

SLAUGHTER LANE

SURVEY REPORT

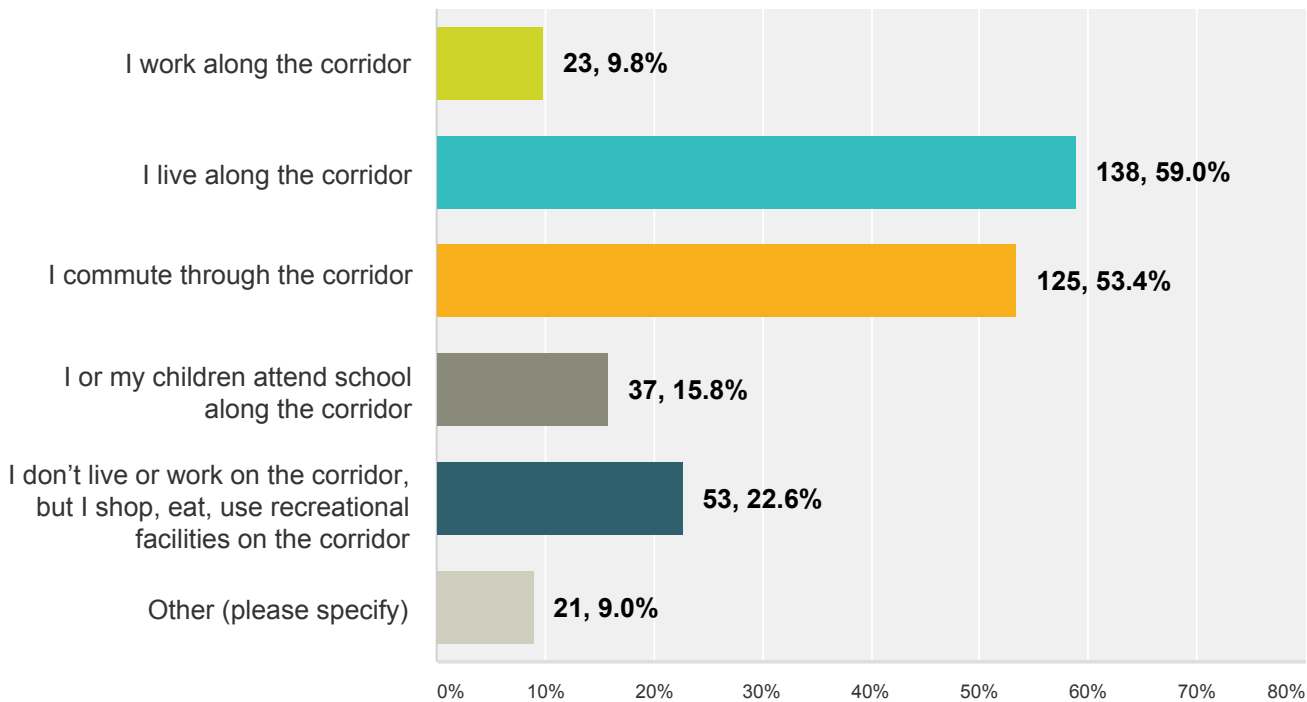
Summer 2017



How do you use the Slaughter Ln. corridor (select all that apply)?

Answered: 234 (231 English, 3 Spanish)

Several respondents selected more than one answer. Percentages reflect the percentage of respondents that chose that answer.

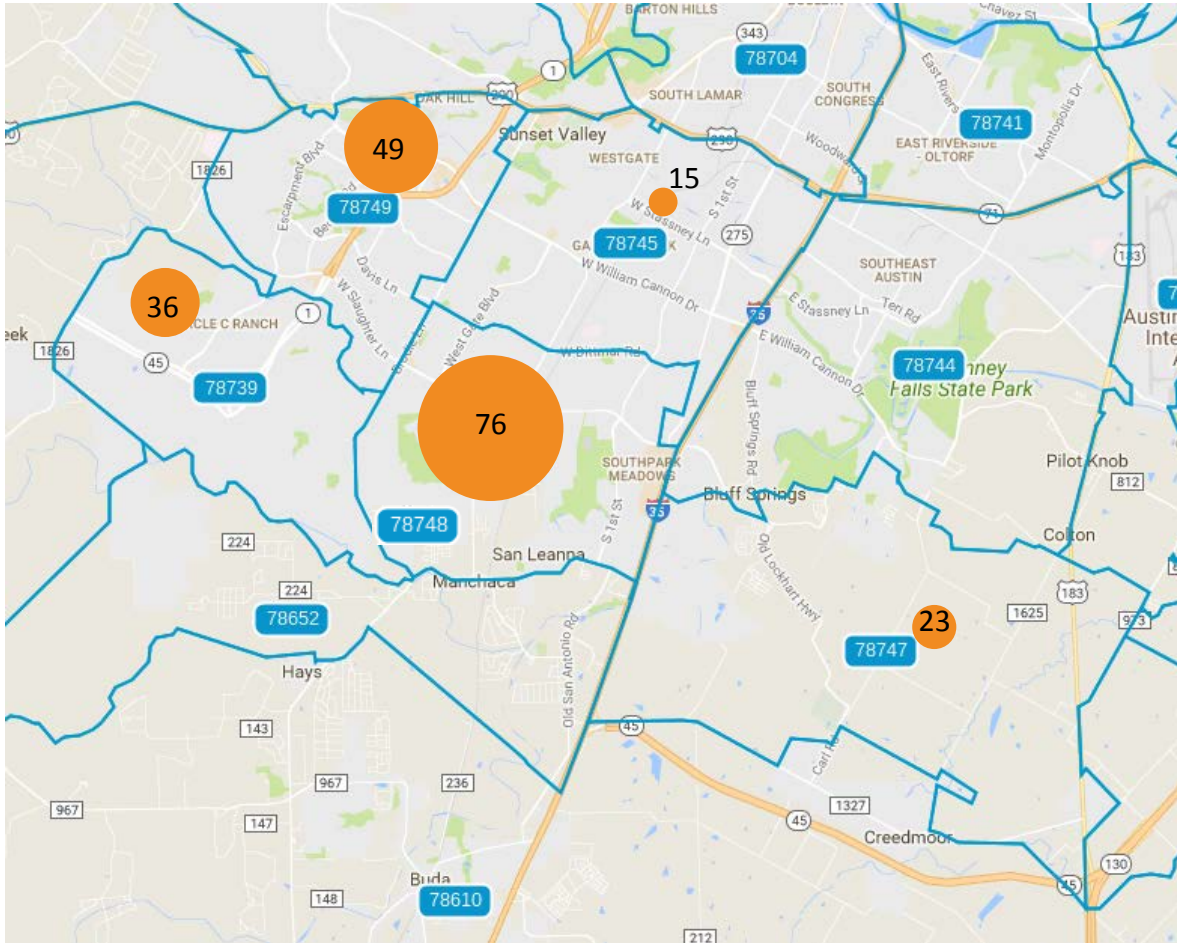


Other (please specify)

Do not currently live on corridor/ moving to corridor in a few months
Take my son to work
Family lives nearby
Recreational Cyclist
I want to walk along this corridor in complete safety, which is impossible right now
Eat & Shop- Southpark Meadows
Live close to corridor and use for many reasons
Cycling
Make it safe and pleasant for people on foot and on bike
Cars use West Gate as a short cut to William Cannon
Recreational biking
Use it move around parts of town
I patronize businesses along the corridor
Children live and work in corridor
Drive corridor to visit family
I ride my bike through the corridor
My mother lives in this corridor
I live near the corridor in Onion Creek subdivision
I ingress and egress from my home.
I don't live or work on the corridor, but generally travel in Austin.
I shop at multiple merchants on Slaughter Lane

In what zip code do you live?

Answered: 234 (231 English, 3 Spanish)

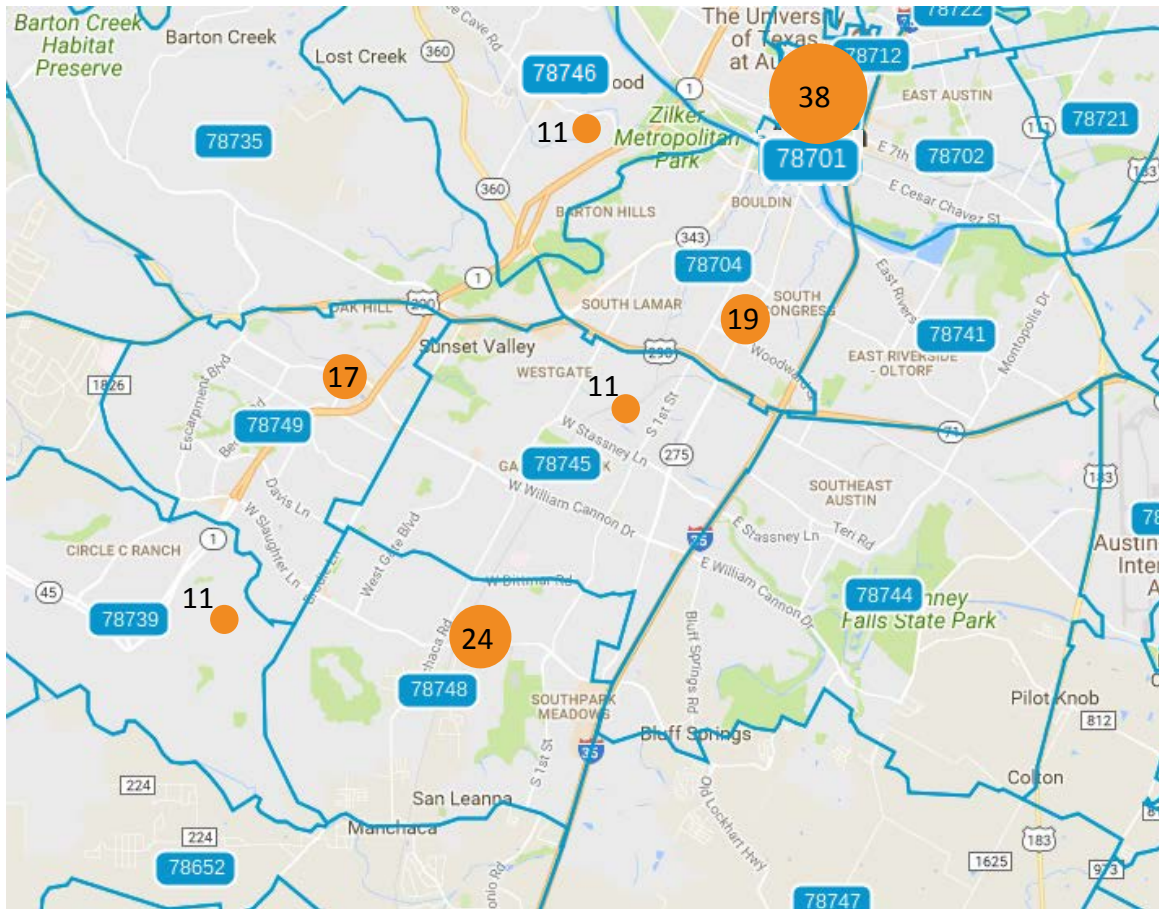


Zip Codes Mapped	No. of Responses
78748	76
78749	49
78739	36
78747	23
78745	15

Zip Codes Not Mapped	No. of Responses
78744, 78737	6
78735	4
78704	3
78759, 78757, 78736, 78727, 78702, 78652	2
78754, 78746, 78740, 78610	1

In what zip code do you work or attend school?

