitate reliable emergency response?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the preliminary alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

**DRAFT EVALUATION CRITERIA - REASONABLE ALTERNATIVES**

*As the next step in the process, those alternatives that satisfy the criteria for preliminary alternatives will be advanced as reasonable alternatives. The following is the draft evaluation criteria for this next stage in alternatives analysis.*

Is this alternative able to:

- Provide consistency with local/regional transportation plans?
- Provide reliable travel times?
- Improve operational efficiency?
- Reduce congestion delay?
- Provide annual user cost savings?
- Provide transit accommodation?
- Provide bicycle accommodation?
- Provide pedestrian accommodation?
- Be reasonably constructed?
- Avoid unnecessary impacts to the natural environment?
- Avoid unnecessary impacts to the human environment?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the reasonable alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

What modes of transportation do you use within this corridor? (Select all that apply)

- Driving a personal vehicle
- Participating in a carpool/rideshare
- Walking
- Cycling
- Taking the bus
- Other: \_\_\_\_\_

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

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

*No*

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

*All intersections & roads*

Where do you live? Select one.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin            |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs            |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County          |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                       |

If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
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| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other              |

If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: Oak Hill Gazette
- Email from the MoPac South Environmental Study Team
- MoPac South Environmental Study Website
- Twitter
- Roadway signage
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**MoPac South**  
ENVIRONMENTAL STUDY

Open House - April 29, 2014

# COMMUNITY SURVEY

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

DRAFT PURPOSE AND NEED FOR MOPAC SOUTH	
<p><b>Purpose (What are we trying to do?)</b></p> <ul style="list-style-type: none"> <li>• Provide reliable travel times</li> <li>• Improve operational efficiency</li> <li>• Create a dependable and consistent route for transit</li> <li>• Facilitate reliable emergency response</li> </ul>	<p><b>Need (What are we trying to solve?)</b></p> <ul style="list-style-type: none"> <li>• Current congestion levels are creating unreliable travel times</li> <li>• Forecasted population, traffic and employment growth, resulting in increased congestion and delay</li> <li>• Existing facilities do not meet current traffic demand</li> </ul>

Please let us know how much you agree or disagree with the following statement. Select one answer.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
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A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for pedestrians and bicyclists.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

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#### OTHER ALTERNATIVES

##### Transportation System Management (TSM) / Transportation Demand Management (TDM)

- Does not increase capacity
- TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements
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##### No Build

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed



Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more High Occupancy Vehicle (HOV) Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

<b>DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES</b>	
Does the alternative:	
<ul style="list-style-type: none"> <li>- Provide reliable travel times?</li> <li>- Improve operational efficiency?</li> <li>- Create a dependable and consistent route for transit?</li> <li>- Facilitate reliable emergency response?</li> </ul>	

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the preliminary alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

<b>DRAFT EVALUATION CRITERIA - REASONABLE ALTERNATIVES</b>	
As the next step in the process, those alternatives that satisfy the criteria for preliminary alternatives will be advanced as reasonable alternatives. The following is the draft evaluation criteria for this next stage in alternatives analysis.	
Is this alternative able to:	
<ul style="list-style-type: none"> <li>- Provide consistency with local/regional transportation plans?</li> <li>- Provide reliable travel times?</li> <li>- Improve operational efficiency?</li> <li>- Reduce congestion delay?</li> <li>- Provide annual user cost savings?</li> <li>- Provide transit accommodation?</li> <li>- Provide bicycle accommodation?</li> <li>- Provide pedestrian accommodation?</li> <li>- Be reasonably constructed?</li> <li>- Avoid unnecessary impacts to the natural environment?</li> <li>- Avoid unnecessary impacts to the human environment?</li> </ul>	

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the reasonable alternatives are appropriate.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

What modes of transportation do you use within this corridor? (Select all that apply)

Driving a personal vehicle

Participating in a carpool/rideshare

Walking

Cycling

Taking the bus

Other: \_\_\_\_\_

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

None

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

None  
We do not need bikes or pedestrials on MoPac.

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

MoPac and US 290, Slaughter Ln, sometimes US 183.

Where do you live? Select one.

South Central Austin

Southeast Austin

Southwest Austin

Central Austin

East Austin

West Austin

North Austin

Northeast Austin

Northwest Austin

Buda

Kyle

Dripping Springs

Wimberley

San Marcos

East Travis County

West Travis County

Williamson County

Other

If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other              |

*None*

If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: \_\_\_\_\_
- Email from the MoPac South Environmental Study Team
- MoPac South Environmental Study Website
- Twitter
- Roadway signage
- Friend/Neighbor/Relative/Co-worker
- Signage in the mall
- Just walking by
- Neighborhood or Organization: \_\_\_\_\_
- Other: \_\_\_\_\_



**MoPac South**  
ENVIRONMENTAL STUDY

Open House - April 29, 2014

# COMMUNITY SURVEY

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DRAFT PURPOSE AND NEED FOR MOPAC SOUTH	
<p><i>Purpose (What are we trying to do?)</i></p> <ul style="list-style-type: none"> <li>• Provide reliable travel times</li> <li>• Improve operational efficiency</li> <li>• Create a dependable and consistent route for transit</li> <li>• Facilitate reliable emergency response</li> </ul>	<p><i>Need (What are we trying to solve?)</i></p> <ul style="list-style-type: none"> <li>• Current congestion levels are creating unreliable travel times</li> <li>• Forecasted population, traffic and employment growth, resulting in increased congestion and delay</li> <li>• Existing facilities do not meet current traffic demand</li> </ul>

Please let us know how much you agree or disagree with the following statement. Select one answer.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
The draft Purpose and Need for this project is appropriate.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

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

<b>PRELIMINARY ALTERNATIVES</b>	
<b>IN EACH DIRECTION, ADD ONE OR MORE:</b>	
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High Occupancy Vehicle (HOV) Lanes	<ul style="list-style-type: none"> <li>Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools</li> </ul>
Transit Only Lanes	<ul style="list-style-type: none"> <li>Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools</li> </ul>
Express Lanes	<ul style="list-style-type: none"> <li>Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time</li> <li>Transit and emergency vehicles travel toll-free</li> </ul>
<b>OTHER ALTERNATIVES</b>	
Transportation System Management (TSM) / Transportation Demand Management (TDM)	<ul style="list-style-type: none"> <li>Does not increase capacity</li> <li>TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements</li> <li>TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting</li> </ul>
No Build	<ul style="list-style-type: none"> <li>Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed</li> </ul>

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more High Occupancy Vehicle (HOV) Lane(s) in each direction would meet the Purpose and Need of the project.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

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

**DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES**

Does the alternative:

- Provide reliable travel times?
- Improve operational efficiency?
- Create a dependable and consistent route for transit?
- Facilitate reliable emergency response?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the preliminary alternatives are appropriate.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

*Impact on Residents in Area.*

**DRAFT EVALUATION CRITERIA - REASONABLE ALTERNATIVES**

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Is this alternative able to:

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- Provide bicycle accommodation?
- Provide pedestrian accommodation?
- Be reasonably constructed?
- Avoid unnecessary impacts to the natural environment?
- Avoid unnecessary impacts to the human environment?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the reasonable alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

What modes of transportation do you use within this corridor? (Select all that apply)

- Driving a personal vehicle
- Participating in a carpool/rideshare
- Walking
- Cycling
- Taking the bus
- Other: \_\_\_\_\_

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

*AREA STORES, GREENBELTS*

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

*I feel there is plenty of space to walk + bike.*

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

*Mopac + Sloughen,  
Mopac + Lachaise  
Escarpment + Sloughen  
Davis + mopac*

Where do you live? Select one.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
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If "Other," please specify: *Circle K*

Where do you work? Select one.

- |   |  |   |
|---|--|---|
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| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin                 | <input type="checkbox"/> West Austin        |
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If "Other," please specify: \_\_\_\_\_

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Open House - April 29, 2014

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Please let us know how much you agree or disagree with the following statement. Select one answer.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
The draft Purpose and Need for this project is appropriate.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
A goal of any proposed improvement should be to avoid and minimize impacts to water quality.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to deliver relief in a timely manner.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for transit and ridesharing.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for pedestrians and bicyclists.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

**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](http://www.MoPacSouth.com).

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

### PRELIMINARY ALTERNATIVES

IN EACH DIRECTION, ADD ONE OR MORE:

**General Purpose Lanes**

- Standard traffic lanes available for use by all types of vehicles

**High Occupancy Vehicle (HOV) Lanes**

- Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools

**Transit Only Lanes**

- Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools

**Express Lanes**

- Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time
- Transit and emergency vehicles travel toll-free

**OTHER ALTERNATIVES**

**Transportation System Management (TSM) / Transportation Demand Management (TDM)**

- Does not increase capacity
- TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements
- TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting

**No Build**

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more High Occupancy Vehicle (HOV) Lane(s) in each direction would meet the Purpose and Need of the project.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

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

**DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES**

- Does the alternative:
- Provide reliable travel times?
  - Improve operational efficiency?
  - Create a dependable and consistent route for transit?
  - Facilitate reliable emergency response?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the preliminary alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

**DRAFT EVALUATION CRITERIA - REASONABLE ALTERNATIVES**

*As the next step in the process, those alternatives that satisfy the criteria for preliminary alternatives will be advanced as reasonable alternatives. The following is the draft evaluation criteria for this next stage in alternatives analysis.*

- Is this alternative able to:
- Provide consistency with local/regional transportation plans?
  - Provide reliable travel times?
  - Improve operational efficiency?
  - Reduce congestion delay?
  - Provide annual user cost savings?
  - Provide transit accommodation?
  - Provide bicycle accommodation?
  - Provide pedestrian accommodation?
  - Be reasonably constructed?
  - Avoid unnecessary impacts to the natural environment?
  - Avoid unnecessary impacts to the human environment?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the reasonable alternatives are appropriate.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

What modes of transportation do you use within this corridor? (Select all that apply)

Driving a personal vehicle

Participating in a carpool/rideshare

Walking

Cycling

Taking the bus

Other: \_\_\_\_\_

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

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

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

Where do you live? Select one.

South Central Austin

Southeast Austin

Southwest Austin

Central Austin

East Austin

West Austin

North Austin

Northeast Austin

Northwest Austin

Buda

Kyle

Dripping Springs

Wimberley

San Marcos

East Travis County

West Travis County

Williamson County

Other

If "Other," please specify: \_\_\_\_\_



Where do you work? Select one.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin            |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs            |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County          |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                       |

If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: \_\_\_\_\_
- Email from the MoPac South Environmental Study Team
- MoPac South Environmental Study Website
- Twitter
- Roadway signage
- Friend/Neighbor/Relative/Co-worker
- Signage in the mall
- Just walking by
- Neighborhood or Organization: CIRCLE C HOA
- Other: \_\_\_\_\_



Open House - April 29, 2014

# COMMUNITY SURVEY

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

DRAFT PURPOSE AND NEED FOR MOPAC SOUTH	
<b>Purpose (What are we trying to do?)</b> <ul style="list-style-type: none"> <li>• Provide reliable travel times</li> <li>• Improve operational efficiency</li> <li>• Create a dependable and consistent route for transit</li> <li>• Facilitate reliable emergency response</li> </ul>	<b>Need (What are we trying to solve?)</b> <ul style="list-style-type: none"> <li>• Current congestion levels are creating unreliable travel times</li> <li>• Forecasted population, traffic and employment growth, resulting in increased congestion and delay</li> <li>• Existing facilities do not meet current traffic demand</li> </ul>

Please let us know how much you agree or disagree with the following statement. Select one answer.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
The draft Purpose and Need for this project is appropriate.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

*SH 45 extension will increase congestion on S. Mopac.*

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
A goal of any proposed improvement should be to avoid and minimize impacts to water quality.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to deliver relief in a timely manner.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for transit and ridesharing.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for pedestrians and bicyclists.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**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](http://www.MoPacSouth.com).