Answered: 213 (210 English, 3 Spanish)

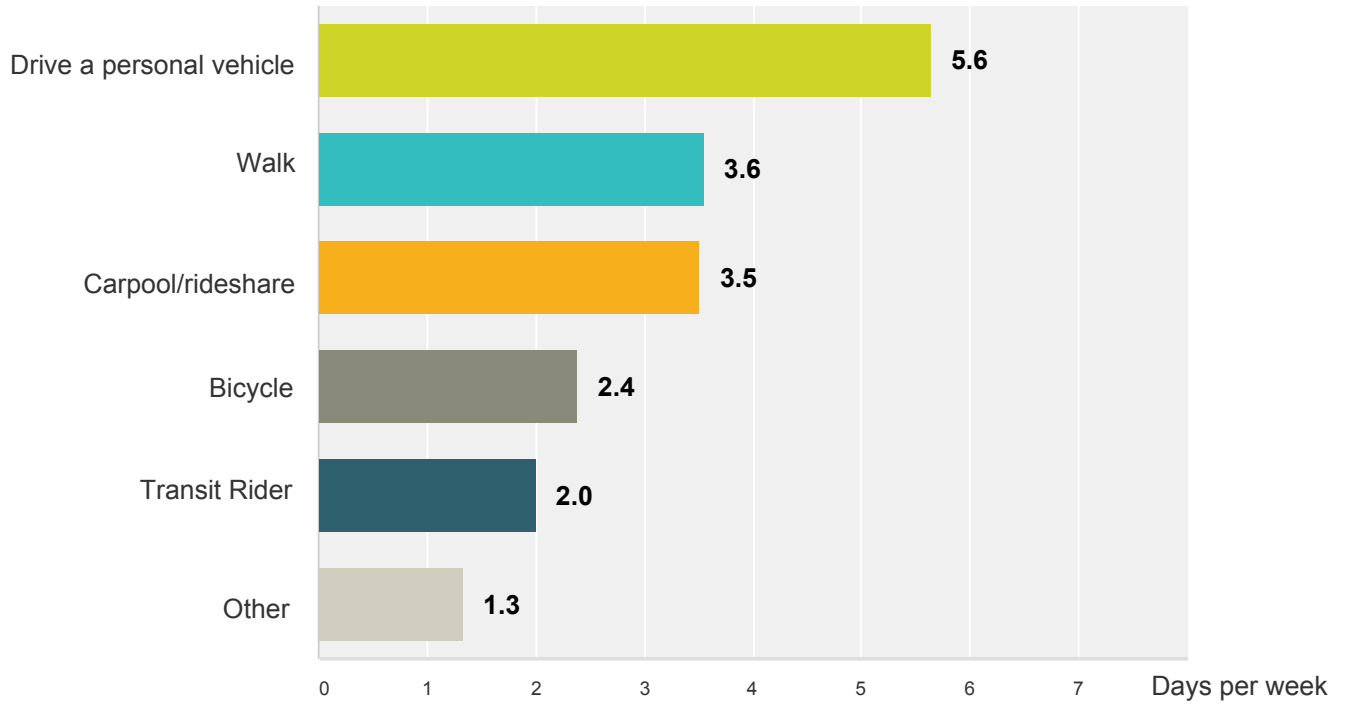


Zip Codes Mapped	No. of Responses
78701	38
78748	24
78704	19
78749	17
78739	11

Zip Codes Not Mapped	No. of Responses
78705, 78735	9
78744	7
78703	6
78741	5
78702, 78759	4
78722, 78731, 78736, 78747	3
78610, 78666, 78713, 78723, 78737, 78753, 78754	2
78612, 78640, 78652, 78711, 78712, 78750, 78752, 78756, 78757, 78767, 78778, 79701	1

What mode of transportation do you use in this corridor? How many times per week?

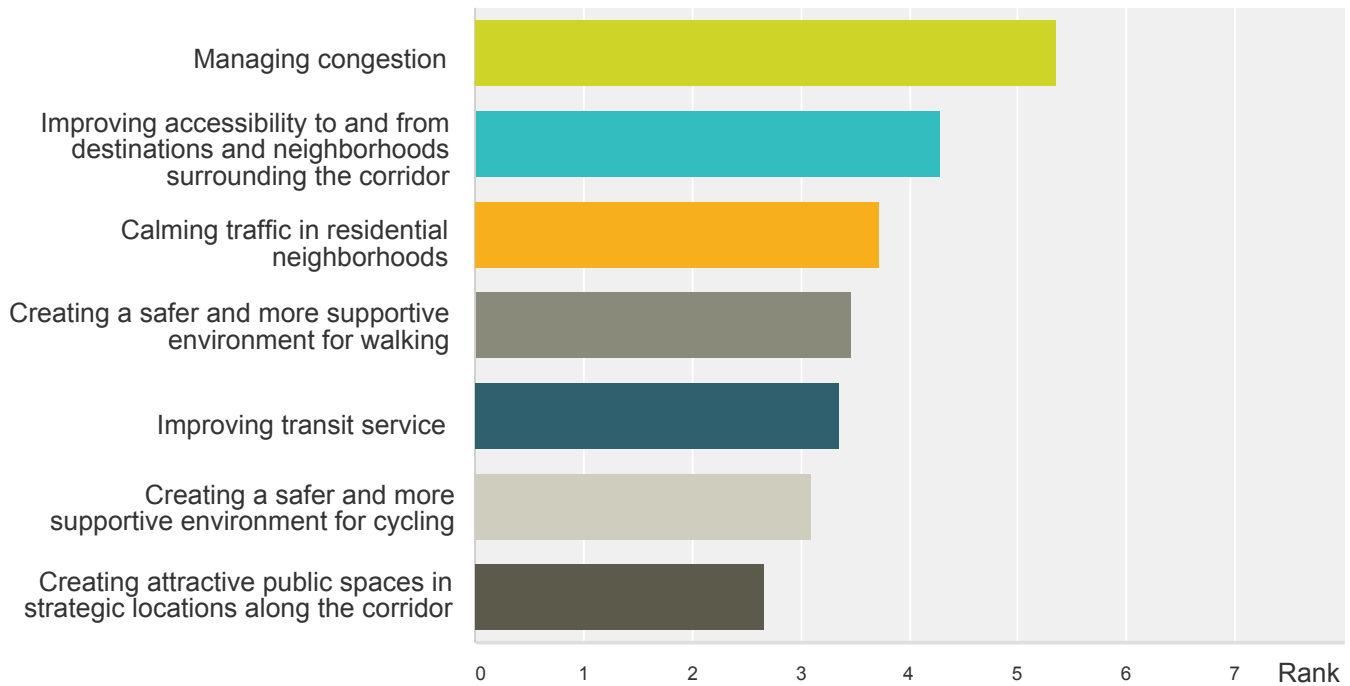
Answered: 232 (228 English, 4 Spanish)



	7 days per week	6 days per week	5 days per week	4 days per week	3 days per week	2 days per week	1 day per week	Total	Weighted Average
Drive a personal vehicle	121	14	42	14	14	11	9	225	5.64
Walk	4	3	8	6	5	8	8	42	3.55
Carpool/rideshare	0	2	4	0	3	3	2	14	3.50
Bicycle	1	1	2	4	11	11	16	46	2.39
Transit Rider	0	0	2	0	0	1	6	9	2.00
Other	0	0	0	0	0	1	2	3	1.33

The Slaughter Ln. Mobility Plan will consider several topics, some of which are listed below. Please rank these, according to importance to you, with 1 being the most important:

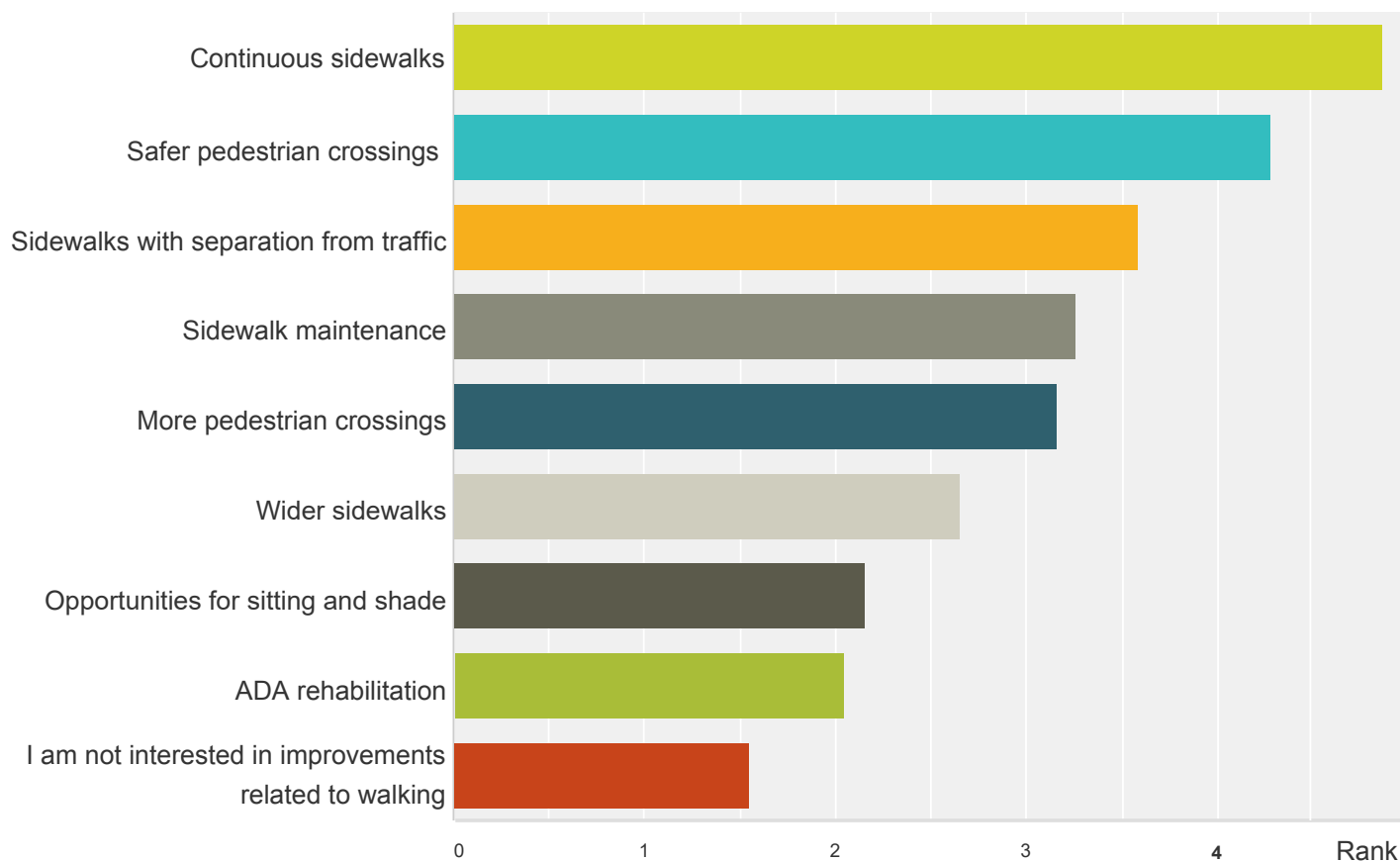
Answered: 232 (230 English, 2 Spanish)



	1	2	3	4	5	6	7	Total	Weighted Average
Managing congestion	118	24	24	14	15	9	19	223	5.29
Improving accessibility to and from destinations and neighborhoods surrounding the corridor	23	64	47	23	17	18	12	204	4.19
Calming traffic in residential neighborhoods	22	28	43	37	23	32	21	206	3.62
Creating a safer and more supportive environment for walking	21	28	24	32	40	43	14	202	3.38
Improving transit service	12	37	29	35	22	28	42	205	3.25
Creating a safer and more supportive environment for cycling	26	24	15	31	23	37	44	200	3.07
Creating attractive public spaces in strategic locations along the corridor	7	9	28	30	54	25	46	199	2.68

Which of the following improvements are most important for people who walk along Slaughter Ln.? Please rank these, according to importance to you, with 1 being the most important:

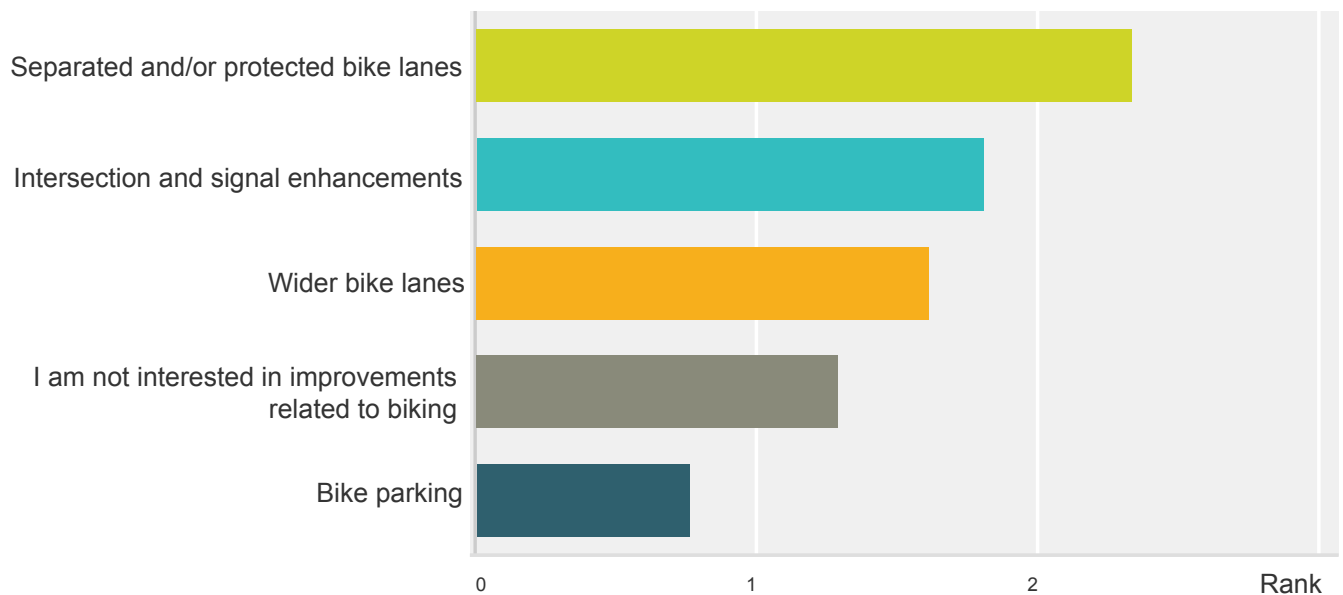
Answered: 223 (221 English, 2 Spanish)