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

### PRELIMINARY ALTERNATIVES

IN EACH DIRECTION, ADD ONE OR MORE:

#### General Purpose Lanes

- Standard traffic lanes available for use by all types of vehicles

#### High Occupancy Vehicle (HOV) Lanes

- Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools

#### Transit Only Lanes

- Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools

#### Express Lanes

- Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time
- Transit and emergency vehicles travel toll-free

#### OTHER ALTERNATIVES

##### Transportation System Management (TSM) / Transportation Demand Management (TDM)

- Does not increase capacity
- TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements
- TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting

##### No Build

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Adding one or more High Occupancy Vehicle (HOV) Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

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

DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES	
Does the alternative:	
<ul style="list-style-type: none"> <li>- Provide reliable travel times?</li> <li>- Improve operational efficiency?</li> <li>- Create a dependable and consistent route for transit?</li> <li>- Facilitate reliable emergency response?</li> </ul>	

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the preliminary alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

*environmental concerns  
rapid growth in Hays County will put added pressure on S. mopac*

DRAFT EVALUATION CRITERIA - REASONABLE ALTERNATIVES	
As the next step in the process, those alternatives that satisfy the criteria for preliminary alternatives will be advanced as reasonable alternatives. The following is the draft evaluation criteria for this next stage in alternatives analysis.	
Is this alternative able to:	
<ul style="list-style-type: none"> <li>- Provide consistency with local/regional transportation plans?</li> <li>- Provide reliable travel times?</li> <li>- Improve operational efficiency?</li> <li>- Reduce congestion delay?</li> <li>- Provide annual user cost savings?</li> <li>- Provide transit accommodation?</li> <li>- Provide bicycle accommodation?</li> <li>- Provide pedestrian accommodation?</li> <li>- Be reasonably constructed?</li> <li>- Avoid unnecessary impacts to the natural environment?</li> <li>- Avoid unnecessary impacts to the human environment?</li> </ul>	

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the reasonable alternatives are appropriate.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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



What modes of transportation do you use within this corridor? (Select all that apply)

- Driving a personal vehicle
- Participating in a carpool/rideshare
- Walking
- Cycling
- Taking the bus
- Other: \_\_\_\_\_

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

Arbor trails, Dick Nichols Park, Patton/Small schools  
Ladybird Johnson Wildflower & Veloway

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

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

LaCross  
William Cannon  
SW Parkway

Where do you live? Select one.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin            |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs            |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County          |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                       |

If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> South Central Austin      | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input checked="" type="checkbox"/> Central Austin | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin              | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                      | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley                 | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County |
| <input type="checkbox"/> West Travis County        | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other              |

If "Other," please specify: Bee Caves & Mopac

How did you hear about this Open House? (Select all that apply)

- Newspaper: \_\_\_\_\_
- Email from the MoPac South Environmental Study Team
- MoPac South Environmental Study Website
- Twitter
- Roadway signage
- Friend/Neighbor/Relative/Co-worker
- Signage in the mail
- Just walking by
- Neighborhood or Organization: \_\_\_\_\_
- Other: \_\_\_\_\_



**MoPac South**  
ENVIRONMENTAL STUDY

Open House - April 29, 2014

# COMMUNITY SURVEY

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

DRAFT PURPOSE AND NEED FOR MOPAC SOUTH	
<b>Purpose (What are we trying to do?)</b> <ul style="list-style-type: none"> <li>• Provide reliable travel times</li> <li>• Improve operational efficiency</li> <li>• Create a dependable and consistent route for transit</li> <li>• Facilitate reliable emergency response</li> </ul>	<b>Need (What are we trying to solve?)</b> <ul style="list-style-type: none"> <li>• Current congestion levels are creating unreliable travel times</li> <li>• Forecasted population, traffic and employment growth, resulting in increased congestion and delay</li> <li>• Existing facilities do not meet current traffic demand</li> </ul>

Please let us know how much you agree or disagree with the following statement. Select one answer.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
The draft Purpose and Need for this project is appropriate.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

- bicycle access + safety very important
- Add lane marker farther back from intersection to allow drivers better response time.
- Add "Left lane for Passing" Signs

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
A goal of any proposed improvement should be to avoid and minimize impacts to water quality.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to deliver relief in a timely manner.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for transit and ridesharing.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for pedestrians and bicyclists.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Reduce speed limit on Hwy 45 south to 65mph

### PRELIMINARY ALTERNATIVES

IN EACH DIRECTION, ADD ONE OR MORE:

#### General Purpose Lanes

- Standard traffic lanes available for use by all types of vehicles

#### High Occupancy Vehicle (HOV) Lanes

- Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools

#### Transit Only Lanes

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#### Express Lanes

- Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time
- Transit and emergency vehicles travel toll-free

#### OTHER ALTERNATIVES

##### Transportation System Management (TSM) / Transportation Demand Management (TDM)

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##### No Build

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more High Occupancy Vehicle (HOV) Lane(s) in each direction would meet the Purpose and Need of the project. - CAN be Time restricted	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Use digital signs to control lane useage - especially during peak travel times.

**DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES**

Does the alternative:

- Provide reliable travel times?
- Improve operational efficiency?
- Create a dependable and consistent route for transit?
- Facilitate reliable emergency response?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the preliminary alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

**DRAFT EVALUATION CRITERIA - REASONABLE ALTERNATIVES**

*As the next step in the process, those alternatives that satisfy the criteria for preliminary alternatives will be advanced as reasonable alternatives. The following is the draft evaluation criteria for this next stage in alternatives analysis.*

Is this alternative able to:

- Provide consistency with local/regional transportation plans?
- Provide reliable travel times?
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- Provide annual user cost savings?
- Provide transit accommodation?
- Provide bicycle accommodation?
- Provide pedestrian accommodation?
- Be reasonably constructed?
- Avoid unnecessary impacts to the natural environment?
- Avoid unnecessary impacts to the human environment?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the reasonable alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Completion of the Violet Crown Trail



What modes of transportation do you use within this corridor? (Select all that apply)

Driving a personal vehicle

Participating in a carpool/rideshare

Walking

Cycling

Taking the bus

Other: \_\_\_\_\_

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

Lake Austin

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

Slaughter Ln.

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

all of them !

Where do you live? Select one.

South Central Austin

Southeast Austin

Southwest Austin

Central Austin

East Austin

West Austin

North Austin

Northeast Austin

Northwest Austin

Buda

Kyle

Dripping Springs

Wimberley

San Marcos

East Travis County

West Travis County

Williamson County

Other

If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input checked="" type="checkbox"/> Other   |

If "Other," please specify: Retired

How did you hear about this Open House? (Select all that apply)

- Newspaper: \_\_\_\_\_
- Email from the MoPac South Environmental Study Team
- MoPac South Environmental Study Website
- Twitter
- Roadway signage
- Friend/Neighbor/Relative/Co-worker
- Signage in the mail
- Just walking by
- Neighborhood or Organization: \_\_\_\_\_
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**MoPac South**  
ENVIRONMENTAL STUDY

Open House - April 29, 2014

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Please let us know how much you agree or disagree with the following statement. Select one answer.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
The draft Purpose and Need for this project is appropriate.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

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A goal of any proposed improvement should be to avoid and minimize impacts to water quality.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to deliver relief in a timely manner.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for transit and ridesharing.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for pedestrians and bicyclists.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

### PRELIMINARY ALTERNATIVES

IN EACH DIRECTION, ADD ONE OR MORE:

#### General Purpose Lanes

- Standard traffic lanes available for use by all types of vehicles

#### High Occupancy Vehicle (HOV) Lanes

- Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools

#### Transit Only Lanes

- Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools

#### Express Lanes

- Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time
- Transit and emergency vehicles travel toll-free

#### OTHER ALTERNATIVES

##### Transportation System Management (TSM) / Transportation Demand Management (TDM)

- Does not increase capacity
- TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements
- TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting

##### No Build

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Adding one or more High Occupancy Vehicle (HOV) Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

**DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES**

Does the alternative:

- Provide reliable travel times?
- Improve operational efficiency?
- Create a dependable and consistent route for transit?
- Facilitate reliable emergency response?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the preliminary alternatives are appropriate.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

**DRAFT EVALUATION CRITERIA - REASONABLE ALTERNATIVES**

*As the next step in the process, those alternatives that satisfy the criteria for preliminary alternatives will be advanced as reasonable alternatives. The following is the draft evaluation criteria for this next stage in alternatives analysis.*

Is this alternative able to:

- Provide consistency with local/regional transportation plans?
- Provide reliable travel times?
- Improve operational efficiency?
- Reduce congestion delay?
- Provide annual user cost savings?
- Provide transit accommodation?
- Provide bicycle accommodation?
- Provide pedestrian accommodation?
- Be reasonably constructed?
- Avoid unnecessary impacts to the natural environment?
- Avoid unnecessary impacts to the human environment?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the reasonable alternatives are appropriate.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Protect the environment  
 Limit traffic from I35 to MoPac  
 Low cost



What modes of transportation do you use within this corridor? (Select all that apply)

- Driving a personal vehicle
- Participating in a carpool/rideshare
- Walking
- Cycling
- Taking the bus
- Other: \_\_\_\_\_

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

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

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

Where do you live? Select one.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin       |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input checked="" type="checkbox"/> West Austin |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin       |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs       |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County     |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                  |

If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> South Central Austin    | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input type="checkbox"/> Central Austin          | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
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| <input type="checkbox"/> Wimberley               | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County |
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If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

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- Other: \_\_\_\_\_



**MoPac South**  
ENVIRONMENTAL STUDY

Open House - April 29, 2014

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<p><b>Purpose (What are we trying to do?)</b></p> <ul style="list-style-type: none"> <li>• Provide reliable travel times</li> <li>• Improve operational efficiency</li> <li>• Create a dependable and consistent route for transit</li> <li>• Facilitate reliable emergency response</li> </ul>	<p><b>Need (What are we trying to solve?)</b></p> <ul style="list-style-type: none"> <li>• Current congestion levels are creating unreliable travel times</li> <li>• Forecasted population, traffic and employment growth, resulting in increased congestion and delay</li> <li>• Existing facilities do not meet current traffic demand</li> </ul>

Please let us know how much you agree or disagree with the following statement. Select one answer.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
The draft Purpose and Need for this project is appropriate.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

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Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Does the alternative:

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



What modes of transportation do you use within this corridor? (Select all that apply)

- Driving a personal vehicle
- Participating in a carpool/rideshare
- Walking
- Cycling
- Taking the bus
- Other: \_\_\_\_\_

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

Work 360 / Lost Creek  
School Bowie HS.

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

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

Work 360 / Lost Creek  
School Bowie HS  
Shopping 290 / Loop 1

Where do you live? Select one.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin            |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs            |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County          |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                       |

If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> South Central Austin          | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input type="checkbox"/> Central Austin                | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin                  | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                          | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley                     | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County |
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- Twitter
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- Other: \_\_\_\_\_



**MoPac South**  
ENVIRONMENTAL STUDY

Open House - April 29, 2014

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<p><b>Purpose (What are we trying to do?)</b></p> <ul style="list-style-type: none"> <li>• Provide reliable travel times</li> <li>• Improve operational efficiency</li> <li>• Create a dependable and consistent route for transit</li> <li>• Facilitate reliable emergency response</li> </ul>	<p><b>Need (What are we trying to solve?)</b></p> <ul style="list-style-type: none"> <li>• Current congestion levels are creating unreliable travel times</li> <li>• Forecasted population, traffic and employment growth, resulting in increased congestion and delay</li> <li>• Existing facilities do not meet current traffic demand</li> </ul>

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Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Driving a personal vehicle

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Walking

Cycling

Taking the bus

Other: \_\_\_\_\_

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

*Exercise - No destinations*

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

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

*Slaughter  
290*

Where do you live? Select one.

South Central Austin

Southeast Austin

Southwest Austin

Central Austin

East Austin

West Austin

North Austin

Northeast Austin

Northwest Austin

Buda

Kyle

Dripping Springs

Wimberley

San Marcos

East Travis County

West Travis County

Williamson County

Other

If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> South Central Austin      | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
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- Signage in the mall - *great signage in the mall!*
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ENVIRONMENTAL STUDY

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A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for transit and ridesharing.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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**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](http://www.MoPacSouth.com).

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

Alleviate current traffic conditions without promoting sprawl by using expensive congestion pricing along any additional lanes. After debt has been paid off, ~~proceeds should~~ toll should remain & proceeds should be used for transit projects within the CoA.

PRELIMINARY ALTERNATIVES	
IN EACH DIRECTION, ADD ONE OR MORE:	
General Purpose Lanes	→ Terrible idea
<ul style="list-style-type: none"> <li>Standard traffic lanes available for use by all types of vehicles</li> </ul>	
High Occupancy Vehicle (HOV) Lanes	
<ul style="list-style-type: none"> <li>Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools</li> </ul>	→ Acceptable
Transit Only Lanes	
<ul style="list-style-type: none"> <li>Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools</li> </ul>	
Express Lanes	→ Best plan
<ul style="list-style-type: none"> <li>Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time</li> <li>Transit and emergency vehicles travel toll-free</li> </ul>	
OTHER ALTERNATIVES	
Transportation System Management (TSM) / Transportation Demand Management (TDM)	→ Good ideas in here
<ul style="list-style-type: none"> <li>Does not increase capacity</li> <li>TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements</li> <li>TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting</li> </ul>	
No Build	
<ul style="list-style-type: none"> <li>Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed</li> </ul>	

↳ The 1980s city council called; they want their policy back.

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Adding one or more High Occupancy Vehicle (HOV) Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

What modes of transportation do you use within this corridor? (Select all that apply)

- Driving a personal vehicle
- Participating in a carpool/rideshare
- Walking
- Cycling
- Taking the bus
- Other: \_\_\_\_\_

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

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

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

Where do you live? Select one.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin       | <input type="checkbox"/> Southwest Austin   |
| <input type="checkbox"/> Central Austin       | <input checked="" type="checkbox"/> East Austin | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin       | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle                   | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos             | <input type="checkbox"/> East Travis County |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County      | <input type="checkbox"/> Other              |

If "Other," please specify: \_\_\_\_\_



**DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES**

Does the alternative:

- Provide reliable travel times?
- Improve operational efficiency?
- Create a dependable and consistent route for transit?
- Facilitate reliable emergency response?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the preliminary alternatives are appropriate.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

**DRAFT EVALUATION CRITERIA - REASONABLE ALTERNATIVES**

As the next step in the process, those alternatives that satisfy the criteria for preliminary alternatives will be advanced as reasonable alternatives. The following is the draft evaluation criteria for this next stage in alternatives analysis.