	1	2	3	4	5	6	7	8	Total	Weighted Average
Continuous sidewalks	77	27	21	18	11	6	2	1	163	4.88
Safer pedestrian crossings	24	48	34	18	23	8	3	3	161	4.25
Sidewalks with separation from traffic	27	32	20	23	16	10	12	5	145	3.58
Sidewalk maintenance	13	29	18	22	20	28	15	7	152	3.26
More pedestrian crossings	10	15	34	29	14	30	13	6	151	3.19
Wider sidewalks	6	11	21	18	26	26	25	16	149	1.53
Opportunities for sitting and shade	9	5	9	15	25	16	30	35	144	2.15
ADA rehabilitation	8	5	9	18	16	19	35	26	136	2.06
I am not interested in improvements related to walking	37	0	0	2	0	6	1	25	71	1.57

Which of the following improvements are most important for people who ride a bike along Slaughter Ln.? Please rank these, according to importance to you, with 1 being the most important:

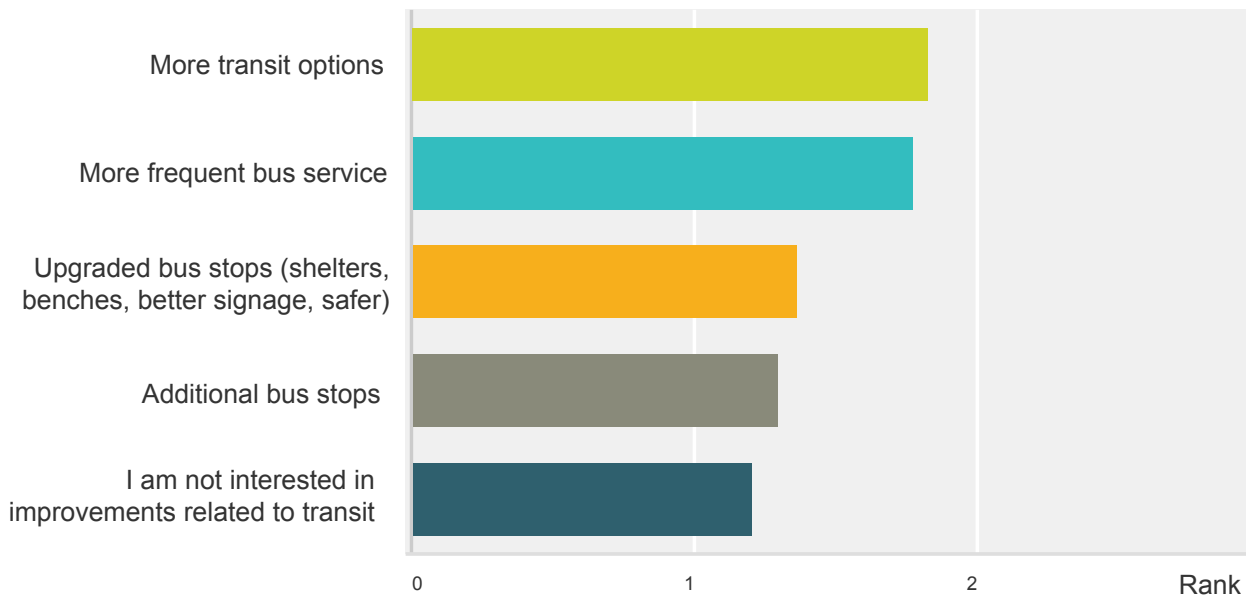
Answered: 225 (223 English, 2 Spanish)



	1	2	3	4	Total	Weighted Average
Separated and/or protected bike lanes	94	33	16	9	152	1.78
Intersection and signal enhancements	29	53	54	17	153	1.56
Wider bike lanes	20	55	42	22	139	1.25
I am not interested in improvements related to biking	66	0	1	16	83	2.29
Bike parking	2	10	26	78	116	.75

Which of the following improvements are most important for people who ride transit along Slaughter Ln.? Please rank these, according to importance to you, with 1 being the most important:

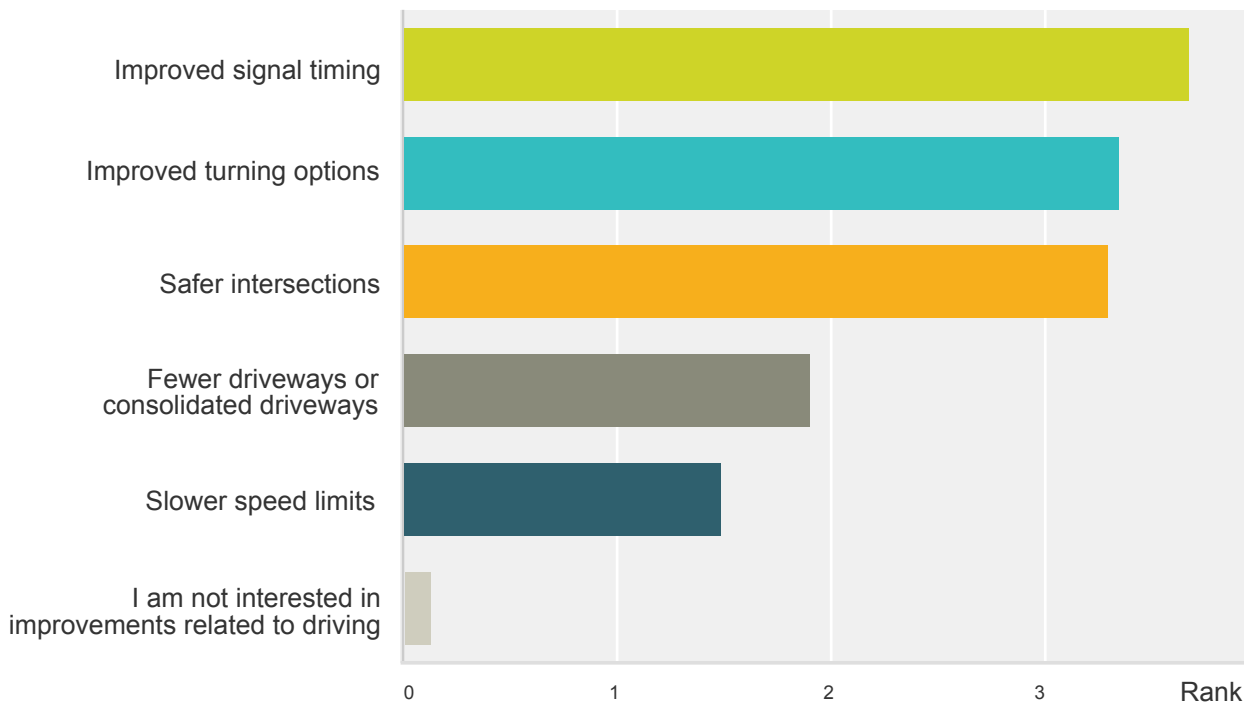
Answered: 224 (222 English, 2 Spanish)



	1	2	3	4	Total	Weighted Average
More transit options	61	30	27	17	135	1.81
More frequent bus service	44	46	40	9	139	1.80
Upgraded bus stops (shelters, benches, better signage, safer)	27	26	26	60	139	1.33
Additional bus stops	16	34	41	39	130	1.28
I am not interested in improvements related to transit	58	3	0	18	79	1.16

Which of the following improvements are most important for people who drive along Slaughter Ln.? Please rank these, according to importance to you, with 1 being the most important:

Answered: 231 (229 English, 2 Spanish)



	1	2	3	4	5	Total	Weighted Average
Improved signal timing	91	53	34	17	12	207	3.64
Improved turning options	35	89	46	21	14	205	3.24
Safer intersections	59	40	64	35	3	201	3.21
Fewer driveways or consolidated driveways	13	11	39	82	28	173	1.87
Slower speed limits	23	11	11	25	103	173	1.54
I am not interested in improvements related to driving	5	1	0	0	3	9	0.14

Is there anything else you think we should know about the Slaughter Ln. Corridor?

Answered: 110 (110 English, 0 Spanish)

110 general comments were shared in the survey. Below is a brief summary of common themes identified in the comments. Full responses are included below.

Slaughter Lane Comment Themes	No. of Comments
Traffic and Congestion	24
Safety	22
Speed Limits and Speed Calming	16
Bicycle Accommodations	15
Signal Timing	13
Pedestrian Accommodations	12
Transit	12
Turn Lanes	11
Traffic Lights	9
Additional Lanes/Widening	8
Against Bicycle Accommodations	8
Intersections	8
Slaughter at MoPac Intersection	6
Pedestrian Crossing	4
Noise and Sound	4
Connectivity	3
Green Space	1
Public Amenities	1
Shoulders	1
Parking	1
Bike Storage	1

Full Responses

The first light west of I-35 on Slaughter is a heavily congested area. Are there opportunities to adjust the light timing to allow a quicker flow.
It should be widened to 3 lanes in each direction wherever possible. Buses should have Pull Out Lanes so they do not block traffic. More dedicated right turn lanes and busy intersections.
There is no sidewalk across Goresky high school to the Stor place even though lots of walkers, runners, and cyclist need one.
A pedestrian crossing signal is needed at Vineland to cross into the park.
Want to reemphasize transit options and slower speeds.
Mopac overpass needs to be done yesterday
This road is sadly, aptly named. I live in Sendera, and I hear crashes near my neighborhood regularly. My car was totalled by a driver running a red light right by my neighborhood. I'm hoping for the underpass at the Mopac/Slaughter intersection, and I'm hoping that when TX 45 connects areas south of Austin to Mopac, fewer cars will travel Slaughter/cut through the neighborhoods. But I'm sure that's naive thinking, given the unrelenting growth everywhere. My hope now is that if Slaughter Lane turns into yet another ugly, congested, multi-lane wide corridor road, that my neighborhood is protected from noise, cars and lower property values, by the installation of some noise-calming walls. We've staved off the once proposed Super Walmart at the Slaughter/Mopac intersection. The environment is very important to people who chose to move to this area. I hope the green spaces (even the one in the middle of Mopac, just north of Slaughter Lane) can be preserved. It's important for the aquifer recharge zone and the Wildflower Center, and the mental health of residents who face long commutes to and from downtown every day.
any possibility of creating a right-turn only lane from Slaughter eastbound onto onto S. 1st St.? It would reduce congestion considerably.
Intersection at Slaughter and Manchaca is dangerous. Need better turn lanes.
Difficult to turn left off of S. 1st. I don't understand the flashing yellow lights- people are confused by them.
the light going up just north of slaughter/manchaca is horrible, and you should feel bad for putting a light there.
Develop better transportation options east of 35, particularly putting a bus stop or light rail at Brandt Rd. & Slaughter.
Improvements to the signal timing and lanes around Slaughter at Southpark Meadows (especially adjacent to Walmart/Congress intersection) and I35.
Protect existing trees especially protected and heritage trees, including protecting their critical root zone and canopy. Reduce traffic speed thru residential neighborhoods. Increasing traffic volume in corridors will increase noise and air polution in adjacent residential areas and decrease quality of life.
Consistent turning lanes; and land WARNING ahead of the arrival.
MUST add special bus only entrance and driveway on east Slaughter by Bowie High to reduce massive AM congestion (since the busses can't turn right on red at main entrance.
There are several sections that have no bike lanes. From MOPAC to Brodie and from the South bound frontage road for IH35 onward down East Slaughter.
Safer and better intersection work. PLEASE
Slaughter Ln especially east of IH-35 is like a raceway. People drive 60 mph. There large lots with no public sidewalks, huge blind spots on the hills, and unprotected public sidewalks (where they actually have them). I work for the city and was hoping that this area would be walkable and it absolutely is not, despite being located less than a mile from Southpark Meadows. I have no public transit options, the BRT transit stop at Southpark Meadows has only 20 spots dedicated to park and ride (which is wholly inadequate to support BRT!) and there are NO public amenities anywhere on this side of Slaughter Ln. The Onion Creek Regional Park will still be over 2 miles away from my neighborhood and even if there are bike lanes installed along Slaughter on the east side of IH-35. I also think there would be a high probability of being struck by a car if bike lanes were installed. We need public transit stops, complete the sidewalk infrastructure on this VERY busy major road and install a public amenity this area (even a pocket park), and slow the traffic. I've seen people pushing baby strollers in the road on Slaughter Lane several times bc there is no public sidewalks to Southpark Meadows. The traffic light is wholly inadequate at the IH-35 intersection and Slaughter Ln. People in cars do no pause to allow pedestrians to cross the road on both sides (Home Depot, Walmart, HEB lot, and UHaul corners.) This entire portion of the city is completely devoted to cars, and getting the cars through the intersection at Southpark Meadow and IH-35 as quickly as possible while deny little if any in the way of safe pedestrian access or adequate public transit service. The city should have analyzed this area b4 Southpark Meadows became the beast that it is. I'd love to see a pedestrian walkway that would go over IH-35.

Concerned about the traffic - vehicles, bikes, and large # of high school kids walking - in such a tight spot near Bowie HS in both directions (towards Brodie and also towards Mopac/Circle C)

This comment relates to the William Cannon Survey as well. Suburbs around Vertex/Slaughter Ln, McKinney Falls Parkway and William Cannon (within Austin City limits) are booming. And it seems like City Management is refusing to acknowledge the growth on the edges of Austin. Tons of families rapidly moving into these neighborhoods, and new desirable single family houses being built in the dozens. From the traffic up-tic over the 6 months - a good portion of these families work or have children that go to school downtown (I do, on both accounts). And are all forced to use the same couple of transit corridors that are either unfinished, or unable to handle the large number of cars and buses. Early morning commutes are a nightmare in this area (all the way from 6:45am until 8:30am every morning during the school year). With only 4 ways out of this area. It is safety hazard to have dozens of cars attempting to turn onto unfinished Slaughter Road - and more over hundreds of cars trying to turn through cross traffic onto William Cannon (speed limit 45 mph) from residential roads WITHOUT traffic lights. It's the same scenario on McKinney Falls, and leaves commuters and drivers boxed in. Discussion here about walking or ride bikes is just laughable. There are children at Blazer Elementary that cannot walk or ride their bikes 3-6 blocks because there are no sidewalks - and no money for them. They have to be driven or ride the bus to a school that is literally right next to their homes; further congesting the roads. The City needs to take immediate steps to acknowledge the travel/traffic/transit needs of these suburbs before people get hurt. Summer is not terrible to bus or drive, but I'm afraid for September as these neighborhood continue to grow at staggering rates. Austin pricing has pushed middle working class families out to the South East neighborhoods, and now they they are full of families (with more houses built each day - and promises of a new High School, businesses, and shopping centers). If you expect professionals to continue to work downtown, afford Austin pricing, and provide transportation so their children can attend the underpopulated schools downtown (which AISD is all but begging us to do), the City needs to work on planning to allow people access.

It's designed as a highway. It's an urban street. The improvements needed should be pretty intuitive to figure out. :-) And remember - design dictates the speed people drive, not the speed limit.

Update traffic studies at intersections to provide better signaling and shorter wait times.

There needs to be an overpass at Slaughter and MoPac I spend way too much time sitting at this light trying to go north on MoPac EVEN on the WEEKENDS!!!

It's impossible for a car to pull over for emergency and remain safe. I always fear hitting cyclists or getting hit from behind while slowing down.

Get traffic moving more smoothly at peak times

Cycling support is horrible and very dangerous throughout the corridor. It is not rideable at all between Escarpment and Brodie, and very unsafe between Brodie and I-35.

Get it done!

Add speed limit postings and barriers. to help prevent wrong turns like the posts that were finally placed at MANCHACA and Slaughter. Make the observations to determine where dangerous shortcuts are or can be taken, and redesign.

I'd like to see three lanes both ways between Mopac and IH-35, as well as the median-separated cycle tracks.

Congestion at Slaughter Brodie intersection needs to be improved. Brodie south of Slaughter needs to be widened to accommodate number of cars turning

The REAL (and ignored) problems in our zone are our N-S routes, Manchaca, S 1st, Brodie, Congress and Westgate in that order. How can you not complete the grid?? CapMetro has several upcoming projects...you have got to be able to connect people on foot and on bike to those hubs, not only safely, but PLEASANTLY. So, so much bang for the buck if you include Manchaca from (the Hays County line to S. Lamar) and S 1st from 1826 to Barton Springs. One change, biggest impact: Lower speed limit to 20mph. 20isplenty.org grassroots campaign. Then people WILL walk and ride bikes and our coordinated efforts will create lasting change for the entire zone. Let's move us in that direction for the future of South Austin. Why? Because then it becomes a place people could imagine aging in place. We have to Slow Down Austin. And "Improving accessibility to and from destinations and neighborhoods surrounding the corridor" - only if it's for people on foot and on bike, separate from auto traffic.

Please stop pushing an agenda based on the belief that everyone will be walking, biking, and taking the bus. This is not reality! Please concentrate on fixing the roads. Give us back the car lanes taken for the weekend bikers or turn them into bus lanes. Require off road parking. Synchronize signal lights and reduce the cost of riding the bus.

Reduce the volume of cars that access West Gate Blvd..Cars travel too fast between Manassas and William Cannon. Need to install traffic light at Manassas and other intersections o calming devices from Manassas to Wm. Cannon. According to the January 2017 traffic study conducted by Austin Transportation Department, the volume of traffic at 7300 West gate increased by 30.4%(16,293cars per day) and car speeds exceed by 10 miles the posted speed limit of 35mph. Also, reduce the speed limit to 30mph.
Slower speed limits, safer intersections, quality and separate bicycle/pedestrian facilities, smart and sync'ed traffic signals, police presence and enforcement of speed limits, traffic light violations, blocking the box, school zone speed limits enforced as well as 1.5 mile radius surrounding neighborhood schools, lower neighborhood speed limits, provide bicycle and pedestrian connectivity through surrounding residential areas to access the corridor, not more auto access through the neighborhoods from the corridor. Include Manchaca Rd and S 1st St in this study !!!!
Spend money creating bike lanes that are separate from roadways like those in Europe. Walkers and bike riders should not be on roads with such heavy traffic - they need other options.
Need safe N-S connections to all of these E-W improvements also CapMetro needs to redo routes to better serve commuters from Hays County and SW Hill country area.
Narrow the streets to 10' or 11' on bus routes. Make them safer for all users.
Please improve the full length of Davis/Dittmar to make it a viable alternative for cyclists and pets. Urgent attention is needed to the hilly section directly east of Brodie: No sidewalks, no bike lanes, extremely poor lighting. And, yes, I do see cyclists and peds trying to use that section at considerable risk to themselves. Thanks.
The biggest problem is Mopac and Slaughter. That intersection is a congestion nightmare for drivers. We need to develop an underpass or alternative rather than forcing all Mopac to stop at that light. We also need to provide a safe passage for pedestrians and cyclists through that intersection. I won't let my teenage son walk or ride through it as it is way too dangerous.
The biggest impacts one could make for this corridor is improving the timing of the signals, adding turning lanes and keeping the medians.
Do not add bike lanes. Tgey slow traffic down and we lose car lanes. Let tgem use tge sidewalks, they're wide enough!
I avoid driving on Slaughter, especially near my neighborhood close to Mopac, because it's such a congested nightmare and the traffic signals are not timed properly so that you can drive the speed limit and not have to stop at every single stoplight. I live on Hoffman Drive in Deer Haven, and people use my corner to cut from Davis to Slaughter to avoid the backups at Brodie/Slaughter and Mopac/Slaughter. I'd also like to see improvements so that we could bike and walk more safely over to the restaurants and shopping at Mopac and Slaughter. Lastly, many kids who live in our neighborhood and Sendera walk to Bowie High School. Another pedestrian crosswalk closer to Sendera and Slaughter would be nice.
Slaughter Lane at Vinemont. The exit from our neighborhood and Circle C Community Park. I have witnessed many close calls 8n this area.
Traffic congestion has gotten really bad, especially near larger intersection. It might be time for more lanes.
Traffic has so dramatically increased that many of the side streets which need to access Slaughter face dangerous conditions due to lack of traffic calming solutions and different rates of speed/congestion between inside and outside lanes of traffic on Slaughter. I would suggest analysis be performed primarily during AM and PM drive time to judge safety of 'left turn' onto Slaughter along this cooridor for intersections with out lights.
Add guard rails, increase separation between pedestrians and traffic, and reduce the speed limit. The access in and out of Vintage Place and the Metro Park is in dire need of a light and is a fatal accident waiting to happen.
Make improvements to South Austin a priority for a change!
Simply improving the traffic signal timing would make a HUGE difference. It is just comical right now.
During soccer seasons, traffic into out and of Slaughter Metropolitan Park makes it a very dangerous intersection and difficult for Vintage Place residents to exit there neighborhood.
I would like more lanes, South Park Meadows needs better ways to get into the shopping center. slaughter at IH 35 is to congested.
Given the construction of new homes in the area consideration should be made regarding projected traffic counts.
There needs to be a pedestrian crossing installed at the intersection of slaughter lane and vinemont drive, as many residents of the neighborhood cross slaughter In here to enter the circle c metropolitan park and it's a very dangerous divided highway to cross.

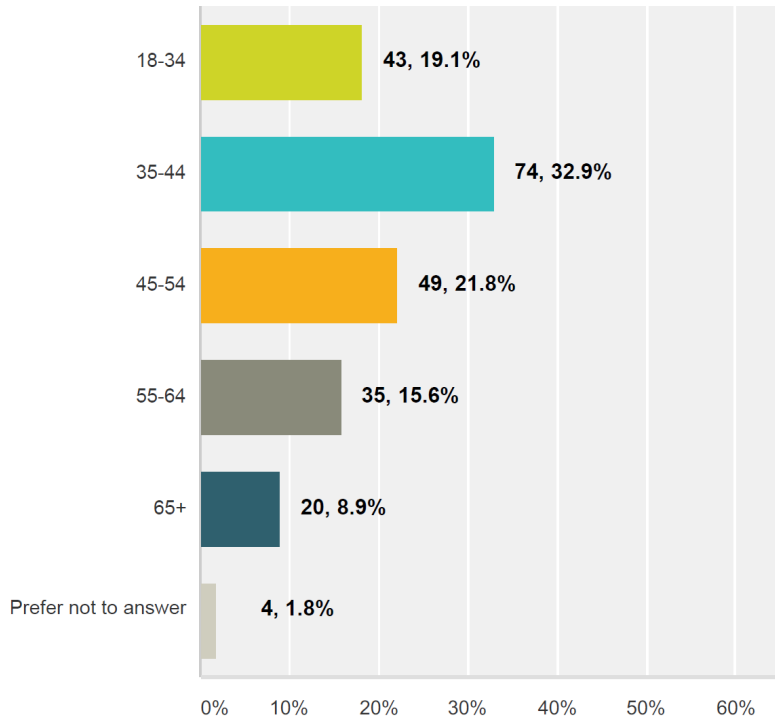
Slaughter and Manchaca is very dangerous so the intersection needs to be improved a lot! The traffic to turn East onto Slaughter from Manchaca is usually backed up. It's also hard to turn into our neighborhood, Tanglewood Forest, when traveling North from Slaughter Lane on Manchaca since there are so many cars in the turning lanes that are leaving businesses along Manchaca and they block us from being able to turn left into our neighborhood.
There needs to be a pedestrian bridge or signal for crossing at the Circle C Metropolitan Park. Otherwise it is about a half mile to the nearest crossing so I always see people running across four lanes of traffic. There should also be pedestrian access into the park, I.e sidewalk or walking trail - not just walking along the same road as cars use.
Let's get real. The bike lanes result in a reduction of the space available to separate cars. 40,000 cars a day driving Slaughter and every car endangered because the unsound bondoggle of bike lanes.
The bike lanes that were added between Manchaca and South First are rarely used, and they have caused the main traffic lanes to be narrower - dangerously narrower.
The speed limit along most of Slaughter Lane is 45 miles per hour. Nine times out of 10, vehicles are speeding on Slaughter at 55 mph or faster, very dangerous to other drivers.
I live near the intersection of Slaughter and Manchaca. Something MUST be done about the people crossing through oncoming traffic to turn into Walgreen's, HEB, etc. I myself have been in a terrible wreck due to this.
Something must be done to lower speed limits and improve awareness for Slaughter Lane near the neighborhoods across from the Circle C Metro park. It is crazy our kids are not safe in that area at all. The speed limit is ridiculous and sidewalks are pretty much in the road!! Thank you for looking into new options,
I live on Palace Parkway and it has become very busy -- I am assuming some is due to the increase of condos, but also as it is used as a thruway. People tend to race down it and even pass slower moving cars.
All bus stops need to be offset so as not to interrupt the flow of traffic by stopping in the lane.
the intersection of slaughter and manchaca is a nightmare. please consider allowing two left turn lanes from southbound manchaca to eastbound slaughter.
We need a light or pedestrian crossing at Vinemont and Slaughter across from the Metro Park. It's a dangerous intersection for residents, park users and commuters that pass through the intersection.
Concerned about intersection on Vinemont and Slaughter--which is across from the park entrance. Lots of traffic congestion, coupled with a 50 mph speed limit and sidewalks without protection is just another accident waiting to happen. A jogger from our neighborhood has already died after being hit by a speeding car that came up onto the sidewalk. Thank you for this survey and your attention to this area.
Light or speed bumps at slaughter and vinemont. Entrance to park and exiting Vintage place dangerous.
Bus service should go east of 35 all the way to vertex. Parking at sp meadows to ride the bus is not very safe or practical. Also. Cyclists on Slaughter (and Old Lockhart) are a huge safety concern.
We need a signal light at Slaughter and Vinemont, which is the entrance to Slaughter Metropolitan Park with all of the city soccer fields, and also the entrance to the Circle C Vintage Place neighborhood. It is dangerous to cross Slaughter there because of the slight curve and the high speed of cars along Slaughter Lane.
Extreme congestion at slaughter and bluff springs/ old Lockhart. Intersection improvements are not keeping up with the growth of residential area
A signal at Slaughter and Old Bradshaw. The traffic there between 7-8 weekday mornings is awful. There are zero bus stops east of the 35 on Slaughter.
The north bound Old Lockhart traffic that intersects with Slaughter gets incredibly congested in the morning. Some days the wait to turn onto Slaughter in either direction is 20 + minutes. Widening the intersection on Old Lockhart would greatly assist with the backup. With neighborhoods growing on all sides of that intersection, it would be ideal to head off the ever increasing congestion there.
Slaughter at IH35 is overloaded with cars making crossing IH35 awful via car. It's also pretty much impossible to navigate that area/entire road via bicycle. Some areas of slaughter do have a bike lane but it is too narrow for such a busy/fast street.
Residential neighborhoods (especially Palace Parkway between Slaughter and Dittmar) need better traffic control. Turning right onto Palace Parkway from Dittmar is also dangerous.
There are several schools along slaughter (including Gorzycki Middle, where my daughter is in 6th grade) that are not accessible by bike.
Don't waste space on bikes, they need alternative routes off the roadway. Mix use sidewalk/bike. Maximize roadway for motor vehicle use.
Improve the Slaughter/Mopac intersection congestion.