Is this alternative able to:

- Provide consistency with local/regional transportation plans?
- Provide reliable travel times?
- Improve operational efficiency?
- Reduce congestion delay?
- Provide annual user cost savings?
- Provide transit accommodation?
- Provide bicycle accommodation?
- Provide pedestrian accommodation?
- Be reasonably constructed?
- Avoid unnecessary impacts to the natural environment?
- Avoid unnecessary impacts to the human environment?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the reasonable alternatives are appropriate.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

What modes of transportation do you use within this corridor? (Select all that apply)

- Driving a personal vehicle
- Participating in a carpool/rideshare
- Walking
- Cycling
- Taking the bus
- Other: \_\_\_\_\_

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

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

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

Where do you live? Select one.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin       | <input type="checkbox"/> Southwest Austin   |
| <input type="checkbox"/> Central Austin       | <input checked="" type="checkbox"/> East Austin | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin       | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle                   | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos             | <input type="checkbox"/> East Travis County |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County      | <input type="checkbox"/> Other              |

If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin            |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs            |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County          |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                       |

If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: \_\_\_\_\_
- Email from the MoPac South Environmental Study Team
- MoPac South Environmental Study Website
- Twitter
- Roadway signage
- Friend/Neighbor/Relative/Co-worker
- Signage in the mail
- Just walking by
- Neighborhood or Organization: \_\_\_\_\_
- Other: \_\_\_\_\_



**MoPac South**  
ENVIRONMENTAL STUDY

Open House - April 29, 2014

# COMMUNITY SURVEY

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

DRAFT PURPOSE AND NEED FOR MOPAC SOUTH	
<p><b>Purpose (What are we trying to do?)</b></p> <ul style="list-style-type: none"> <li>• Provide reliable travel times</li> <li>• Improve operational efficiency</li> <li>• Create a dependable and consistent route for transit</li> <li>• Facilitate reliable emergency response</li> </ul>	<p><b>Need (What are we trying to solve?)</b></p> <ul style="list-style-type: none"> <li>• Current congestion levels are creating unreliable travel times</li> <li>• Forecasted population, traffic and employment growth, resulting in increased congestion and delay</li> <li>• Existing facilities do not meet current traffic demand</li> </ul>

Please let us know how much you agree or disagree with the following statement. Select one answer.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
The draft Purpose and Need for this project is appropriate.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
A goal of any proposed improvement should be to avoid and minimize impacts to water quality.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to deliver relief in a timely manner.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for transit and ridesharing.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for pedestrians and bicyclists.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**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](http://www.MoPacSouth.com).

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

### PRELIMINARY ALTERNATIVES

IN EACH DIRECTION, ADD ONE OR MORE:

#### General Purpose Lanes

- Standard traffic lanes available for use by all types of vehicles

#### High Occupancy Vehicle (HOV) Lanes

- Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools

#### Transit Only Lanes

- Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools

#### Express Lanes

- Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time
- Transit and emergency vehicles travel toll-free

#### OTHER ALTERNATIVES

##### Transportation System Management (TSM) / Transportation Demand Management (TDM)

- Does not increase capacity
- TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements
- TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting

##### No Build

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more High Occupancy Vehicle (HOV) Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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



**DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES**

- Does the alternative:
- Provide reliable travel times?
  - Improve operational efficiency?
  - Create a dependable and consistent route for transit?
  - Facilitate reliable emergency response?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the preliminary alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

**DRAFT EVALUATION CRITERIA - REASONABLE ALTERNATIVES**

*As the next step in the process, those alternatives that satisfy the criteria for preliminary alternatives will be advanced as reasonable alternatives. The following is the draft evaluation criteria for this next stage in alternatives analysis.*

- Is this alternative able to:
- Provide consistency with local/regional transportation plans?
  - Provide reliable travel times?
  - Improve operational efficiency?
  - Reduce congestion delay?
  - Provide annual user cost savings?
  - Provide transit accommodation?
  - Provide bicycle accommodation?
  - Provide pedestrian accommodation?
  - Be reasonably constructed?
  - Avoid unnecessary impacts to the natural environment?
  - Avoid unnecessary impacts to the human environment?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the reasonable alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

What modes of transportation do you use within this corridor? (Select all that apply)

Driving a personal vehicle

Participating in a carpool/rideshare

Walking

Cycling

Taking the bus

Other: I WANT TO BIKE, BUT SW PKWY IS UNSAFE

What are your destinations when you bike or walk in this corridor? NO WHERE NOW  
(IT WOULD BE WALMART / TARGET / BEST BUY SHOPPING AREAS)  
AND THE GREENBELT BRIDGE IF I COULD

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



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

SW PKWY / MOPAC / 290

Where do you live? Select one.

South Central Austin

Southeast Austin

Southwest Austin

Central Austin

East Austin

West Austin

North Austin

Northeast Austin

Northwest Austin

Buda

Kyle

Dripping Springs

Wimberley

San Marcos

East Travis County

West Travis County

Williamson County

Other

If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin            |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input checked="" type="checkbox"/> Northwest Austin |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs            |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County          |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                       |

If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: \_\_\_\_\_
- Email from the MoPac South Environmental Study Team
- MoPac South Environmental Study Website
- Twitter
- Roadway signage
- Friend/Neighbor/Relative/Co-worker
- Signage in the mail
- Just walking by
- Neighborhood or Organization: \_\_\_\_\_
- Other: \_\_\_\_\_



**MoPac South**  
ENVIRONMENTAL STUDY

Open House - April 29, 2014

# COMMUNITY SURVEY

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DRAFT PURPOSE AND NEED FOR MOPAC SOUTH	
<p><b>Purpose (What are we trying to do?)</b></p> <ul style="list-style-type: none"> <li>• Provide reliable travel times</li> <li>• Improve operational efficiency</li> <li>• Create a dependable and consistent route for transit</li> <li>• Facilitate reliable emergency response</li> </ul>	<p><b>Need (What are we trying to solve?)</b></p> <ul style="list-style-type: none"> <li>• Current congestion levels are creating unreliable travel times</li> <li>• Forecasted population, traffic and employment growth, resulting in increased congestion and delay</li> <li>• Existing facilities do not meet current traffic demand</li> </ul>

Please let us know how much you agree or disagree with the following statement. Select one answer.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
The draft Purpose and Need for this project is appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
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A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for transit and ridesharing.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for pedestrians and bicyclists.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Protect green space and minimize too much extra wall barriers along side of road (eyesore)

### PRELIMINARY ALTERNATIVES

IN EACH DIRECTION, ADD ONE OR MORE:

#### General Purpose Lanes

- Standard traffic lanes available for use by all types of vehicles

#### High Occupancy Vehicle (HOV) Lanes

- Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools

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- Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools

#### Express Lanes

- Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time
- Transit and emergency vehicles travel toll-free

#### OTHER ALTERNATIVES

##### Transportation System Management (TSM) / Transportation Demand Management (TDM)

- Does not increase capacity
- TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements
- TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting

##### No Build

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more High Occupancy Vehicle (HOV) Lane(s) in each direction would meet the Purpose and Need of the project. <i>Does not work in Houston!</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project. <i>Not enough traffic use on regular basis to <del>make</del> make a significant difference</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

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



<b>DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES</b>	
Does the alternative: <ul style="list-style-type: none"> <li>- Provide reliable travel times?</li> <li>- Improve operational efficiency?</li> <li>- Create a dependable and consistent route for transit?</li> <li>- Facilitate reliable emergency response?</li> </ul>	

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the preliminary alternatives are appropriate.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

<b>DRAFT EVALUATION CRITERIA - REASONABLE ALTERNATIVES</b>	
As the next step in the process, those alternatives that satisfy the criteria for preliminary alternatives will be advanced as reasonable alternatives. The following is the draft evaluation criteria for this next stage in alternatives analysis.	
Is this alternative able to: <ul style="list-style-type: none"> <li>- Provide consistency with local/regional transportation plans?</li> <li>- Provide reliable travel times?</li> <li>- Improve operational efficiency?</li> <li>- Reduce congestion delay?</li> <li>- Provide annual user cost savings?</li> <li>- Provide transit accommodation?</li> <li>- Provide bicycle accommodation?</li> <li>- Provide pedestrian accommodation?</li> <li>- Be reasonably constructed?</li> <li>- Avoid unnecessary impacts to the natural environment?</li> <li>- Avoid unnecessary impacts to the human environment?</li> </ul>	

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the reasonable alternatives are appropriate.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

What modes of transportation do you use within this corridor? (Select all that apply)

- Driving a personal vehicle
- Participating in a carpool/rideshare
- Walking
- Cycling
- Taking the bus
- Other: \_\_\_\_\_

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

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

To Town Lake from Slaughter / Mopac (if possible)

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

Bee Cave  
Slaughter  
LaCrosse

William Cannon  
5th Street

Where do you live? Select one.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin            |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs            |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County          |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                       |

(45@FH1826)

If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

\_\_\_ South Central Austin

\_\_\_ Southeast Austin

Southwest Austin

(45@FM1826)

\_\_\_ Central Austin

\_\_\_ East Austin

\_\_\_ West Austin

\_\_\_ North Austin

\_\_\_ Northeast Austin

\_\_\_ Northwest Austin

\_\_\_ Buda

\_\_\_ Kyle

\_\_\_ Dripping Springs

\_\_\_ Wimberley

\_\_\_ San Marcos

\_\_\_ East Travis County

\_\_\_ West Travis County

\_\_\_ Williamson County

\_\_\_ Other

If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

\_\_\_ Newspaper: \_\_\_\_\_

\_\_\_ Email from the MoPac South Environmental Study Team

\_\_\_ MoPac South Environmental Study Website

\_\_\_ Twitter

Roadway signage

\_\_\_ Friend/Neighbor/Relative/Co-worker

\_\_\_ Signage in the mail

\_\_\_ Just walking by

\_\_\_ Neighborhood or Organization: \_\_\_\_\_

Other: Radio News 590 AM



**MoPac South**  
ENVIRONMENTAL STUDY

Open House - April 29, 2014

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DRAFT PURPOSE AND NEED FOR MOPAC SOUTH	
<p><b>Purpose (What are we trying to do?)</b></p> <ul style="list-style-type: none"> <li>• Provide reliable travel times</li> <li>• Improve operational efficiency</li> <li>• Create a dependable and consistent route for transit</li> <li>• Facilitate reliable emergency response</li> </ul>	<p><b>Need (What are we trying to solve?)</b></p> <ul style="list-style-type: none"> <li>• Current congestion levels are creating unreliable travel times</li> <li>• Forecasted population, traffic and employment growth, resulting in increased congestion and delay</li> <li>• Existing facilities do not meet current traffic demand</li> </ul>

Please let us know how much you agree or disagree with the following statement. Select one answer.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
The draft Purpose and Need for this project is appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
A goal of any proposed improvement should be to avoid and minimize impacts to water quality.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to deliver relief in a timely manner.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for transit and ridesharing.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for pedestrians and bicyclists.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

**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](http://www.MoPacSouth.com).

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

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

### PRELIMINARY ALTERNATIVES

IN EACH DIRECTION, ADD ONE OR MORE:

#### General Purpose Lanes

- Standard traffic lanes available for use by all types of vehicles

#### High Occupancy Vehicle (HOV) Lanes

- Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools

#### Transit Only Lanes

- Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools

#### Express Lanes

- Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time
- Transit and emergency vehicles travel toll-free

#### OTHER ALTERNATIVES

##### Transportation System Management (TSM) / Transportation Demand Management (TDM)

- Does not increase capacity
- TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements
- TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting

##### No Build

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more High Occupancy Vehicle (HOV) Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

*Only in conjunction with improvements to Cap Metro.*

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



**DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES**

Does the alternative:

- Provide reliable travel times?
- Improve operational efficiency?
- Create a dependable and consistent route for transit?
- Facilitate reliable emergency response?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the preliminary alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

**DRAFT EVALUATION CRITERIA - REASONABLE ALTERNATIVES**

*As the next step in the process, those alternatives that satisfy the criteria for preliminary alternatives will be advanced as reasonable alternatives. The following is the draft evaluation criteria for this next stage in alternatives analysis.*

Is this alternative able to:

- Provide consistency with local/regional transportation plans?
- Provide reliable travel times?
- Improve operational efficiency?
- Reduce congestion delay?
- Provide annual user cost savings?
- Provide transit accommodation?
- Provide bicycle accommodation?
- Provide pedestrian accommodation?
- Be reasonably constructed?
- Avoid unnecessary impacts to the natural environment?
- Avoid unnecessary impacts to the human environment?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the reasonable alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

What modes of transportation do you use within this corridor? (Select all that apply)

- Driving a personal vehicle
- Participating in a carpool/rideshare
- Walking
- Cycling
- Taking the bus — no good routes for me
- Other: \_\_\_\_\_

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

Just for fun & exercise

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

Looking forward to Violet Crown Trail for recreation. Biking/walking not an option for work as Realtor nor for volunteer work on various Boards.