Manchaca and Slaughter is deadly because of limited options turning in and out of businesses and from manchaca to slaughter in general. Please prevent more deaths by fixing these issues. TOP PRIORITY
Separated movements at intersections, right-turn deceleration lanes for major driveway and intersections
There is a dedicated right turn lane that takes cars from westbound Slaughter to northbound MoPac. This turn lane regularly and needlessly backs up because cars stop and yield unnecessarily to northbound traffic on MoPac. There is a long, dedicated merge lane and no yield sign. But, cars stop and yield anyway. There needs to be a "keep moving" sign and/or pylons separating the merge lane from MoPac traffic so that people will feel safe making the turn without stopping. This would eliminate a lot of congestion on westbound Slaughter.
From Slaughter/West Gate, it is a 1/2 mile to major shopping centers in both directions, but dangerous to walk or ride a bike. Families should be able to ride their bikes to both of these centers (Brodie & Manchaca)
needs continuous bike lanes
The speed limit on this road needs to be reduced or the road needs to be right sized to discourage speeding. While the actual speed limit is 45MPH for most of the corridor, most motor vehicles drive much faster and the openness of the road lends itself to cars weaving in and out of lanes at high rates of speed. Additionally the traffic signals tend to cause significant back ups.
What needs to be addressed is automobile congestion. Adding bike and/or pedestrian access isn't going to help that. No one in Texas, much less in the remote parts of Austin, are going to bike and/or walk instead of driving when they have to go more than a mile. So, wasting valuable land on bikes lanes and/or sidewalks is a fool's game that won't address the problem.
Would really prefer to reduce traffic and speeds on Slaughter west of Mopac due to high walking and biking usage. Road noise is definitely an issue as well.
The biggest issue I see, like many corridors in Austin, is that the city has not upgraded the intersections to account for the growth. In particular, the left turn lanes have both permissive and protected turns which should not be the case. Traffic is about 50 mph with 3 lanes each direction, and you can't even see oncoming traffic due to the left turners on the other side. So if you are upgrading the corridor, need to incorporate protected lefts only.
All bus stops need pull over spaces to not block traffic.
The intersection at Slaughter and Congress is a nightmare to navigate in the pm rush hour. Buses have an extreme problem with turning east from Congress. The timing of the lights at the I35 frontage roads seem to not allow for enough traffic to go that would allow for cars/buses to turn eastbound. One suggestion is to make no right turn on red during rush hour to control cars jamming the intersection.
Timing of lights, longer turn lane from slaughter going east to turn south on brodie, if had designated turn lane that was longer it would help congestion for those not turning. Similar issue on slaughter coming west to go south mopac, need longer turn lane
Way too much congestion around peak hours.
There are few bus routes into the neighborhoods on the West end of William Cannon, nearer Escarpment and Convict Hill Roads. I work downtown and it makes getting to work or living there difficult. I've had to turn down places to live in that area because the transit is so difficult & minimal via biking and busing.
Add traffic light at Norman Trail/Bremner
There should be room to write comments and you are not addressing some basic issues. How about park and rides? Having bike lanes WITHOUT LOSING any car lanes? Survey is rigged to get answers you want, not to really find out what we want/need.
Need faster auto transit not more bike lanes or sidewalks
I live in the Parkside at Slaughter Creek neighborhood and there is no way to safely walk or ride my bike to any Southpark Meadows business because there are no sidewalks or bikelanes leading out of my neighborhood to slaughter lane. If I did ride my bike, where do I safely store it while shopping?
The speed limit on Slaughter Ln is too fast between Escarpment and Mopac. Traffic exiting the HEB to go east on Slaughter must "beat" westbound traffic that is going 50mph.
More density in some locations allowing for mixed use. Structures along roadway with parking in rear.
I would like to see more options, transit, bus lanes, signals, on the areas of Slaughter that are east of IH 35.
Yes, build 45 like we asked to be done at least 25 years ago. We have enough ways for bicycling and walk if you want to do it. WE NEED ROADS TO MOVE TRAFFIC! IF YOU WANT THE TO ECONOMY TO STAY HEALTHY THEY NEED TO KEEP COMING. BUILD ROADS!
We need an over/underpass at the Slaughter/Mopac intersection. Offering this will tremendously decrease gridlock.

Uninterrupted safe speed traffic flow during AM & PM work surge commutes on Slaughter Ln. will decrease the back up "accordion effect" of start/stop traffic patterns. Used in combination with smart technology traffic signal controls, commute surges pass through quicker.
There should be a bike lane, safer sidewalks, and a pedestrian signal/light at Slaughter and Vinemont by the park and neighborhood. Lost of pedestrians are on the sidewalks in this area as well as bikers because they are afraid to bike in Slaughter as it currently is laid out. Additionally it is not safe to get from one side to the other, particularly from the neighborhood side to the park. Access to the park for walkers and bikers should be high importance as well as controller vehicle traffic on busy soccer days.
There is a lot of congestion on Slaughter starting at about South First and continuing eastward until I-35 during peak rush hour times, including on the weekend. Sometimes I have to sit through a few light cycles because the traffic is too congested. Something needs to be done to improve the merging onto I-35 from Slaughter as this seems to be the cause of the backed up traffic.
Fix the intersections at S 1st and at Brodie. More turning lanes. Put up barriers to stop cars cutting over.
The "Slaughter Corridor" covers a lot of ground, both physically and socio-economically. I expect the people in Circle C and Bluff Springs have very different needs and expectations for transit options. Please consider dividing your survey and plans into west, central, and eastern portions.
Safe design speed of the roadway is the most important aspect for all modes of travel. Should be designed for operating speeds of 20 or 25 mph.
Good God if we could actually get lights synchronized, and stay that way, it would be a miracle. There are a couple of lights that are red way too long along the corridor, as the cross traffic only leads into neighborhoods which are not major thoroughfares. In addition, the lights at Southpark Meadows are ridiculous. I would like to see the one at Congress not lead into the shopping center and have that blocked off in order for traffic flow - and have entrances and exits to the shopping center in the remaining places. That would help facilitate traffic flow better there.
MAJOR issues @ Manchaca & Slaughter intersection with multiple wrecks every week. The congestion around Bowie HS area is extremely frustrating and dangerous.
The lack of intelligent timing / sensor control is the most obvious issue I encounter. Timing is horrible at the Slaughter and Mopac intersection. When trying to drive east on Slaughter, the lights are not synced, so traffic bottlenecks the closer one gets to I-35
Expand roadway to minimum of 4 lanes in both directions
Please make it safer. Need a light on the other side of Riddle and Slaughter. Intersection at Slaughter and Manchaca needs to be safer.

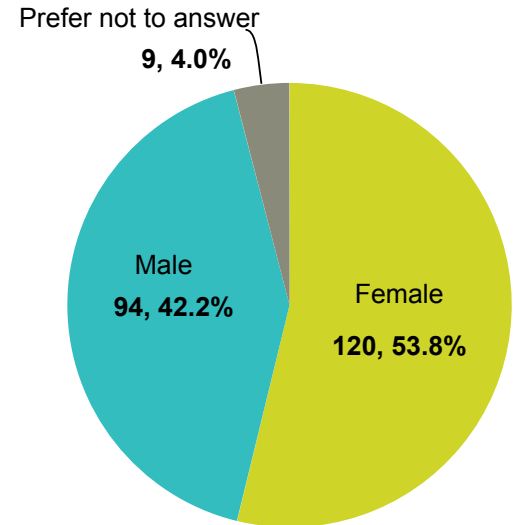
What is your age? (optional)

Answered: 225 (221 English, 4 Spanish)



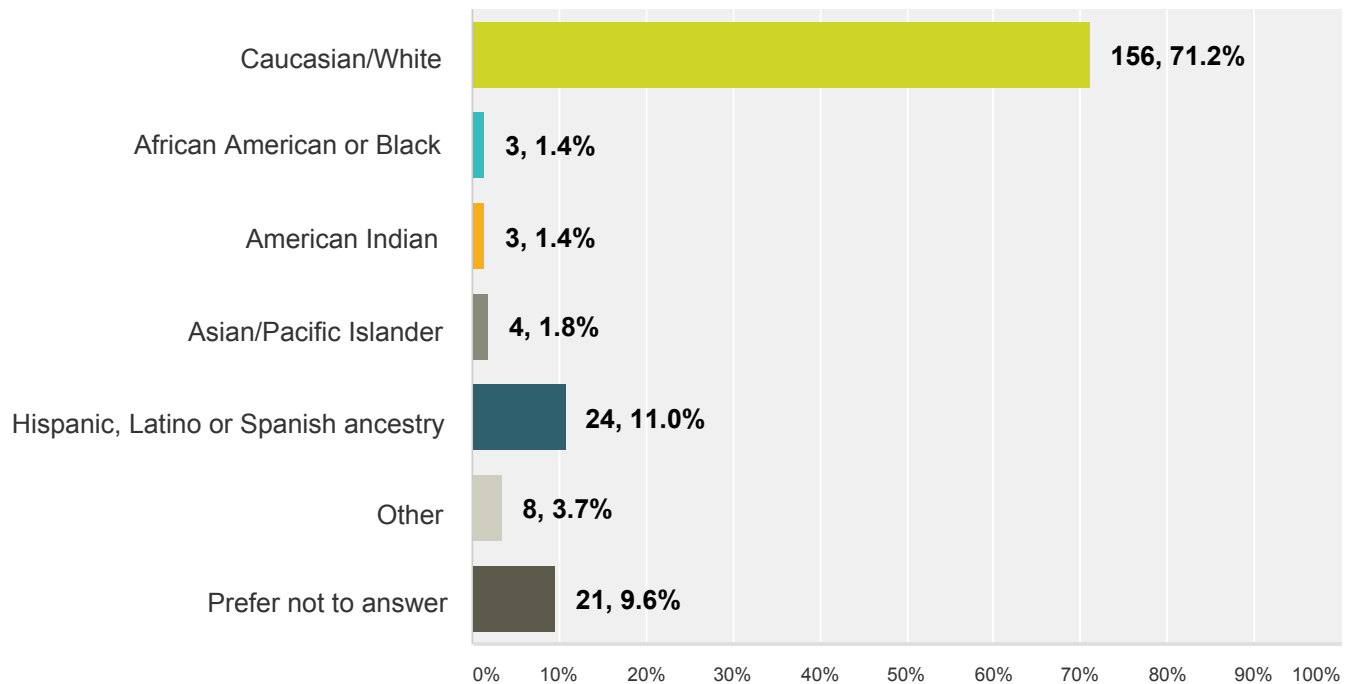
What is your gender? (optional)

Answered: 223 (220 English, 3 Spanish)



What is your race/ethnicity? (optional)

Answered: 219 (215 English, 4 Spanish)

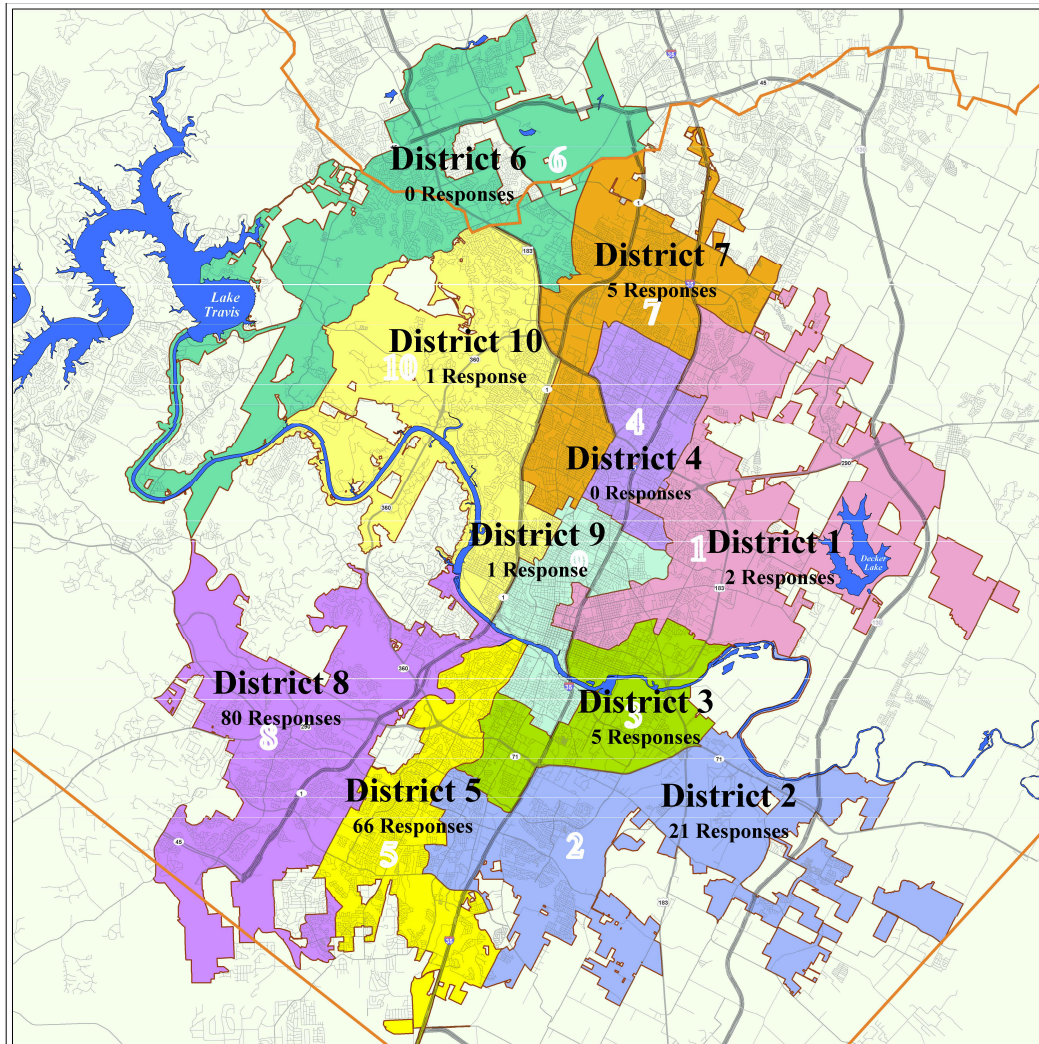


Provide your email address if you would like to receive updates about the Mobility Plan as new information becomes available or be notified of other opportunities to participate. (optional)

Answered: 86 (86 English)

What City Council District do you live in? Click here to see a district map. (optional)

Answered: 211 (209 English, 2 Spanish)

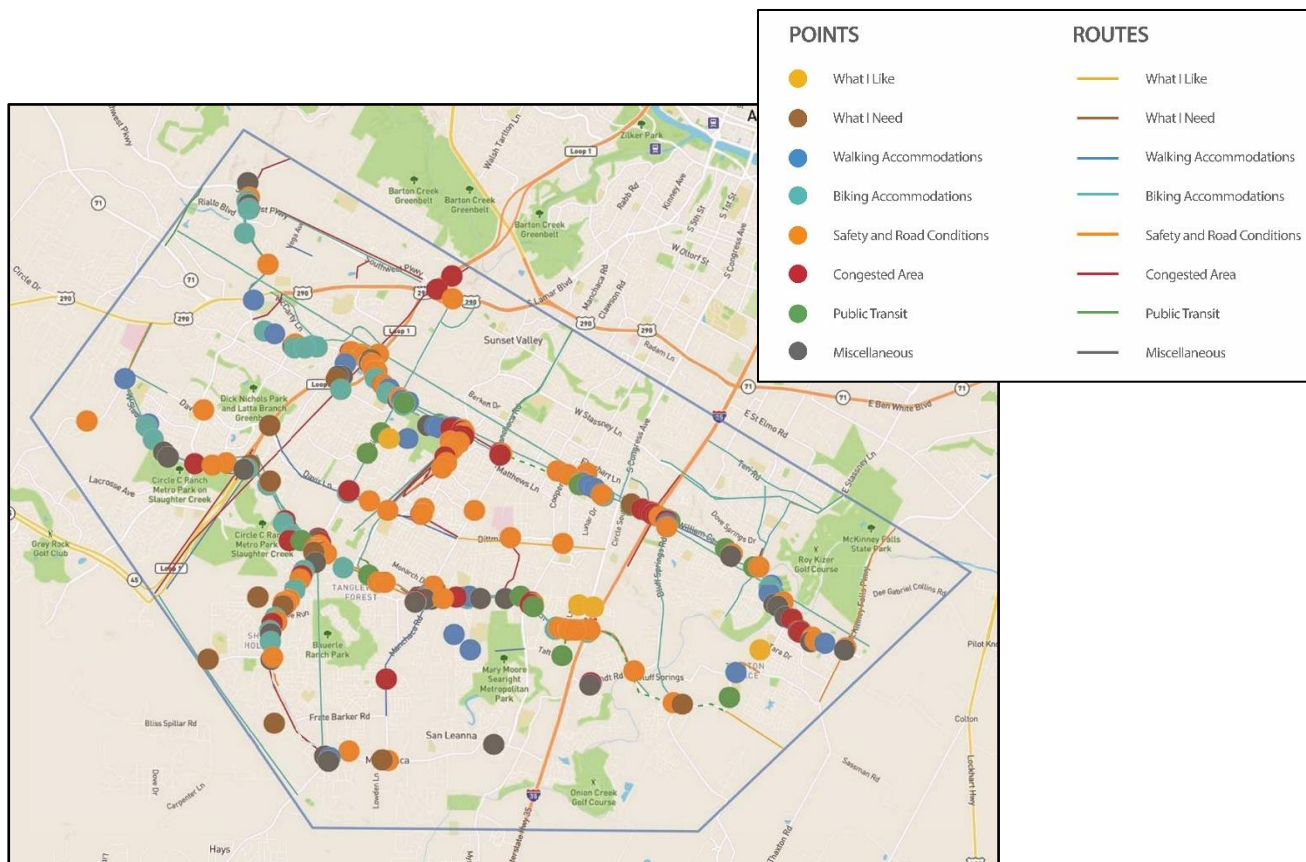


Map produced by: Ryan Robinson, City Demographer, City of Austin, May 2016.

District	No. of Responses	Percentage of Total
District 1 - Ora Houston	2	0.9%
District 2 - Delia Garza	21	10.0%
District 2 - Sabino "Pio" Renteria	5	2.4%
District 4 - Gregorio "Greg" Casar	0	0.0%
District 5 - Ann Kitchen	66	31.3%
District 6 - Jimmy Flannigan	0	0.0%
District 7 - Leslie Pool		
District 8 - Ellen Troxclair	80	37.9%
District 9 - Kathie Tovo	1	0.5%
District 10 - Alliston Alter	1	0.5%
I don't know	18	8.5%
I prefer not to answer	12	5.7%

WIKIMAP REPORT

An online WikiMapping page was created to allow stakeholders to give location-specific input and feedback on the corridors. This interactive tool provided a legend of icons and color-coded lines to indicate input categories, such as: Public Transit, Driving Conditions (Congested Areas, and Safety and Road Conditions), Bicycle Accommodations, Pedestrian Accommodations, and Miscellaneous including "What I Like" and "What I Need". Users had the opportunity to mark routes or points on and around the corridors, add written comments, as well as see and respond to input from other users.



OVERVIEW OF SLAUGHTER LANE WIKIMAP COMMENTS

Comment Category	No. of Comments
Driving Conditions - Congested Area	50
Driving Conditions - Safety and Road Conditions	40
Miscellaneous, What I like, What I need	39
Bicycle Accommodations	39
Pedestrian Accommodations	12
Public Transit	10
Total	190

WIKIMAP RESPONSE SUMMARY

Users were provided a set of questions related to the category of their choosing. Responses are summarized here.

Driving Conditions

Which of the following driving improvements would you like to see here? (Select all that apply) (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways, Improved turning options, Other)	No. of Responses
Improved turning options	51
Other	8
Uncategorized/unanswered	25

Themes in 'Other' and Uncategorized Driving Conditions Comments
<ul style="list-style-type: none"> • Traffic calming in neighborhoods • Congestion and need for expanded/additional lanes • Need for smart infrastructure and synchronized signal timing • Roadway maintenance needed • Safer pedestrian crossings needed near busy roadway • Better traffic flow plan needed to accommodate school pickup traffic

Bicycle Accommodations

Which of the following biking accommodations would you like to see here? (Select all that apply) (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	No. of Responses
Separate and/or protected bike lanes	32
Bike parking	1
Other	8
Uncategorized/unanswered	7

Themes in 'Other' and Uncategorized Bicycle Accommodations Comments
<ul style="list-style-type: none"> • Additional bike lanes and trails needed • Biking facilities separate from roadway preferred • Desire for access to Violet Crown Trail from roadway • Additional turning and crossing signals at intersections needed for cyclists' safety • Opposition to added bike facilities

Pedestrian Accommodations

Which of the following pedestrian accommodations would you like to see here? (Select all that apply) (Answer Choices: Continuous sidewalks, Sidewalk maintenance, Sidewalks with separation, Safer pedestrian crossings, More pedestrian crossings, ADA rehabilitation, Opportunities for sitting and shade, Other)	No. of Responses
Wider sidewalks	3
Continuous sidewalks	6
Sidewalk maintenance	1
Other	4
Uncategorized/unanswered	2

Themes in 'Other' and Uncategorized Pedestrian Accommodations Comments
<ul style="list-style-type: none"> • Need for crosswalks and continuous, connected pedestrian facilities • Safe pedestrian routes to and from schools needed • Pedestrian facilities separate from roadway preferred

Public Transit

Which of the following transit improvements would you like to see here? (Select all that apply) (Answer Choices: More transit options, More frequent bus service, Upgraded bus stops (shelters, benches, better signage, safer), Other)	No. of Responses
Other	2
Uncategorized/unanswered	7

Themes in 'Other' and Uncategorized Public Transit Comments
<ul style="list-style-type: none"> • Need for park-and-ride stations • Preference for bus stops located near pedestrian crossings and intersections • Need for additional service routes

Additional Comment Categories

Additional Comment Categories	No. of Responses
Miscellaneous, What I like, What I need	39

Themes
<ul style="list-style-type: none"> • Need mitigation for increased traffic volume on side streets • Need for signals and traffic calming devices • Improved turning options needed • Congestion and need for expanded/additional lanes • Safety concerns • Concern for flooding in the area • Improved pedestrian facilities near schools needed • Need for bike lockers • Improved access to driveways and recreational locations needed for drivers

- Desire to maintain natural features of area
 - Need to match grade
 - Intersection improvements
-