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

Slaughter/Brodie  
~~Slaughter~~ / Mopac  
Brodie/1626

+ many more...  
I sell homes in 3 counties

Where do you live? Select one.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin            |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs            |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County          |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                       |

If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> South Central Austin | <input checked="" type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input checked="" type="checkbox"/> Central Austin       | <input checked="" type="checkbox"/> East Austin       | <input checked="" type="checkbox"/> West Austin      |
| <input checked="" type="checkbox"/> North Austin         | <input checked="" type="checkbox"/> Northeast Austin  | <input checked="" type="checkbox"/> Northwest Austin |
| <input checked="" type="checkbox"/> Buda                 | <input checked="" type="checkbox"/> Kyle              | <input checked="" type="checkbox"/> Dripping Springs |
| <input type="checkbox"/> Wimberley                       | <input type="checkbox"/> San Marcos                   | <input type="checkbox"/> East Travis County          |
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If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: \_\_\_\_\_
- Email from the MoPac South Environmental Study Team
- MoPac South Environmental Study Website
- Twitter
- Roadway signage
- Friend/Neighbor/Relative/Co-worker
- Signage in the mail
- Just walking by
- Neighborhood or Organization: Shady Hollow HOA
- Other: \_\_\_\_\_



**MoPac South**  
ENVIRONMENTAL STUDY

Open House - April 29, 2014

# COMMUNITY SURVEY

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DRAFT PURPOSE AND NEED FOR MOPAC SOUTH	
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Please list any other factors that should be considered for inclusion in the Purpose and Need.

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

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



**DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES**

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

*What can be done quickly for implement with Big project to follow*

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  - Provide bicycle accommodation?
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  - Avoid unnecessary impacts to the natural environment?
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Please list any other evaluation criteria that should be considered for the reasonable alternatives.

What modes of transportation do you use within this corridor? (Select all that apply)

- Driving a personal vehicle
- Participating in a carpool/rideshare
- Walking
- Cycling
- Taking the bus
- Other: \_\_\_\_\_

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

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

NO

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

Skaghto, Davis

Where do you live? Select one.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin            |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs            |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County          |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                       |

If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin            |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
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| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County          |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                       |

If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: Community Impact
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- Just walking by
- Neighborhood or Organization: \_\_\_\_\_
- Other: \_\_\_\_\_



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ENVIRONMENTAL STUDY

Open House - April 29, 2014

# COMMUNITY SURVEY

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<b>Purpose (What are we trying to do?)</b> <ul style="list-style-type: none"> <li>Provide reliable travel times</li> <li>Improve operational efficiency</li> <li>Create a dependable and consistent route for transit</li> <li>Facilitate reliable emergency response</li> </ul>	<b>Need (What are we trying to solve?)</b> <ul style="list-style-type: none"> <li>Current congestion levels are creating unreliable travel times</li> <li>Forecasted population, traffic and employment growth, resulting in increased congestion and delay</li> <li>Existing facilities do not meet current traffic demand</li> </ul>

Please let us know how much you agree or disagree with the following statement. Select one answer.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
The draft Purpose and Need for this project is appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

*Supra MISREAD*

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

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
A goal of any proposed improvement should be to avoid and minimize impacts to water quality.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Please list any other goals or objectives that should be considered for the MoPac South Environmental Study.

OVER ALL EIS FROM SOUTH MOST MOPAC TO NORTH MOST  
 HIGHEST ASSESSMENT OF BENEFITS OF NOT BUILDING S145 SW

<b>PRELIMINARY ALTERNATIVES</b>	
<b>IN EACH DIRECTION, ADD ONE OR MORE:</b>	
<p><b>General Purpose Lanes</b></p> <ul style="list-style-type: none"> <li>• Standard traffic lanes available for use by all types of vehicles</li> </ul>	
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<b>OTHER ALTERNATIVES</b>	
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Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Please list any other alternatives that should be considered for the MoPac South Environmental Study.



**DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES**

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- Improve operational efficiency?
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- Facilitate reliable emergency response?

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- Be reasonably constructed?
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Please list any other evaluation criteria that should be considered for the reasonable alternatives.

What modes of transportation do you use within this corridor? (Select all that apply)

Driving a personal vehicle

Participating in a carpool/rideshare

Walking

Cycling

Taking the bus

Other: \_\_\_\_\_

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

VARIES

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

~~SEPAR~~ SEPARATED BIKE PATH OF SOLID SURFACE

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

VARIES

Where do you live? Select one.

South Central Austin

Southeast Austin

Southwest Austin

Central Austin

East Austin

West Austin

North Austin

Northeast Austin

Northwest Austin

Buda

Kyle

Dripping Springs

Wimberley

San Marcos

East Travis County

West Travis County

Williamson County

Other

If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
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If "Other," please specify: ALL PARTS OF AUSTIN AS A REALTOR

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- Friend/Neighbor/Relative/Co-worker
- Signage in the mall
- Just walking by
- Neighborhood or Organization: \_\_\_\_\_
- Other: \_\_\_\_\_



**MoPac South**  
ENVIRONMENTAL STUDY

Open House - April 29, 2014

# COMMUNITY SURVEY

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

DRAFT PURPOSE AND NEED FOR MOPAC SOUTH	
<b>Purpose (What are we trying to do?)</b> <ul style="list-style-type: none"> <li>• Provide reliable travel times</li> <li>• Improve operational efficiency</li> <li>• Create a dependable and consistent route for transit</li> <li>• Facilitate reliable emergency response</li> </ul>	<b>Need (What are we trying to solve?)</b> <ul style="list-style-type: none"> <li>• Current congestion levels are creating unreliable travel times</li> <li>• Forecasted population, traffic and employment growth, resulting in increased congestion and delay</li> <li>• Existing facilities do not meet current traffic demand</li> </ul>

Please let us know how much you agree or disagree with the following statement. Select one answer.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
The draft Purpose and Need for this project is appropriate.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Need to reduce amount of time cars are on the road to reduce smog ~~pollution~~  
also car regulation may help. like highway traffic lights in California

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
A goal of any proposed improvement should be to avoid and minimize impacts to water quality.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to deliver relief in a timely manner.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for transit and ridesharing.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for pedestrians and bicyclists.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**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](http://www.MoPacSouth.com).

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

public rail system would help

### PRELIMINARY ALTERNATIVES

IN EACH DIRECTION, ADD ONE OR MORE:

#### General Purpose Lanes

- Standard traffic lanes available for use by all types of vehicles

#### High Occupancy Vehicle (HOV) Lanes

- Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools

#### Transit Only Lanes

- Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools

#### Express Lanes

- Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time
- Transit and emergency vehicles travel toll-free

#### OTHER ALTERNATIVES

##### Transportation System Management (TSM) / Transportation Demand Management (TDM)

- Does not increase capacity
- TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements
- TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting

##### No Build

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Adding one or more High Occupancy Vehicle (HOV) Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Traffic lights @ William Cannon  
 would help entry traffic flow to highway

DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES	
Does the alternative:	
<ul style="list-style-type: none"> <li>- Provide reliable travel times?</li> <li>- Improve operational efficiency?</li> <li>- Create a dependable and consistent route for transit?</li> <li>- Facilitate reliable emergency response?</li> </ul>	

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the preliminary alternatives are appropriate.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

DRAFT EVALUATION CRITERIA - REASONABLE ALTERNATIVES	
<p><i>As the next step in the process, those alternatives that satisfy the criteria for preliminary alternatives will be advanced as reasonable alternatives. The following is the draft evaluation criteria for this next stage in alternatives analysis.</i></p>	
Is this alternative able to:	
<ul style="list-style-type: none"> <li>- Provide consistency with local/regional transportation plans?</li> <li>- Provide reliable travel times?</li> <li>- Improve operational efficiency?</li> <li>- Reduce congestion delay?</li> <li>- Provide annual user cost savings?</li> <li>- Provide transit accommodation?</li> <li>- Provide bicycle accommodation?</li> <li>- Provide pedestrian accommodation?</li> <li>- Be reasonably constructed?</li> <li>- Avoid unnecessary impacts to the natural environment?</li> <li>- Avoid unnecessary impacts to the human environment?</li> </ul>	

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the reasonable alternatives are appropriate.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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



What modes of transportation do you use within this corridor? (Select all that apply)

- Driving a personal vehicle
- Participating in a carpool/rideshare
- Walking
- Cycling
- Taking the bus - [Wish I could]
- Other: \_\_\_\_\_

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

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

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

Davis Lane, William Cannon (weekends)  
 Slaughter (weekends)

Where do you live? Select one.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin Davis Lane |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                            |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin                       |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs                       |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County                     |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                                  |

If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> South Central Austin           | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input checked="" type="checkbox"/> Central Austin DWTN | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin                   | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                           | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley                      | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County |
| <input type="checkbox"/> West Travis County             | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other              |

If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: \_\_\_\_\_
- Email from the MoPac South Environmental Study Team
- MoPac South Environmental Study Website
- Twitter
- Roadway signage
- Friend/Neighbor/Relative/Co-worker
- Signage in the mail
- Just walking by
- Neighborhood or Organization: \_\_\_\_\_
- Other: \_\_\_\_\_



**MoPac South**  
ENVIRONMENTAL STUDY

Open House - April 29, 2014

# COMMUNITY SURVEY

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DRAFT PURPOSE AND NEED FOR MOPAC SOUTH	
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Please let us know how much you agree or disagree with the following statement. Select one answer.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
The draft Purpose and Need for this project is appropriate.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

*My fear is that as improvements are made the area will attract more people/businesses in a way congestion in spite of the improvements. The environment is the main concern - this area is the recharge zone for Barton Creek/Springs aquifer. What you do, and how you do it will impact Austin into the future. Water quality and our future as a livable city are intertwined. Growth should be directed towards central Austin and west of IH35*

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
A goal of any proposed improvement should be to avoid and minimize impacts to water quality.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to deliver relief in a timely manner.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Please list any other goals or objectives that should be considered for the MoPac South Environmental Study.

*Impact on Aquifer  
run off from impervious cover  
stripping of vegetation → impact on wild life  
Water quality  
Deer - will the more further into neighborhoods*

<b>PRELIMINARY ALTERNATIVES</b>	
<b>IN EACH DIRECTION, ADD ONE OR MORE:</b>	
General Purpose Lanes	<ul style="list-style-type: none"> <li>Standard traffic lanes available for use by all types of vehicles</li> </ul>
High Occupancy Vehicle (HOV) Lanes	<ul style="list-style-type: none"> <li>Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools</li> </ul>
Transit Only Lanes	<ul style="list-style-type: none"> <li>Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools</li> </ul>
Express Lanes	<ul style="list-style-type: none"> <li>Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time</li> <li>Transit and emergency vehicles travel toll-free</li> </ul>
<b>OTHER ALTERNATIVES</b>	
Transportation System Management (TSM) / Transportation Demand Management (TDM)	<ul style="list-style-type: none"> <li>Does not increase capacity</li> <li>TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements</li> <li>TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting</li> </ul>
<b>No Build</b>	<ul style="list-style-type: none"> <li>Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed</li> </ul>

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
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Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

more bus routes from South of river  
or rail line  
would reduce more cars than adding  
Tolled lanes.

Do NOT Build SH-45 over the  
recharge zone of the aquifer - this will  
increase available land for increased  
density leading to an increase in traffic  
requiring more roads it's a circle  $\rightarrow \neq \neq \neq$

**DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES**

- Does the alternative:
- Provide reliable travel times?
  - Improve operational efficiency?
  - Create a dependable and consistent route for transit?
  - Facilitate reliable emergency response?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the preliminary alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

*look at commuter rail options to get people out of cars  
cover the bus stops - who wants to freeze/wet in winter or die of the heat/sun the rest of the year?*

**DRAFT EVALUATION CRITERIA - REASONABLE ALTERNATIVES**

As the next step in the process, those alternatives that satisfy the criteria for preliminary alternatives will be advanced as reasonable alternatives. The following is the draft evaluation criteria for this next stage in alternatives analysis.

- Is this alternative able to:
- Provide consistency with local/regional transportation plans?
  - Provide reliable travel times?
  - Improve operational efficiency?
  - Reduce congestion delay?
  - Provide annual user cost savings?
  - Provide transit accommodation?
  - Provide bicycle accommodation?
  - Provide pedestrian accommodation?
  - Be reasonably constructed?
  - Avoid unnecessary impacts to the natural environment?
  - Avoid unnecessary impacts to the human environment?

Please let us know how much you agree or disagree with the following statement. Select one.

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

*keep up trail system - create commuter access for bikes - look at The Netherlands - whole roads for bikes only.*

What modes of transportation do you use within this corridor? (Select all that apply)

Driving a personal vehicle

Participating in a carpool/rideshare

Walking

Cycling

Taking the bus

Other: \_\_\_\_\_

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

*Stores downtown street at Arbor Walk*

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

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

*William Cannon Mopac  
Slauter Lane Brodie  
Manchaca ~~and~~ William Cannon*

Where do you live? Select one.

South Central Austin

Southeast Austin

Southwest Austin

Central Austin

East Austin

West Austin

North Austin

Northeast Austin

Northwest Austin

Buda

Kyle

Dripping Springs

Wimberley

San Marcos

East Travis County

West Travis County

Williamson County

Other

If "Other," please specify: \_\_\_\_\_



Where do you work? Select one.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> South Central Austin      | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input checked="" type="checkbox"/> Central Austin | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
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If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: Statesman
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- Other: KUT!



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Please let us know how much you agree or disagree with the following statement. Select one answer.

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A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for transit and ridesharing. <i>not exclusively</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for pedestrians and bicyclists. <i>not exclusively</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

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Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

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

**DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES**

Does the alternative:

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- Provide transit accommodation?
- Provide bicycle accommodation?
- Provide pedestrian accommodation?
- Be reasonably constructed?
- Avoid unnecessary impacts to the natural environment?
- Avoid unnecessary impacts to the human environment?

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the reasonable alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

What modes of transportation do you use within this corridor? (Select all that apply)

Driving a personal vehicle

Participating in a carpool/rideshare

Walking

Cycling

Taking the bus

Other: \_\_\_\_\_

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

*recreational in the neighborhood*

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

*neighborhood*

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

*Slaughter, Escargot, Kevin Lane*

Where do you live? Select one.

South Central Austin

Southeast Austin

Southwest Austin

Central Austin

East Austin

West Austin

North Austin

Northeast Austin

Northwest Austin

Buda

Kyle

Dripping Springs

Wimberley

San Marcos

East Travis County

West Travis County

Williamson County

Other

If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin            |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs            |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County          |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                       |

If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: \_\_\_\_\_
- Email from the MoPac South Environmental Study Team
- MoPac South Environmental Study Website
- Twitter
- Roadway signage
- Friend/Neighbor/Relative/Co-worker
- Signage in the mall
- Just walking by
- Neighborhood or Organization: Circle C
- Other: \_\_\_\_\_





**MoPac South**  
ENVIRONMENTAL STUDY

Open House - April 29, 2014

# COMMUNITY SURVEY

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

DRAFT PURPOSE AND NEED FOR MOPAC SOUTH	
<b>Purpose (What are we trying to do?)</b> <ul style="list-style-type: none"> <li>• Provide reliable travel times</li> <li>• Improve operational efficiency</li> <li>• Create a dependable and consistent route for transit</li> <li>• Facilitate reliable emergency response</li> </ul>	<b>Need (What are we trying to solve?)</b> <ul style="list-style-type: none"> <li>• Current congestion levels are creating unreliable travel times</li> <li>• Forecasted population, traffic and employment growth, resulting in increased congestion and delay</li> <li>• Existing facilities do not meet current traffic demand</li> </ul>

Please let us know how much you agree or disagree with the following statement. Select one answer.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
The draft Purpose and Need for this project is appropriate.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

*I would hope "transit" includes alternative forms of travel: public transport, bicycle, pedestrian, etc.*

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
A goal of any proposed improvement should be to avoid and minimize impacts to water quality.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to deliver relief in a timely manner.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for transit and ridesharing.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for pedestrians and bicyclists.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**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](http://www.MoPacSouth.com).

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

Maintaining, supporting & ~~the~~ enhancing  
the green space w/in the corridor.

### PRELIMINARY ALTERNATIVES

IN EACH DIRECTION, ADD ONE OR MORE:

#### General Purpose Lanes

- Standard traffic lanes available for use by all types of vehicles

#### High Occupancy Vehicle (HOV) Lanes

- Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools

#### Transit Only Lanes

- Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools

#### Express Lanes

- Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time
- Transit and emergency vehicles travel toll-free

#### OTHER ALTERNATIVES

##### Transportation System Management (TSM) / Transportation Demand Management (TDM)

- Does not increase capacity
- TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements
- TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting

##### No Build

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed

Please let us know how much you agree or disagree with the following statements. Select one answer per statement.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more High Occupancy Vehicle (HOV) Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

DRAFT EVALUATION CRITERIA - PRELIMINARY ALTERNATIVES	
Does the alternative:	
<ul style="list-style-type: none"> <li>- Provide reliable travel times?</li> <li>- Improve operational efficiency?</li> <li>- Create a dependable and consistent route for transit?</li> <li>- Facilitate reliable emergency response?</li> </ul>	

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the preliminary alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

DRAFT EVALUATION CRITERIA - REASONABLE ALTERNATIVES	
As the next step in the process, those alternatives that satisfy the criteria for preliminary alternatives will be advanced as reasonable alternatives. The following is the draft evaluation criteria for this next stage in alternatives analysis.	
Is this alternative able to:	
<ul style="list-style-type: none"> <li>- Provide consistency with local/regional transportation plans?</li> <li>- Provide reliable travel times?</li> <li>- Improve operational efficiency?</li> <li>- Reduce congestion delay?</li> <li>- Provide annual user cost savings?</li> <li>- Provide transit accommodation?</li> <li>- Provide bicycle accommodation?</li> <li>- Provide pedestrian accommodation?</li> <li>- Be reasonably constructed?</li> <li>- Avoid unnecessary impacts to the natural environment?</li> <li>- Avoid unnecessary impacts to the human environment?</li> </ul>	

Please let us know how much you agree or disagree with the following statement. Select one.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The evaluation criteria for the reasonable alternatives are appropriate.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

What modes of transportation do you use within this corridor? (Select all that apply)

Driving a personal vehicle

Participating in a carpool/rideshare

Walking

Cycling

Taking the bus

Other: \_\_\_\_\_

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

*Travel to daycare from home. From daycare to work.*

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

*across the corridor, from park to park adjacent to the corridor.*

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

*Slaughter, Wm Cannon, Southwest parkway, Barton Skyway, Bee Cave, intersection/ramp to Ziker, Cesar Chavez*

Where do you live? Select one.

South Central Austin

Southeast Austin

Southwest Austin

Central Austin

East Austin

West Austin

North Austin

Northeast Austin

Northwest Austin

Buda

Kyle

Dripping Springs

Wimberley

San Marcos

East Travis County

West Travis County

Williamson County

Other

If "Other," please specify: \_\_\_\_\_

Where do you work? Select one.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> South Central Austin      | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input checked="" type="checkbox"/> Central Austin | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin              | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                      | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley                 | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County |
| <input type="checkbox"/> West Travis County        | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other              |

If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: \_\_\_\_\_
- Email from the MoPac South Environmental Study Team
- MoPac South Environmental Study Website
- Twitter
- Roadway signage
- Friend/Neighbor/Relative/Co-worker
- Signage in the mail
- Just walking by
- Neighborhood or Organization: \_\_\_\_\_
- Other: Consultant

**Attachment J**  
**Comments (Forms and Web Mail)**





**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Monday, April 28, 2014 1:03 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#107]

Comment Type *	Official Comment(s)
Name *	Alan Albers
Email *	[REDACTED]
Address	 [REDACTED]
Message *	Good plans to go under Slaughter and Lacrosse. Overdue, so hurry!  thanks

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Wednesday, May 07, 2014 6:17 AM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#129]

Comment Type *	Official Comment(s)
Name *	Andrew Backus
Email *	
Address	
Message *	I am opposed to this project and suggest the widening/improvement of Brodie, Manchaca, S. 1st and other N-S corridors. There is more than enough development to come along the RR-1826 corridor to clog south MoPac.

**Machicek, Max**

---

**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Tuesday, April 29, 2014 11:33 AM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#112]

Comment Type *	Official Comment(s)
Name *	Scott Bailey
Email *	[REDACTED]
Message *	These Mopac underpasses are way overdue. I hope you can get them built as quickly as possible.



# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

### COMMENT FORM

**DEADLINE for Comments: Friday, May 9, 2014**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT):

ROBERT BAYLESS

ADDRESS:

[REDACTED]

COMMENTS:

I want a bicycle path that parallels MoPac from Slaughter to Barton Springs.

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

[REDACTED]

(2)

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Thursday, May 08, 2014 2:16 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#133]

Comment Type *	Official Comment(s)
Name *	Greg Beatty
Email *	
Address	
Message *	Better planning 20 years ago would have helped, but now you're just burning down the house if you expand Mo-Pac.



# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

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NAME (PLEASE PRINT): MARK BETO

ADDRESS: [REDACTED]

COMMENTS: Any solution to MoPac South traffic  
problems must consider and include  
overpasses or underpasses at Slaughter  
and Lacrosse. Otherwise, we are not  
really addressing the criteria of  
the study.

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
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# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

### COMMENT FORM

**DEADLINE for Comments: Friday, May 9, 2014**

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NAME (PLEASE PRINT): JEFF OR SARON BRANTLEY

ADDRESS: [REDACTED]

COMMENTS: NEED MORE BIKE/WALK ACCESS FROM  
NEIGHBORHOODS (LIKE TRAVIS COUNTRY) TO THE  
MoPac CORRIDOR!

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







# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

### COMMENT FORM

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NAME (PLEASE PRINT): Linda Buelter

ADDRESS: \_\_\_\_\_

COMMENTS: I do not want to pay for a toll road  
to get home.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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:
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  - I do business with TxDOT
  - I could benefit monetarily from the project or other item about which I am commenting



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**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – April 29, 2014**

**COMMENT FORM**

**DEADLINE for Comments: Friday, May 9, 2014**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Sarah H. Calfee

ADDRESS: [REDACTED]

COMMENTS: I'm looking forward to the solution that will be identified and implemented. Our population increase is just too much to keep driving in the conditions as they are.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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



EW



**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – April 29, 2014**

**COMMENT FORM**

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NAME (PLEASE PRINT): CALVERT

ADDRESS: BUDA, TEXAS

COMMENTS: Build 45 extension to 1626. this will increase  
vehicle access to Mopac and decrease traffic  
through neighborhoods in slaughter and Brodie  
areas. these vehicles are already on Mopac, they  
are just accessing Mopac through neighborhoods  
and adding traffic to small surface streets and  
neighborhoods never designed to handle this amount  
of traffic.

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:

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- I could benefit monetarily from the project or other item about which I am commenting



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# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

### COMMENT FORM

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NAME (PLEASE PRINT): ED CARLSON

ADDRESS: \_\_\_\_\_

COMMENTS: TRAFFIC CONTROLS (INTERSECTION STOP LIGHTS) NEED TO BE PROGRAMMED BETTER. THEY NEED TO CONSIDER TIME OF DAY AND LANE DEVELOPMENT PRIORITY

THE MERGE AND TRANSITION LANES NEED TO BE BUILT FOR SAFE AND SMOOTH TRAVEL. ~~SEE~~

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



10

**Machicek, Max**

---

**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Tuesday, April 01, 2014 9:56 AM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#99]

<b>Comment Type *</b>	Official Comment(s)
<b>Name *</b>	Rick Cawley
<b>Email *</b>	
<b>Address</b>	
<b>Message *</b>	<p>Not only do I want 45 cut thru to loop 1, but I vote we under/overpass loop 1 at lacrosse and slaughter. If you don't do both. The Brodie problem won't be thinned any. I know the people in the grey rock area don't want 45 coming (beside) not right thru the middle (like it is over here in shady hollow . But how fair is it for Brodie to carry all the traffic south of slaughter right thru the middle of not only shady hollow, but every housing dev. along brodie. thank you</p>

**Machicek, Max**

---

**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Monday, March 31, 2014 4:59 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#98]

Comment Type *	Official Comment(s)
Name *	Jeff Ciesla
Email *	
Address	
Message *	As a resident of Meridian and a commuter that travels along MoPac every day of the week, I very much support the construction and am opposed to the "do nothing" approach. These intersections are already severely congested and will only get worse in the coming years as we grow down here in south Austin. Please move ahead with the construction projects on south MoPac.



**Machicek, Max**

---

**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Tuesday, April 22, 2014 9:42 AM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#102]

Comment Official Comment(s)

Type \*

Name \* Gary Citron

Email \*

Address

Message \*

Thanks for the opportunity to provide feedback - I live in the area often described as "Shady Hollow" which is along Brodie Lane, near Baranoff Elementary School. I used to live in Pasadena, CA about 30 miles from my work in Hollywood.

My comments for you all are as follows...I am deeply concerned that Austin is no longer a sustainable community in the sense that the improvements in public transportation are not either substantive, or timely, or as broad as they need to be. I used to travel Mopac to work off 35th Street near the UT campus, about 17 miles. On some days my commute might take over an hour, or about as long as my commute from Pasadena to Hollywood which was about 30 miles. The population growth in southwest Austin has been rapid, too rapid when compared to improvements in infrastructure, and availability of public transportation.

One of my concerns is that there is almost no public transportation available to people who might want to avail themselves of park and ride. For example, a park and ride at Mopac and Slaughter, so that people could park their cars, and ride a bus (in a separate bus lane) to downtown, or the UT campus area.

I would ride a bus to shopping at Arbor Trails (Wm Cannon and Mopac) or Sunset Valley but there is no bus service on Brodie Lane, and there is none on Mopac. For those of us who are approaching senior citizen status, public transportation is a great alternative to the cost of maintaining a car.