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.184606	- 97.792482	point			Adding road bumps or some sort of barrier to the bike lane. The bike lane is constantly used as an additional lane by cars.	
30.200871	- 97.871082	point	Improved turning options		Allow permissive lefts onto Beckett	
30.15882	- 97.775788	point			Blind intersection @ cut through on Brandt	
30.206973	- 97.815399	point	Improved turning options; Other	West Gate Blvd., from Manassas to William Cannon	Cars from Slaughter, Brodie, Davis and Manassas use West Gate Blvd. as a short cut to MoPac, down town, and William Cannon. There no traffic lights, stop signs, or calming devices from Manassas to Wm. Cannon. The volume of traffic has increased bby 30% since 2013 when West Gate was extended to Slaughter. Car speeds exceed the posted speed limit of 35mph by almost 10 mph. Need to limit access to West Gate and install traffic lights and calming devices. Need to install bike lanes. West gate was originally built as a one lane in each direction with a bike lane.	
30.205179	- 97.818719	point	Improved turning options		Cars speed 10 miles above posted speed of 35mph on West Gate between Manassas and Wm. Cannon. Cars the car volume increased by 30% (16, 293 per day) since 2012 when West Gate was extended south of Cameron Loop. There are no lights, stop signs, or calming devices on West Gate,from Cameron loop to Wm. Cannon. There no protected turn lanes southbound from Wm. Cannon to Manassas. Need to reduce speed limit, install lights, stop signs and calming devices from Manassas to Wm. Cannon. Driveways of homes on the east side of West Gate face the street and is very dangerous . Also, people living on the alphabet streets (westside of West Gate face danger in trying to cross unprotected turns	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
					and dodge speeding cars to go north on West Gate. Need to reduce speed limit and install lights, stop signs, and calming devices.	
30.182862	-97.847983	point	Improved turning options		Cars turning into this area tend to cause accidents since it is very congested. Signage about left lane turning into a turn only lane causes a lot of congestion. Initiating a right lane turn only lane would help with congestion. Consolidating the lanes that come from the shopping center to one that is further from the interestion could help with dangerous driving conditions.	
30.190667	-97.82523	point			Cars use Leo as a short cut to Cameron Loop , Seminary Ridge, Manassas and West Gate. Speeding cars and increase volume of traffic create a dangerous environment for the neighborhoods.	
30.190511	-97.825293	point			close the round about and install a light. People get confused. Danger of collisions.	
30.173847	-97.817116	point			Congestion at this intersection as area continues to develop	
30.167113	-97.786024	point			Congress and Slaughter need more spacing for west bound Slaughter traffic to turn N bound on Congress. Get caught in I-35 traffic flow	
30.167132	-97.787901	point			Coordinate stop lights @ I-35 with lights @ S. Congress	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.200222	- 97.865546	point			Coordinate timing of light at MoPac with the light at Sendera Mesa.	
30.202093	- 97.819765	point	Improved turning options		Dangerous intersection at Harleyhill and West Gate. No protected turn lane or protected pedestrian crossing. Speeding cars and high volume during commute hours make it impossible for people living on the west side of West Gate to cross and go north on West Gate. Need a stop sign or traffic calming devices. Cars from Manchaca, Brodie, Manassas, Slaughter, and Wm. Cannon use West south of Wm. cannon as s short cut . There are no lights, stop signs, or calming devices from Cameron Loop to Wm. Cannon.	
30.200222	- 97.865546	point	Improved turning options		Divergent diamond or similar would greatly improve traffic backup on Slaughter at Loop 1	
30.200222	- 97.865546	point	Other	The light for traffice heading north on Highway 1 is far too short.	Drivers have to sit through several light changes to be able to pass through this intersection, because the green light for those driving north Loop 1 is so very short.	
30.172456	- 97.799327	point	Improved turning options		Eastbound signal from Southbound S 1st would clear alot of congestion	
30.182547	- 97.847688	point	Improved turning options		Exiting at Whataburger left turn dangerous	I Agree by on 06/01/2017 Left turn from Brodie west to slaughter is a nightmare during rush hour. Also drivers making a u-turn to get to the Valero from west Brodie is very unsafe. by on 06/01/2017
30.167419	- 97.791833	point	Improved turning options		exiting to go west on slaughter from this business complex has poor visibility because of the shrubs	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.175076	- 97.823344	point	Improved turning options		Extend left turn to go SB on Manchaca from WB Slaughter. Would also eliminate the people going EB that try to turn left into Walgreens.	
30.173111	- 97.826509	point	Improved turning options		far too congested and unsafe	Slaughter and Manchaca
30.140711	- 97.833209	point	Other	Build OverPass through Manchaca	FM1626 is dangerous and needs an overpass over the RR Crossing and local intersections	
30.200778	- 97.878227	point	Improved turning options		HEB + the left turn onto Slaughter creates bad traffic and impatient drivers that run lights.	
30.16715	- 97.789521	point			I would like to see fewer lights as this is a major bottle neck for ALL of slaught getting to and coming from I35	
30.183011	- 97.849603	point	Improved turning options		If you stop at the Valero it's almost impossible to go West on Slaughter - can't turn	
30.206258	- 97.815421	point	Improved turning options		Improve traffic safety on West Gate between William Cannon and Manassas by reducing speed limit and adding lights and /or stop signs at intersections with the alphabet streets.	
30.185162	-97.85604	point	Other	This street needs traffic calming and eningeering solutions to stop cut throu traffic through the neighborhood.	Improvements to Brodie and Slaughter are needed to fix this problem. The cut thru traffic on Wolfttrap and Aspen Creek Parkway is extremely dangerous for the people in that neighborhood.	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.200958	-97.81959	point	Improved turning options		Install light or stop sign. Dangerous intersection at Inridge and West Gate Blvd. Blind corner at this point makes it very dangerous to enter West Gate since cars go too fast and there are no lights or stop signs from Cameron Loop to Wm. Cannon. Also, need to install calming devices .Volume of traffic is high since cars use West Gate as a short cut from Slaughter, Manchaca, and Brodie. We had colissions in the past , cars run into mail boxes and homes. A child died when a car hit a tree in the median.	
30.203001	- 97.818961	point	Improved turning options		Install light, stop sign, and traffic calming devices. reduce speed limit	I Agree by Anonymous on 06/14/2017 Dangerous intersection at Fentonridge and West Gate. No protected southbound turn lane for people living on the east side of West Gate. Similarly, people living on west side of West Gate (alphabet streets) have difficulty crossing to go northbound. Speeding cars and high volume , especially during commute hours. Need to install light or stop sign, and calming devices. Also need to have pedestrian crossing signal installed. by Anonymous on 06/14/2017
30.199839	- 97.820593	point	Improved turning options		Install light. Many cars use Manassas as a short cut from Manchaca and other streets to enter West Gate. Also, reduce speed limit.	I Agree by on 06/16/2017 add calming devices from Manassas to Wm. Cannon. Install stop signs at Inridge and Fentonridge. by Anonymous on 06/18/2017
30.202093	- 97.819765	point	Improved turning options		install lights and calming devices between Manassas and WM. Cannon	
30.205179	- 97.818719	point	Improved turning options; Other	High volume of traffic and speeding cars over vbthe posted limit of 35mph.West Gate Blvd. has became a short cut fer cars froem Slaughter, Brodie, Mnchaca, and Davis Lane.	Install traffic light at Manassas and West Gate and calming devices to slow down cars and and improve safety for people living along West gate.	Reduce speed limit to 30mph and install calming devices between Wm. Cannon and Manassas. Install traffic signal at Manassas and West Gate and Fentonridge and West Gate. by Anonymous on 05/16/2017 reduce West Gate blvd between Manassas and William Cannon from two lanes to one lane in each direction and add a bicycle lane. by Anonymous on 05/16/2017 I Disagree, this is a main cooridor by Anonymous on 05/17/2017

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.202093	- 97.819765	point	Improved turning options		Install traffic lighy or stop signs. Install calming devices and lights from Manassas to Wm. Cannon. Install turn lanes.	
30.214158	- 97.830473	point			Intelligent traffic controllers are needed throughout. Emphasis on intelligent. Enough that they are able to detect when a vehicle is there or not. When a vehicle has proceeded already and a light change is no longer needed and can be ignored. Enough that a group of 10-15 vehicles isn't stopped on a major road just for one or two on a side road. Let the group pass first, THEN change the light. Smart traffic management must begin with smarter traffic controllers.	
30.191293	- 97.833277	point	Improved turning options		Intersection of Cameron Loop and Davis is dangerous. Also, cars from Brodie and Wm. Cannon use Cameron Loop as a short cut. Close Cameron Loop.	
30.191251	- 97.813063	point	Improved turning options		Intersection of Shiloh and Manchaca is dangerous . Cars use Shiloh as a short cut from Manchaca to access West Gate through Manassas.	
30.209346	- 97.903569	point	Other	Need a Bridge / None Exists	Low Water Crossing should be replaced with MAD4 bridge with bike / ped protected crossing. TXDOT says technically there is no bridge here over Slaughter Creek.	
30.17675	- 97.835559	point			Maintain road surface by school please	
30.183567	- 97.850182	point	Improved turning options		Need congestion right at Brodie and Slaughter and Brodie Southbend	
30.183595	- 97.849603	point	Improved turning options		Need longer right turn lane @ Brodie/Slaughter heading east	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.207862	- 97.818253	point	Improved turning options		NO bike lanes	
30.207362	- 97.815785	point	Improved turning options		NO bike lanes for the limited number of bike riders.	
30.185162	-97.85604	point	Other	You have to expand lanes. NOT BIKE LANES.	NOBODY RIDES THEIR BIKE. You need to expand to more car lanes on Brodie. This is the main location of traffic back up. Cars are backed up for miles down Brodie in the morning and evening.	
30.185793	- 97.804585	point	Improved turning options; Other	Need a stop sign or traffic light here; no one drives 35 and while trying to turn from Dittmar to Palace Parkway, I have almost been rear-ended several times.	Once, there was a bicycle in the bicycle lane at the Dittmar / Palace Parkway intersection when I was trying to turn. The bicycle wouldn't slow down so I could turn, while the person behind me wouldn't slow down either. If I had gotten rear-ended, the bicyclist might have gotten injured also.	I Agree by on 05/23/2017; Dittmar and Palace Parkway
30.206258	- 97.815421	point	Improved turning options		Reduce speed limit and add protected turn lanes on West Gate Blvd., from William Cannon to Manassas.	
30.206258	- 97.815421	point	Improved turning options		Reduse speed limit ; Install calming devices and traffic lights from Manassas to Wm. Cannon.	
30.191768	- 97.824861	point	Improved turning options		Restrict access to Cameron Loop . Reduce to one lane and install a bike lane. Cars use Cameron Loop as a short cut to access West Gate Blvd. Speeding cars and high volume create unsafe conditions. Also, there is no sidewalk.	
30.167308	- 97.790954	point			Sight line issues on Cullen at Slaughter make the intersection very dangerousThanks	
30.167127	- 97.790873	point			Signal timing at Cullen and Slaughter is very bad. Few cars can make the turn. Always backed up	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.167113	- 97.786024	point			Signal timing I-35 @ Slaughter	
30.173787	- 97.824352	point			Signal timing is awful Slaughter & Manchaca Delineators tors have helped eliminate people going /leaving HEB but has not stopped all the drivers from stopping that maneuver	
30.157151	- 97.833424	point	Improved turning options	The turning lane should be two lanes	Slaughter going from 3 down to two lanes at Manchaca is not good for the flow of traffic. There should be 3 lanes all the way to Mopac.	
30.18563	- 97.849354	point		Need more lanes	South Austin is growing too fast and ATX is not keeping up with the growth. We need more lanes...	
30.18563	- 97.849354	point	Improved turning options		The congestion at this intersection is causing dangerous cut thru traffic through the Oak Parke neighborhood.	
30.172289	- 97.799698	point	Improved turning options		the left turn lane turning west on slaughter from the 1st on the south, always has too many cars. the turn lane backs up into the left lane causing congestion and causing people to go into the right lane, which backs up the right lane	
30.190511	- 97.825293	point	Improved turning options		The round about at Leo and Davis confuses drivers. Install stop sign or light.	
30.190511	- 97.825293	point	Improved turning options		The runabout at Leo and Davis confuses drivers. Cars enter Seminary Ridge or Cameron Loop as shortcut to West Gate, Install light or stop sign	
30.200222	- 97.865546	point	Improved turning options		There shold be two lanes to turn left from westbound Slaughter to northbound MoPac	
30.173801	- 97.823617	point			This intersection is a terrible intersection for pedestrians and vehicles. I would like to see a BIG traffic circle here.	I Agree. The left turn lane, going south, has too many cars by on 06/16/2017

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.173439	- 97.820377	point			this is the only pedestrian access across the railroad. I would love to see more pedestrian crossings other than Slaughter lane due to the size of traffic that slaughter handles. If more pedestrian access points are not possible, I would like to see large improvements to encourage pedestrian traffic.	
30.189196	- 97.857038	point			This is where Bowie High School students walk from Sendera neighborhoods to the school. Their parents are forced to park alongside the neighborhood curbs, in order to pick the kids up from school in the afternoon. Perhaps there could be a better process of getting the parents up to the school and on their way, instead of congesting the neighborhood roads and Slaughter Lane.	
30.182681	- 97.847865	point	Improved turning options		this is where the left lane turns into a left turn only lane. this intersection has two left turn lanes. is that needed? this forces a bunch of traffic to change lanes if you are still going west.	
30.202093	- 97.819765	point	Improved turning options		Too many cars from Manchaca, Slaughter, and Brodie use West Gate as a short cut, since there are no lights, stop signs, or calming devices from Cameron Loop to Wm. Cannon. Need to add lights, stop signs, and calming devices to slow down cars that on the average travel 10 miles faster than the posted speed of 35mph. Need to protected turn lanes southbound from WM. Cannon to Manassas.	
30.18563	- 97.849354	point	Improved turning options		Too many people block this intersection during high traffic times. Make safe and bigger as well as install red light cameras that strictly enforce running of red lights and blocking of the intersection.	unsafe, need more lanes, people run red lights, people block intersection
30.167526	- 97.793217	point			Traffic signals at Alice Mae/Slaughter	
30.172678	- 97.799392	point			turning east from the north, not enough left turn signal for all cars to proceed, causes congestion around rush hour	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.176685	-97.834003	point	Improved turning options		Turning left is hair-raising... too hard to see the light is at Curlew. Riddle is the thru-road... why direct traffic through neighborhood?	
30.176008	-97.82262	point	Improved turning options		Vehicles headed north on Manchaca wanting to turn left onto Monarch risk head-on collisions in the "suicide lane" with vehicles headed southbound on Manchaca that intend to turn left onto Slaughter.	
30.156407	-97.785641	point			very congested w/ cars	
30.190511	-97.825293	point	Improved turning options		Widen street to two lanes in each direction.	
30.152327	-97.76639	point			With all the new development @ this intersection please put in a traffic light @ Bluff Springs & Slaughter & Old Lockhart	
30.200222	-97.865546	point	Improved turning options			
30.203544	-97.81836	point	Improved turning options			<p>Dangerous intersection with no protected turn lane or stop sign to allow safe crossing from the west site of West Gate to go north. High volume of cars and cars speeding need to addressed. by Anonymous on 06/14/2017 dangerous intersection at Deeringhill and West Gate Blvd. No protected turn for cars to go north on West Gate. High volume and speeding cars create a hazardous environment. Need to install lights , stop signs, and calming devices at Manassas, Inridge, and Fentonridge to slow down traffic, Also , lower the speed limit.</p> <p>by Anonymous on 06/17/2017</p>

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.173111	- 97.826509	point	Improved turning options			Slaughter and Manchaca
30.173111	- 97.826509	point	Improved turning options			Slaughter and Manchaca
30.173111	- 97.826509	point	Improved turning options			Slaughter and Manchaca
30.157151	- 97.833424	point	Improved turning options			
30.18563	- 97.849354	point	Improved turning options			unsafe, need more lanes, people run red lights, people block intersection
30.18563	- 97.849354	point	Improved turning options			
30.200445	- 97.874215	point		Maintain roads surface here		
30.15882	- 97.775788	point	Improved turning options			

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
		line	Separated and/or protected bike lanes		Add bike lane on West Gate from Manassas to Wm. Cannon. Reduce West Gate to one lane in each direction and a protected bike lane. Also install lights, stop signs and calming devices reduce speeding cars.	I Agree. The left turn lane, going south, has too many cars by on 06/16/2017
30.196865	- 97.860707	point	Separated and/or protected bike lanes			
30.179514	- 97.852467	point	Other	more traffic lanes. NOT BIKE LANES.	stop adding bike lanes and bike improvements! we need more lanes. Not bike lanes. Nobody rides there bike to go to work.	
		line	Walking	add bike lanes.	There no bike lanes from Cameron Loop to Wm. Cannon. West Gate was originally built as one lane in each direction with a bike lane. The City converted the bike lane into another car lane in late 1990s. Cyclists are in danger because of the speeding cars and the heavy volume of cars. Need to add lights and stop signs from Manassas to Wm. Cannon. Another option is to make this section of West Gate into one lane with a bike lane in each direction.	Install bike lane from Manassas to Wm. Cannon.
30.195252	- 97.842264	point			Expand to two lanes in each direction from West Gate to Brodie. Construct side walks.	
30.170026	- 97.859216	point			Install bike lanes from Cameron loop to Wm. Cannon. Install light at Manassas and Fenton ridge.Reduce speed limit.	
		line		install light at bCohoba and West Gate.		