So, I would ask that you all consider these things...1) Making substantive improvements to move people from south and southwest Austin to employment and shopping 2) Provide bus transportation or light rail to employment or shopping 3) Do the above on a more timely basis - I've seen news stories that say that 40,000 people to Austin every year, and I wonder



how do they get to work, and how much longer can commutes take before people say "enough" it is time for change, and change that will return Austin to the path of sustainability, because it is not on that path now.

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Tuesday, April 29, 2014 4:22 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#113]

Comment Official Comment(s)

Type \*

Name \* John Collins

Email \* 

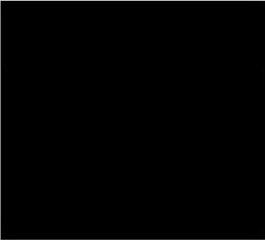
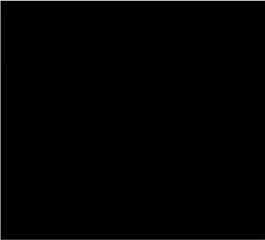
Message \*

The recent national study shows that Texas is one of the last in the country to spend money on roads and Austin is lagging behind even beyond that. Fix all the overpasses in the area( there are a half dozen in the immediate Austin area and only 1 has all the connections in place) and remove the stop lights from the major highway connections to our local airport. Toll roads will only help so much, we need to bring this area up to the standards that other places like Houston and Dallas have. Austin is no longer the country hick town with a fun college in it. It is a thriving community with massive growth on the immediate horizon and if it is ever going to support that growth our transportation problems need to be fixed. We are already behind the eight ball on this and further delays will only make it worse.

**Machicek, Max**

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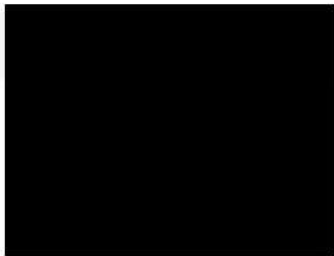
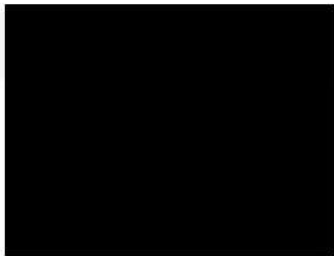
**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Tuesday, April 29, 2014 7:39 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#114]

Comment Type *	Official Comment(s)
Name *	Doug Danzeiser
Email *	
Address	
Message *	The south bound exit to Davis lane sometimes backs up with ex all the way on to Mopac. An easy remedy would be to give the c on to west bound Davis their own lane so they don't have to sto exiting.

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Tuesday, April 22, 2014 1:15 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#103]

Comment Type *	Official Comment(s)
Name *	Laura Davis
Email *	
Address	
Message *	<p>I live south of these 2 intersections and greatly favor Continuing the main lanes of Mopac under both intersections. Those lights back up traffic for quite a way both in the morning and evening commutes. If the 45 extension passes and goes through that will only bring additional traffic up Mopac in addition to the new development in Greyrock Ridge and Avana neighborhoods. Thank you!</p>
<p>Per Texas Transportation Code, §201.811(a)(5) I do business with TxDOT check each of the following boxes that apply to you:</p>	



# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

### COMMENT FORM

**DEADLINE for Comments: Friday, May 9, 2014**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Jaime Diaz

ADDRESS: [REDACTED]

**COMMENTS:** *My fear is that as you make these improvements more people/businesses will move into area. Builders and landowners will want to make money. Southwest Austin is environmentally important to all of Austin. Increased population here will be mostly likely be detrimental to the environment and the quality/quantity of our water - Barton Spring/Creek: "The Jewel of Austin". More improvements to get people moving will bring more people. Please look for ways to get people out of their cars. Commuter rail & buses yes more roads no. Transit stops should be protected spaces not wide open to the elements. I would ride the bus more often if I didn't have to stand in the rain or out in the sun for 500 long.*

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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 could benefit monetarily from the project or other item about which I am commenting

[REDACTED SIGNATURE LINE]

We need a federal environmental study. CAMPO-County  
Commissioners need to ~~get~~ have a strong impartial  
study done on Slaughter intersection & further  
South w/ SH 45 to La Crosse Intersections.

**Machicek, Max**

---

**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Thursday, May 08, 2014 7:15 AM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#131]

Comment General Inquiry

Type \*

Name \* Joan Denson

Email \*

Address

Message \*

I am a 69 year old retiree who has used Mo Pac since working at Westminster Manor as it's nursing home administrator in 1991 when my commute from South Austin was 15-20 minutes. In 1996 my trip to 35th street exit or 45th had increased to 25-30 minutes and is not substantially more in rush hour traffic. I am looking forward to some relief with the new improvements now in progress, however, I do want us to consider the environmental impact of more traffic on what is now considered a local commuter route, to an eventually expanded SW I-45 freeway.

There are days when I approach downtown that it appears to be similar to an LA haze or a Houston haze hanging over beautiful downtown. I can't imagine the impact to buildings alone in time, much less the air quality for persons living downtown and along the Mo Pac corridor were I-45 to connect any time in the future to I-35.

I've seen other suggestions as to how to avert this increase in traffic and I hereby ask that you consider every alternative before spending 100 million dollars on this project involving increasing traffic. Please improve ways to access 360 from Southbound Mo Pac, for instance, and ways to encourage use of I-30 tollway. I would like to know that my grandchildren would be proud that we did not sacrifice our quality of life to improve traffic flow.





# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

### COMMENT FORM

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NAME (PLEASE PRINT):

SCOTT DUKETTE

ADDRESS:



COMMENTS:

Considers a direct connect from Mopac South to 360 East (South?). Current situation is that traffic entering Mopac SB from Barton Skyway and Bee Caves Rd on ramps some ~~power~~ traffic wants to cross all lanes to get to left hand exit to 360 and bottlenecks there. Traffic clears significantly just south of there.

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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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(2)



**MoPac South**  
ENVIRONMENTAL STUDY

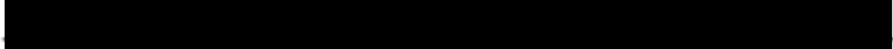
**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – April 29, 2014**

**COMMENT FORM**

**DEADLINE for Comments: Friday, May 9, 2014**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): SCOTT DUKETTE

ADDRESS: 

COMMENTS: Consider a braided ramp at Mopac southbound where Wm Cannon off Ramp and direct connect from 71/290 come together (also on ramp from frontage road?). Traffic conflicts and bottlenecks there.

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(2)

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Friday, May 09, 2014 5:32 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#135]

Comment Type *	Official Comment(s)
Name *	Susan Ewig
Email *	
Address	
Message *	I am strongly opposed to the building of SH45SW without a complete environmental study such as would be required when using federal funds.

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Monday, May 05, 2014 12:34 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#121]

Comment Official Comment(s)

Type \*

Name \* Tony Ferrante

Email \* 

Message \*

Hello,

As a resident of the Meridian subdivision, I am very passionate about the need for bypasses for MoPac at LaCrosse and Slaughter. Given the significant growth of residents in our area and extended south down 1826, traffic flow will continue to increase on south MoPac. The two lights at LaCrosse and Slaughter cause significant delays and backups on a daily basis and this will be made worse until the bypasses can be built.

Given the increased likelihood of 45SW going through to 1626, it is imperative that the bypasses are constructed to reduce daily backups for residents.

I think this is the #1 issue in South Austin as it affects so many people so frequently.

**Machicek, Max**

---

**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Thursday, May 08, 2014 8:05 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#134]

Comment Official Comment(s)

Type \*

Name \* Elizabeth Freeman

Email \* 

Message \*

To CAMPO, City, County, and State Officials:

Remove the proposed \$100 million SH 45 SW "aquifer toll road" from the 2015 to 2018 Transportation Improvement Plan. If built, the project would make congestion on Mopac worse while polluting the Barton Springs Edwards Aquifer. This is 3 for 3 on the Bum Steer scale - fiscally, practically and environmentally stupid. (This irresponsible idea brought to you by politics.)

CAMPO's own December 2013 traffic study showed that building the SH 45 SW aquifer toll road will divert traffic from Interstate 35 to Mopac, which is already overloaded. Only a relatively few Hays county commuters will benefit at the expense of current Mopac commuters, Mopac corridor neighbors, taxpayers, and Barton Springs.

If you're determined to spend \$100 million, why don't you do something that will actually HELP large numbers of commuters, like improving traffic flow on I-35, providing transit options to north-south commuters, encouraging development and use of the existing SH 130 corridor and other alternatives:

<http://www.keepmopaclocal.org/component/content/article/28-january-2014-update>

Do your job, say no to the road and developer lobbies and don't squander \$100 million on congestion and pollution. If you don't care about the human beings you ostensibly represent and the planet we all depend on, at least think about your legacy.

Sincerely,

Tired of Idling

---

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Thursday, May 08, 2014 2:13 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#132]

Comment Official Comment(s)

Type \*

Name \* Kathy Gaillour

Email \*

Address

Message \*

The study for MoPac South needs to include a potential flyover at Slaughter and MoPac. That intersection has always been congested but is even more so now. It's guaranteed to get worse as there is more development south of that intersection. Another factor is the eventual build of SH45 to FM1626; if/when that is eventually completed, this intersection will be key to a manageable flow of traffic. The same amount of traffic going to FM1626 that uses that intersection today will still go through there; with a flyover, it would travel faster to the same destination (people going to FM1626 go east on Slaughter then south on either Brodie or Manchaca today).

If not a flyover at Slaughter/MoPac, then something to improve the flow of traffic there needs to be considered.

Thank you for the opportunity to comment; the materials presented and the effort ongoing to educate the public is appreciated.





**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – April 29, 2014**

**COMMENT FORM**

**DEADLINE for Comments: Friday, May 9, 2014**

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NAME (PLEASE PRINT): Vikki Goodwin

ADDRESS: [REDACTED]

COMMENTS: I'm happy to see the improvements  
along MoPac north of the river. Please  
don't forget about South Austin. We need  
traffic relief, too.

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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 could benefit monetarily from the project or other item about which I am commenting



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# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

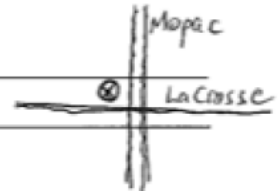
### COMMENT FORM

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NAME (PLEASE PRINT): CARLOS M GUTIERREZ

ADDRESS: [REDACTED]



COMMENTS:

\* We favor the underpass solutions for the intersections of LaCrosse and of Slaughter.

\* Our concerns - in priority

- 1.- Property value deteriorating due to the construction and over-passes blocking our current views.
- 2.- Noise levels and aesthetics of a "noise-wall" solution
- 3.- Safety of current flow (especially for bikers and pedestrians crossing MoPac to access the roadway)
- 4.- Tax costs.

\* \* Great job with open house events and emails!!  
Thank you

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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 could benefit monetarily from the project or other item about which I am commenting

NONE



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**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Tuesday, April 29, 2014 9:13 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#115]

Comment      Official Comment(s)  
Type \*

Name \*      Ryan Harmon

Email \*

Address

Message \*

I live off of Davis and Mopac and commute downtown everyday. I have noticed on Mopac both North and South bound between Slaughter and Caesar Chavez become congested specifically where it narrows down to two lanes. I also have noticed there are extremely wide shoulders on the side of the road at these areas. I feel simply striping a third lane in the areas using the existing pavement would allow traffic to flow more freely. There would still be enough room for cyclist and motorist to pull over if needed. I will also comment the bus only lanes downtown have only added to the congestion due to the fact people cant use the lanes and buses are only running through that area every couple of minutes. Designating a lane like this on Mopac would only exacerbate the congestion issues.

Per Texas      I am employed by TxDOT  
Transportation  
Code,  
§201.811(a)(5)  
check each of  
the following  
boxes that  
apply to you:

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Sunday, April 27, 2014 12:10 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#105]

Comment Type *	Official Comment(s)
Name *	Amy Herzog
Email *	[REDACTED]
Message *	Please address the congestion on south Mopac before connecting 45. Over or under-passes at the intersections at LaCrosse and Slaughter are a must. Thank you!

**Machicek, Max**

---

**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Monday, March 31, 2014 4:04 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#97]

Comment Type *	Official Comment(s)
Name *	Greg Herzog
Email *	[REDACTED]
Address	[REDACTED]
Message *	<p>Thank you for the latest email update. I noticed that the "Do Nothing Approach" was still under consideration.</p> <p>My comment is that I am AGAINST the 'Do Nothing Approach' FOR the 'Just Do it" approach.</p> <p>Underpasses (or overpasses) are great! Dig Baby, Dig!</p> <p>Thank you for your consideration of my comments.</p>



# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

### COMMENT FORM

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NAME (PLEASE PRINT): James Hinshaw

ADDRESS: [REDACTED]

COMMENTS: We need improvements to the southbound exit @  
William Cannon. The current configuration forces weaving between  
cars entering Mopac from the 290 Flyover and cars exiting Mopac.  
This is dangerous and causes backups during the evening  
rush hour.

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3





**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – April 29, 2014**

**COMMENT FORM**

**DEADLINE for Comments: Friday, May 9, 2014**

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NAME (PLEASE PRINT): DAVID JACKSON

ADDRESS: [REDACTED]

COMMENTS: Underpass for Slaughter Lane + mopac. It's  
ALREADY AS bad AS William Cannon + mopac used to be.  
Infrastructure should be built to anticipate growth not putting  
the cart before the horse!

ABSOLUTELY NO tolls!

Cyclists + pedestrians have plenty of access + roadways  
We need to focus on the impact of DRIVERS trying to get  
in and out of this neighborhood without hitting traffic  
congestion every DAY all times of the DAY.

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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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(3)





# MoPac South

ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

### COMMENT FORM

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NAME (PLEASE PRINT): Julie Skrome

ADDRESS: [REDACTED]

COMMENTS: \_\_\_\_\_

Encourage express lanes on MoPac for expanded  
CapMetro service.

Encourage extending 806 (Rapid) to Oak Hill  
Park + Ride

Thank you.

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**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Monday, May 05, 2014 2:39 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#125]

Comment Official Comment(s)

Type \*

Name \* Barbara Johnson

Email \*

Address

Message \*

The CTRMA (or TxDOT if that's the appropriate agency) should consider improvements to the off-ramp from southbound MoPac to westbound 2244 Bee Cave Road. Currently, the ramp deposits cars relatively close to the intersection of Bee Caves Road and the southbound frontage lanes. This provides very little time for an exiting car to cross the 3 lanes of southbound frontage lanes in order to turn west (right) onto 2244. It is particularly terrifying during evening rush-hour when cars are speeding along the off-ramp and cars are driving fast up the frontage road from Barton Springs Road. I try to be careful and time my exit appropriately but frequently I fear being rear-ended by the off-ramp cars, or hit broad-side or clipped by the cars on the frontage road. It would be helpful if the appropriate agency could do one or a combination of the following:

- reduce the speed limit on the southbound frontage road to 25 mph (drivers will really hate that and it would need to be policed).
- build a ramp to deposit southbound traffic exiting MoPac directly onto west-bound Bee Cave Road.
- move the deposit (end) point of the exit ramp further north (toward the river), to give exiting drivers more time to weave between lanes and reach the lane on the far right. (This makes the most sense to me.)

Thanks for considering this suggestion.



# MOPAC SOUTH ENVIRONMENTAL STUDY

## MOPAC South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

### COMMENT FORM

**DEADLINE for Comments: Friday, May 9, 2014**

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NAME (PLEASE PRINT): FERENC KOPLYAY

ADDRESS: [REDACTED]

COMMENTS: ① ADD HOV LANES, NOT TOLLS!

② NO NEED TO ACCOMODATE CYCLISTS ON MOPAC; THEY ARE NOT MOTORIZED VEHICLES AND SHOULD NOT BE ON THE HIGHWAY

③ ADD UNDERPASSES AT SLAUGHTER AND LA CROSSE.

[Empty lines for additional comments]

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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- I could benefit monetarily from the project or other item about which I am commenting



(4)



# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

### COMMENT FORM

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NAME (PLEASE PRINT): JOHN LINDNER

ADDRESS: [REDACTED]

COMMENTS: I drive mopac south everyday. I am in full support of this project by CTRMA. I commend the CTRMA for leading the charge to resolve traffic congestion on Mopac.

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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



**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Tuesday, May 06, 2014 8:08 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#128]

Comment Type *	Official Comment(s)
Name *	Andrew Lutostanski
Email *	
Address	
Message *	An additional general purpose lane is best for South Mopac. It will allow the greatest number of people to commute efficiently, and permit equitable access to the southwest--Austin's other three quadrants have at least three general purpose lanes.

**Machicek, Max**

---

**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Tuesday, April 29, 2014 8:22 AM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#109]

Comment Type *	Official Comment(s)
Name *	Richard Maier
Email *	
Address	
Message *	I think we should add BOTH an additional general purpose lane AND express lanes that can be used by commuters and transit vehicles. Let's get this started NOW!! We are already 10 years too late! Look at the improvements they are doing and have done in Houston. Why can't we build roads like they are doing in other major cities in Texas?





# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

### COMMENT FORM

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NAME (PLEASE PRINT): Valent MARSHAK

ADDRESS: [REDACTED]

COMMENTS: SO surprised that Austin is not  
where it should be - Recycling, mass transit -  
needs a lot of work to catch up to Boulder,  
Seattle & Portland.

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(8)



**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Sunday, April 13, 2014 10:40 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#101]

Comment Type *	Official Comment(s)
Name *	Randy Martin
Email *	
Address	
Message *	I'd like to understand the pros and cons of building additional on and off ramps at MoPac and Davis. While they were originally left out of the plan for political reasons, now we have more development south of that point, and we will eventually have Hwy 45 connecting to I35, so it seems reasonable to reconsider those ramps now. Without them, I witness a lot of extra miles being driven through more congested areas. Adding those ramps would reduce miles driven through neighborhood shortcuts, and reduce idle time wasted at local traffic lights.

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Wednesday, April 30, 2014 11:42 AM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#119]

Comment Official Comment(s)

Type \*

Name \* Andrea McNair

Email \*

Address

Message \*

As a tax payer, I wonder about all the money we spend asking all these questions when much of the survey content appears common knowledge and something traffic engineers should have learned at school. Several improvements should and could be made without this survey. An example includes the simplicity of metering lights along our freeways but instead you need to survey about them?

It exhausts me to think about how the traffic improvements over the years have focused on North Austin while ignoring the bottle neck at the river. When was the last time an improvement focused on getting people across the river? 20+ years? How much has the population grown over that same time period?

Based on the location of my home, I currently have to drive 15 minutes to get to transit service and then it takes one hour to get downtown to my job (one way). If your goal is to get me out of my car, the current design of Cap Metro does not work. This is why I protect transit lanes. These lanes do not serve a few select areas. Why does north Austin get transit centers and south Austin is an after thought? There are 13 park and ride facilities while only 2 are south of the river. Why should my tax dollar be used for Cap Metro when they can't service my part of town? Look closer at the Oak Hill park and ride: why locate the park and ride east of the Y at Oak Hill? Logical examination of the traffic congestion would put this park and ride on the west side of the Y to help ease congestion at the Y itself by moving people on buses through this area. Decisions that are made by the 'experts' are flawed. How flawed will the improvements on South MoPac be?

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Thursday, April 24, 2014 10:48 AM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#104]

Comment Type *	Official Comment(s)
Name *	Sara Mitran
Email *	[REDACTED]
Message *	<p>It was extremely irresponsible to fail to plan for growth. Instead of bringing more companies to Austin, they should have built a subway system. We are landlocked down south. Crossing the river is not possible unless you leave before 7 am. Building more roads to serve during rush hour traffic only is not efficient use of tax dollars. Companies have to allow for flex-time and allow to work from home on Fridays. Companies have to allow employees to work on satellite offices off-campus. Experienced and professional employees don't all have to be at the same office at the same time.</p>



# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

### COMMENT FORM

**DEADLINE for Comments: Friday, May 9, 2014**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): \_\_\_\_\_

ADDRESS: \_\_\_\_\_

COMMENTS: *The traffic that is backing up on the Wm Cannon exit going south on MOPAC is sometimes reaching the dangerous level with cars on MOPAC itself.*

*Light rail should also be part of the conversation for the future.*

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- I could benefit monetarily from the project or other item about which I am commenting



**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – April 29, 2014**

**COMMENT FORM**

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NAME (PLEASE PRINT): \_\_\_\_\_

ADDRESS: \_\_\_\_\_

COMMENTS: \_\_\_\_\_

Central electric rail stations  
all over - no pollution, less traffic



\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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- I could benefit monetarily from the project or other item about which I am commenting



44

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Monday, April 28, 2014 12:07 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#106]

Comment Type *	General Inquiry
Name *	Steven Owen
Email *	
Address	
Message *	Please expand study to include La Crosse Avenue. This is desperately needed.

**Machicek, Max**

---

**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Tuesday, April 29, 2014 7:50 AM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#108]

Comment Type *	Official Comment(s)
Name *	Russ Parish
Email *	
Address	
Message *	<p>I would love for you to add a toll lane (or at least an HOV lane) to MoPac South, as it would add the element of free-market capitalism to traffic congestion. If your time is worth it that day, pay the toll. I like the concept of having choices, rather than being forced to sit in traffic every time. I respectfully submit this: Do something about the traffic, and do it quickly! We are already running behind on improving MoPac South. Thanks for the opportunity to chime in.</p> <p>-Russ</p>



**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Monday, May 05, 2014 1:27 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#123]

Comment Official Comment(s)

Type \*

Name \* Julie Perkins

Email \*

Address

Message \*

I am highly concerned about the recent developments with plans to extend 45s to the East, bringing northbound Brodie traffic to S. Mopac at 45s instead of Slaughter Ln. We simply must complete the underpasses at Slaughter and La Crosse FIRST or all that will be done is to move the logjam from Brodie to Mopac. The drivers entering from Brodie will still be stuck, yet in a much larger logjam as that will include everyone from west of Mopac and south to Wimberly, 1826, etc. This area has already grown exponentially and already creates a substantially long wait to cross Slaughter northbound on Mopac. So they will still have their logjam only it will be moved to a new location and now all of the rest of us will be stuck in too.

Please let me know how we can try to get the underpasses completed first. (I do not think the continuous flow intersections are the answer. The William Cannon overpass works perfectly.)

Thank you,  
Julie Perkins

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Monday, May 05, 2014 2:29 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#124]

Comment Official Comment(s)

Type \*

Name \* Rick Perkins

Email \*

Address

Message \*

I think that South MOPAC needs at the LEAST Two new lanes. One should be for General Transit and the second should be an HOV / HOT Lane. Also, the study area really should be extended all the way down to SH45, because the HOV / HOT Lanes should connect to a Transit Sharing Station at the intersection of SH45SW and MOPAC. That way, we can possibly capture many of the commuters and get them on a Bus or Carpool that can shoot them into downtown Austin or even to places in the north such as Seton Medical Center. That collection point should be at the intersection of MOPAC and SH45. Finally, please do NOT bow to the small corporate special interest groups such as the Save Our Springs (SOS) organization or the Lone Star Chapter of the Sierra Club. These organizations are BAD for the environment because they would prefer that people sit in their cars and drip oils and greases on to the roadway, which will eventually get washed into the Aquifer ... so, these special interest group are simply trying to stop the projects ... who knows why, but they are being misled and they are trying to DUPE the voting population. Its a travesty that Austinites don't seem to understand that.

Thank you.

RP

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Monday, May 05, 2014 12:40 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#122]

Comment Official Comment(s)

Type \*

Name \* Prajinta {esqueda

Email \*

Address

Message \*

I have heard numerous people say that with the current growth rate in Austin, adding one lane will not be enough to remedy the problem and that a commuter who must travel south to north each day will have double and triple times over the frustration they now experience after a few more years of this projected growth.

Why are there no aggressive solutions that would add a double-decker free way, stacked system like the one on I-35 and put it in stretches to relieve traffic where it is possible to built UP or DOWN instead of OUT?

For example, add something above or below from Bee Caves to 360 and again from 71 to Slaughter.

Too much money?

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Tuesday, April 29, 2014 11:18 AM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#111]

Comment Official Comment(s)

Type \*

Name \* TK Peterson

Email \*

Address

Message \*

Add an additional general purpose lane. Currently, lanes increase/decrease from 2-3-2 along S. Mopac (Caesar Chavez to Slaughter Ln) which causes MAJOR congestion/bottlenecking. There is sufficient shoulder to add an additional GP lane. Another MAJOR congestion/bottlenecking issue is the Ben White/Hwy 71 flyover lanes that enter/exit S. Mopac. Southbound flyover exit is DISASTROUS during peak rush hour traffic & nearly results in accidents on a daily basis. Northbound flyover entrance causes traffic to be at a standstill/crawl to Slaughter Ln. on a daily basis.

S. Austin residents twice paid for the S. Mopac extension that was delayed and built past timelines; and we should NOT pay for any toll roads. Toll roads should be added ONLY for commuters from Hayes Co. (Buda, Kyle, Dripping Springs, etc.) that ARE responsible for the south traffic increases in the last 10 years. Those residents that live outside of Austin/Travis Co. and work in Austin/Travis Co. should pay a "Commuter Tax" to fund road repair/maintenance.



# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

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NAME (PLEASE PRINT): Tom Price

ADDRESS: [REDACTED]

COMMENTS: We need to limit traffic from I35 to MoPac. We need to protect the Edwards Aquifer. We should not extend MoPac to I35.

We should consider alternative intersections at MoPac and Slaughter to reduce congestion and improve traffic times.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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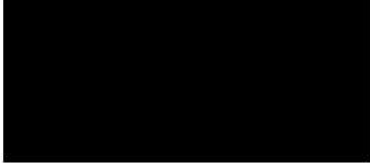


(7)

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Monday, May 05, 2014 10:19 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#127]

Comment Type *	Official Comment(s)
Name *	Angela Taylor Rubottom
Email *	
Address	
Message *	I completed the survey and would like to have my comments submitted as official comments. Thanks for the opportunity to speak out.

MoPac South Community Survey No. 2

<p>#42</p> 	<p><b>COMPLETE</b></p> <p>Collector: Web Link (Web Link)                  Started: Monday, May 05, 2014 8:01:16 PM                  Last Modified: Monday, May 05, 2014 8:16:35 PM                  Time Spent: 00:15:19                  IP Address: 173.172.93.238</p>
--	--

PAGE 2

<p><b>Q1: The draft Purpose and Need for this project is appropriate.</b></p>	<p>Disagree</p>
<p><b>Q2: Please list any other factors that should be considered for inclusion in the Purpose and Need.</b></p> <p>To find transportation solutions that support a quality of life equal to or better than what it currently is for all who live in the study area, not just speed things up for those who commute through the study area.</p>	
<p><b>Q3: A goal of any proposed improvement should be to avoid and minimized impacts to water quality.</b></p>	<p>Strongly Agree</p>
<p><b>Q4: A goal of any proposed improvement should be to deliver relief in a timely manner.</b></p>	<p>Strongly Disagree</p>
<p><b>Q5: A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for transit and ridesharing.</b></p>	<p>Strongly Agree</p>
<p><b>Q6: A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for pedestrians and bicyclists.</b></p>	<p>Strongly Agree</p>
<p><b>Q7: Please list any other goals or objectives that should be considered for the MoPac South Environmental Study.</b></p> <p>The goal should also be to recoup from land owners and developers any increase in their property value as a result of this publicly funded improvement. One thought would be to charge transportation impact fees similar to those charged for water and waste water service.</p>	

PAGE 3

<p><b>Q8: Adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project.</b></p>	<p>Strongly Disagree</p>
<p><b>Q9: Adding one or more High Occupancy Vehicle (HOV) Lane(s) in each direction would meet the Purpose and Need of the project.</b></p>	<p>Neutral</p>
<p><b>Q10: Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project.</b></p>	<p>Strongly Agree</p>



MoPac South Community Survey No. 2

Q11: Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project.	Neutral
Q12: Transportation System Management (TSM) / Transportation Demand Management (TDM) would meet the Purpose and Need of the project.	Strongly Agree
Q13: Please list any other alternatives that should be considered for the MoPac South Environmental Study.	Respondent skipped this question

PAGE 4

Q14: The evaluation criteria for the preliminary alternatives are appropriate.	Strongly Disagree
Q15: Please list any other evaluation criteria that should be considered for the preliminary alternatives. Maintain the quality of life for those who live in or near the study area. Enhance the beauty and livability of the area.	
Q16: The evaluation criteria for the reasonable alternatives are appropriate.	Disagree
Q17: Please list any other evaluation criteria that should be considered for the reasonable alternatives. Some are ok, but there should be NO impact to the natural and human environment. When we say "unnecessary." that assumes that some other need trumps the goal of protecting the environment. That thinking is what got us into this mess and has almost destroyed the natural beauty of Austin that folks live here for.	

PAGE 5

Q18: What modes of transportation do you use within this corridor? (Select all that apply)	Driving a personal vehicle, Walking, Cycling, Taking the bus
Q19: What are your destinations when you bike or walk in this corridor? I am hoping to be able to bike and walk to shop and go out to eat once the planned trails are in place. I would love to be able to ride the bus downtown for the occasional meeting that I attend downtown. For the most part I work from home and am able to avoid the rush hours so that others who cannot avoid them have more room on the road.	
Q20: Where would you like to bike and/or walk along this corridor? I would love to bike to all of the parks along the way and also to downtown and Zilker Park. Also, as I stated above, I would like to bike to the local eateries without risking my life riding on the same path as cars and trucks.	
Q21: What intersections do you use when traveling in this corridor (by any mode)? At the moment, I use William Cannon and MOPAC probably the most, with 290/71 second and then Slaughter after that, but not often.	

MoPac South Community Survey No. 2

Q22: Where do you live? Select one.	West Travis County
Q23: Where do you work? Select one.	West Travis County
Q24: How did you hear about this Open House? (Select all that apply)	Friend/Neighbor/Relative/Co-worker
Q25: Please fill this out to sign up for updates on this study. Name:	
Angela Taylor Rubottom	
Q26: Email:	
a.taylorrubottom@gmail.com	
Q27: Check if you would like to participate in issue specific discussions regarding the MoPac South Environmental Study. Mark your areas of interest.	Bicycle/Pedestrian, Transit, Aesthetics/Context Sensitive Solutions, Environmental/Water Quality



# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

### COMMENT FORM

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NAME (PLEASE PRINT): Stephen Sackman  
ADDRESS: [REDACTED]

COMMENTS: ① HOV Lanes to be reversible, Visit Chicago. On some busy roads, the HOV Lanes are set for inbound only or outbound only depending upon traffic.  
② Use camera to detect 2 or more passengers in vehicle accessing HOV Lane. No toll for 2 or more in vehicle.  
③ Visit Chicago and drive the roads at rush hour. See what you can learn.  
④ Draw plans up for a complete outer beltway. It will be needed.

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**Machicek, Max**

**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Tuesday, April 29, 2014 8:38 AM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#110]

Comment Official Comment(s)

Type \*

Name \* Lacy Seybold

Email \*

Address

Message \*

I am submitting this comment to support the idea of adding an additional General Transit Lane in each direction on MoPac South. The change made a few years ago to narrow the lanes over Town Lake to add one more lane made a tremendous difference to the commute. That is obvious even now because in the morning, that is the spot where traffic congestion begins to ease when traveling north from Slaughter.

HOV or similar lanes will not be of much help. The cost will be high to benefit only a few and the rest of us will be left sitting in even worse traffic because you'll likely narrow the existing lanes to accomplish whatever you do and that will likely increase the accident rate. The idea of traffic management is just lame--if it were a significant possible improvement, you'd have already done it. Toll lanes will create additional on/off problems and, quite frankly, I am sick of the answer to every traffic problem being (a) to toll those who are already being taxed out of living in Austin and (b) to ship the toll profits off to a private company.

A highway intersection like Wm Cannon over Slaughter probably would help traffic. That intersection is a nightmare. Is there some reason why there is no exit at Davis northbound or entrance onto MoPac southbound at Davis? Those might also help. There is a real backup at the northbound on ramp at Davis in the morning which really doesn't make lots of sense as the speeds pick up significantly just past the corner before one comes to a stop over Wm Cannon with the next merge lanes. It makes me think that something about the on ramp design is making us all slow down and not merge

efficiently.

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Tuesday, April 29, 2014 9:16 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#116]

Comment Type \* General Inquiry

Name \* Barbara Silverman

Email \*

Address



Message \* Instead of just building out, is it possible to build an upper deck? That way the trucks...so many..can have 2 lanes for them, carpool lanes....all below & above, express & just regular drivers





# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

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NAME (PLEASE PRINT): Craig Smith

ADDRESS: [REDACTED]

COMMENTS: In my opinion, the proposed "improvements" to MoPac South are unnecessary to serve Austin and Travis County traffic. These ~~are~~ traffic demands could be met much less expensively through changes in signalization and intersection design. The trenching ~~is~~ required to depress the intersections at Slaughter Lane and LaCrosse would be a serious risk ~~of~~ of contaminating the Barton Springs Aquifer. I am afraid the ultimate goal is to ~~can~~ connect MoPac to IH-35 through SH-45 SW.  
Craig Smith

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(4)



**Machicek, Max**

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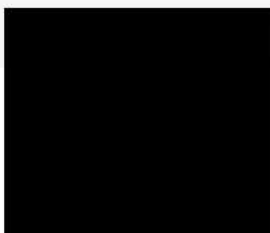
**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Monday, May 05, 2014 9:28 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#126]

Comment Official Comment(s)

Type \*

Name \* Thomas Thayer

Email \*



Address

Message \*

If lanes are added to MoPac South, they should be HOV and transit lanes. This is the best way to encourage carpooling and transit use. Toll lanes do not really encourage carpooling since carpools would have to pay the fee just as a single occupancy vehicle. Also, please include bike paths parallel to MoPac the length of this project that are appropriate for commuters. A safe bike path would be the best way from SW Austin to Zilker Park/Barton Springs and Downtown. Also, I am not really in favor of radically changing intersections such as Loop 360/MoPac if it includes more flyovers. Loop 360 is a great intersection because of the way that it fits into the surroundings and is very unobtrusive. Don't mess up the Barton Creek Greenbelt!



# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

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NAME (PLEASE PRINT): Patricia Tune

ADDRESS: [REDACTED]

COMMENTS: Please don't go under

Slaughter & La Cross —

Please SAVE ANCIENT

OAKS —

Build an OVERPASS

Bridge to save our OAK Trees,

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[REDACTED]

(13)



# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – April 29, 2014

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NAME (PLEASE PRINT): Steve Van Vleet

ADDRESS: [REDACTED]

COMMENTS: Re stripe mopac N to have a third lane  
from before Davis on ramp. Pavement is there, this  
was already planned for. All we need is restriping.

Some thing south. make the reduction to 2  
lanes south of William Cannon on ramp. Again  
pavement is there

DO NOT WAIT UNTIL STUDY IS DONE.  
This can be done now.

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(15)

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Wednesday, April 30, 2014 10:12 AM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#118]

Comment Official Comment(s)

Type \*

Name \* Deloris White

Email \*

Address

Message \*

I'm excited to hear the traffic issues on Mopac South are being discussed. I've lived in South Austin most of my life and have never experienced the congestion issues we face today. I currently travel up and down Mopac from 45 to Downtown weekdays. As I see it, we have several congestion areas on South Mopac. The first is at Mopac and Slaughter as the light their creates a bottle neck that sometimes backs up all the way to the William Cannon exit. The second is at Mopac and William Cannon. This exit needs major improvements to prevent backups onto Mopac which sometimes stretch back to south of 290. There was a slight issue before the 290 interchange was finished last year, but now it's much much worse. I currently use the William Cannon exit daily because my son's daycare is on that road so I travel from 45 to William Cannon daily and then to Downtown. I hope you can include the William Cannon exit as part of your overall Mopac South study as the afternoon backups onto Mopac are very dangerous. One final improvement may be to add a light at the Davis Lane exit, as that is currently a stop sign and traffic backs up onto Mopac South in the evenings.

My recommendations for improving Mopac South are to add an additional general purpose lane as the amount of vehicles traveling this stretch of road already exceeds the number of current lanes and future growth is imminent. If this is done, I would also support one Express Lane as well because it's important for our buses, EMS, Fire, and anyone willing to pay the toll have a lane available. I would not support a plan for an Express Lane unless the plan also included a general purpose lane. We have to think about the future growth of South Austin, and there is so much development already planned that adding only one lane will not be enough.

Sincerely,  
Deloris White

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Wednesday, April 30, 2014 12:09 AM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#117]

Comment Type *	General Inquiry
Name *	Jonathan Wilke
Email *	[REDACTED]
Message *	I know this is for Mopac, what about 183 south of the 290 intersection? It seems like it would make sense to continue the highway from before the 290 intersection and upgrade all the way south. The traffic lights and intersections create a massive bottleneck during peak hours, overpasses would be a great solution and are something that should happen to reduce Austin's traffic congestion.

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Wednesday, May 07, 2014 8:04 PM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#130]

Comment Type *	General Inquiry
Name *	David Wilson
Email *	[REDACTED]
Message *	What are future plans for MoPac to extend further south past Hwy 452...if so where can I get a map showing the future plans?



**Machicek, Max**

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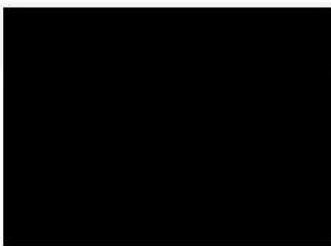
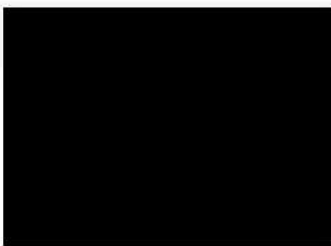
**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Monday, May 05, 2014 10:29 AM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#120]

Comment Type *	General Inquiry
Name *	Jodi Withers
Email *	
Address	
Message *	<p>More research and planning needs to happen. Alternative solutions are available and we want that!</p> <p>Please be more translucent and informative in the future and let's not turn into a Houston!</p>

**Machicek, Max**

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**From:** Mopac South Contact Form <no-reply@wufoo.com>  
**Sent:** Saturday, April 12, 2014 11:43 AM  
**To:** estory@hntb.com; mhurst@ctrma.org; Bruck, Tricia  
**Subject:** Contact Form [#100]

Comment Type *	General Inquiry
Name *	Chuck Yarling
Email *	
Address	
Message *	<p>I just read the article in today's Statesman about the Texas 45 SW Tollway study.</p> <p>It is inconceivable to me that the plan to dump a projected 2400 more vehicles per day that will go north on MoPac has no mention of the over/under-pass at Slaughter Lane. Why just on Friday (April 11) at 4 pm, there was already a backup of vehicles of about one-half mile.</p> <p>What is the current plan for this over/under-pass?</p>