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
		line	Separated and/or protected bike lanes; Other	Bike / Ped Trail parallel to SH45SW	Build an Urban Trail along SH45SW between 1626 and RM1826	
		line	Separated and/or protected bike lanes		Complete bike lanes from Brodie to Mopac -Bowie teacher and bike commuter	
		line	Separated and/or protected bike lanes		Complete bike lanes from Brodie to Mopac -Bowie teacher and bike commuter	
		line	Separated and/or protected bike lanes		Complete bike lanes from Brodie to Mopac -Bowie teacher and bike commuter	
		line	Separated and/or protected bike lanes		Complete bike lanes from Brodie to Mopac -Bowie teacher and bike commuter	
		line	Separated and/or protected bike lanes		Pleasant Valley bike lanes stop at St. Elmo (more or less) making further N/S travel to/from William Cannon very dangerous.	
		line	Separated and/or protected bike lanes		this area nearly impossible to access via bicycle	
		line	Separated and/or protected bike lanes		Add bike lanes on Slaughter from 1826 to Brodie	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.20618	- 97.887513	point	Separated and/or protected bike lanes		Add protected bike lanes for students and people on bikes “ Bowie HS alum	
		line	Separated and/or protected bike lanes		Install protected bike lanes entire length of Slaughter on both north & south sides. Thanks	
30.196865	- 97.860707	point	Separated and/or protected bike lanes			
30.196865	- 97.860707	point	Separated and/or protected bike lanes		Bike lane needed! or repurpose for mixed use ped/bike use. Not many peds in this area	
30.186627	- 97.855171	point	Separated and/or protected bike lanes		Need bike lanes or separate path so students can bike to Bowie-it is growing and it will not be able to handle anymore traffic	
30.189196	- 97.857038	point	Separated and/or protected bike lanes		ADD protected bike lanes for students and people on bikes -Brodie High School alumni/native Austinite	
30.173801	- 97.823617	point	Separated and/or protected bike lanes		Suicidal intersections for bikes. Please add safe/protected passage	
30.174144	-97.81527	point	Separated and/or protected bike lanes		Protected bike lanes	
30.173866	- 97.814219	point	Separated and/or protected bike lanes		Consider ways to separate bike & ped infrastructure from center travel way - make student travel from apts to elem @ Tx Oaks	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
		line	Separated and/or protected bike lanes		No safe passage for bikes through this whole area! Please add protected passage	
30.167113	- 97.786024	point	Separated and/or protected bike lanes		Protected bike lanes for people on bikes!	
30.167637	- 97.793528	point	Separated and/or protected bike lanes			
30.173866	- 97.814219	point	Separated and/or protected bike lanes			
30.180117	- 97.843294	point	Separated and/or protected bike lanes			
		line	Bike parking		Install bike lanes or repurpose side lanes for peds and bikes	
30.208808	- 97.889299	point	Other		No fence! Mtn bikers use that trail to access Slaughter Creek Trail on 1826	
30.180117	- 97.843294	point	Other		Lets get real. Remove bike lanes. They are rarely used vs 40,000 cars	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.200222	- 97.865546	point	Other	This is such a busy intersection, and now the Violet Crown Trail runs parallel. People on bikes have to navigate this horrible intersection to get to the Veloway. It would be safer to have some kind of elevated bike bridge to get people to all points south, instead of having to risk this dangerous intersection on a bike. Picture the kids on bikes at this major intersection...		
30.200222	- 97.865546	point			Critical shortage of safe transit for bikes	
30.173921	- 97.811322	point			Please add bike lanes full length by Slaughter -especially to provide/create access to the Veloway Thombs	
30.180117	- 97.843294	point			The left turn lane into the Gymnastics center is often confused for the left hand turn lane onto Westgate. This section here can be a mess whenever a gymnastics class lets out.	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.189196	- 97.857038	point			It would be GREAT if there was a way to cut through here to the Veloway and the Violet Crown Trail, instead of having to risk your life, and go through the Slaughter/Mopac intersection. Back in the day, there was a path behind Bowie HS that people used for just this purpose. The area is fenced now.	
30.208122	- 97.821214	point	Wider sidewalks; Continuous sidewalks			
30.141277	- 97.846867	point	Wider sidewalks; Continuous sidewalks		Terrible intersection for bikes and pedestrians.	
30.205804	- 97.828542	point	Continuous sidewalks		This is a popular stretch for walker and bikers because of people entering and exiting the nature preserve and travelling to the park, but there are no sidewalks at all, the street is narrow, visibility is limited because of the trees, and cars are traveling on high speed. Help!	

Latitude	Longitude	Feature Type	Which of the following pedestrian accommodations would you like to see here? (Answer Choices: Continuous sidewalks, Sidewalk maintenance, Sidewalks with separation, Safer pedestrian crossings, More pedestrian crossings, ADA rehabilitation, Opportunities for sitting and shade, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.208122	-97.821214	point	Wider sidewalks; Continuous sidewalks			
		line	Wider sidewalks; Continuous sidewalks; Sidewalk maintenance		It takes 20 minutes to walk from the gas station at SE corner of Slaughter/Manchaca to the HEB at the NW corner, because of terrible sidewalks and not enough pedestrian crossings.	
		line	Wider sidewalks		Sidewalks are back of curb and outdated/unsafe.	
30.173782	-97.824368	point	Continuous sidewalks; Other	Continuous connections to various neighborhoods nearby.		
30.156407	-97.785641	point	Continuous sidewalks		This road has no sidewalks and it is the safest route from the parkside at slaughter creek comminty to slaughter lane. It wohld be great to see sidewalks added	
30.16305	-97.814069	point	Continuous sidewalks			
30.166278	-97.817717	point	Continuous sidewalks			
30.208808	-97.889299	point	Other		Fence? Pushes people to Slaughter and off the trail	
		line	Other	More connections to major hubs off street.	This connection would provide off street access to South Park Meadows without the use of a vehicle. Helps Promote walkability/park and "ride" or bike.	
		line	Other	More connections to major hubs off street.	This connection would provide off street access to South Park Meadows without the use of a vehicle. Helps Promote walkability/park and "ride" or bike.	
30.218061	-97.894707	point			Build a trail with abandoned Davis Ln ROW connects to/from middle school	
30.173866	-97.814219	point			Consider ways to separate bike & ped infrastructure from center travel way - make student travel from apts to elem @ Tx Oaks	

Latitude	Longitude	Feature Type	Which of the following transit improvements would you like to see here? (Answer Choices: More transit options, More frequent bus service, Upgraded bus stops (shelters, benches, better signage, safer), Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.185162	-97.853336	point			*Consider A Joint use park and ride with church to provide direct transit to CBD	
30.178276	-97.83756	point		Park-and-ride	Consider community Park & Ride with Church with direct Transit to CBD	Yes! Consider Park & Ride with Direct Transit - light rail maybe? Thanks
30.173782	-97.824368	point	Other	Move bus stop	Bus stop not at intersection move so aligns with signalized intersection x-walk.	
30.173968	-97.802052	point			Bus stop not at intersection. Move to protected crosswalk location	
30.171909	-97.799081	point			Midblock bus move to intersection	
30.167637	-97.793528	point			Bus stop location. So a pair exists E-W at protected sidewalk	
30.161826	-97.792482	point	Other		I would like to see this as a park and ride location and a nice bus stop with todays amenities/technologies.	
		line			A line to connect to the BRT stop at Southpark Meadows for growing Goodnight community and surrounding communities.	
30.153366	-97.753172	point			Public transit stop	

Latitude	Longitude	Feature Type	Please add a comment to describe this point/route	Secondary Comments (from separate author)
30.158152	- 97.745984	point	Turning lane needed from Thaxton eastbound to salt springs north bound	
		line	Single lane roads are full of cracks, holes, and have shifted	
		line	Street lights	
		line	More lanes please. Two lanes to not cut it during high traffic times.	
30.175153	- 97.822231	point	A bike locker attached to the bus stop would be helpful here.	
		line	Students walk between the apartments at Aftonshire/West Gate and Koucrek elementary. There is no sidewalk West of Nightjar on Aftonshire.	
		line	Sidewalk needed because kids walk to/from Kocurek and the apartments	
		line	Walking in this residential area	
30.156407	- 97.785641	point	Why is East Slaughter going down to only two lanes and then one lane at you get into the GoodNight Hood? East 35/Slaughter area is exploding! 1s needs to be at the bare minimum 3 lanes going from Mopac to the other side of 35 where all the new building is occuring. I suggested 5 years ago that 1 turn into what they did to Ben White Freeway 30 years ago, but I gather that is impossible now.	
30.144459	- 97.808232	point	1626 to 35 is only one lane going both ways? Why? At the bare minimum it should be two lanes both way with a turning lane. It would be better 3 lanes wide both ways, but doubt ATX would do that without charging a toll. There is too much traffic on 1626 from Manchaca to 35.	
		line	This turn (turning from Zuniga DR to West bound 1) is dangerous, especially during morning and evening commute. Need some traffic calming.	
		line	Austin drivers appear to be unfamiliar with protected right turns. This intersection is congested and dangerous. Need drivers to 'flow' through the protected turn and not stop	
30.203648	- 97.885314	point	Circle C Dog Park location an entrance	

SLAUGHTER LANE WIKIMAP - MISCELLANEOUS, WHAT I LIKE, WHAT I NEED

Latitude	Longitude	Feature Type	Please add a comment to describe this point/route	Secondary Comments (from separate author)
30.202503	- 97.884305	point	Recreation Pickleball Courts, volleyball courts, dog bark! Swimming pool for area	
30.208159	- 97.860847	point	Please work with TcDOT to fix EB Davis @ Mopac. No SB access from Davis to Mopac. Thanks	
30.200018	- 97.866517	point	Save these ancient oak trees please	
		line	Lanes between Manchaca and Brodie are not equal. Seem as if 3 lanes could fit almost or provide at turn lanes for EB Slaughter	
30.173111	- 97.826509	point	Changing the lane designations has helped Slaughter @Riddle	
30.173111	- 97.826509	point	Come to grade about here	
30.173111	- 97.826509	point	OMG - this exit from the shopping center is not good	
30.173111	- 97.826509	point	Come to grade about here	
30.174311	- 97.825752	point	Work with HEB and other businesses to redesign traffic flow in parking lot -- flow to Riddle Rd	
30.174441	- 97.824095	point	Grade separation Slaughter Traffic will overpass	
30.173782	- 97.824368	point	Corner of Slaughter and Manchaca – This is one of the most deadly intersections in Austin for walkers/bikers/drivers. Tell us why this cant be fixed!?	
30.17374	- 97.822834	point	Main lanes/local/local	

Latitude	Longitude	Feature Type	Please add a comment to describe this point/route	Secondary Comments (from separate author)
		line	Traffic on Slaughter westbound backs up from Manchaca to the Union Pacific Bridge - cars don't know what lane they are in. Add better signage/road markings	
30.17394	- 97.805443	point	Switch bike lanes into auto self driving shuttle routes electric cars	
		line	Slaughter between I-35 & Onion Creek bridge - EB routes in # of lanes and speed limit. Please harmonize the lanes & speed. Thanks	
		line	Slaughter between I-35 & Onion Creek bridge - EB routes in # of lanes and speed limit. Please harmonize the lanes & speed. Thanks	
30.151826	- 97.764373	point	intersection to allow both lanes to head west from east on slaughter not just dedicated left turn	
		line	Double lane	
30.166779	- 97.785085	point	Dedicated right turn from frontage 35 to east slaughter	
30.167215	- 97.788534	point	Dedicated right turn from south congress to east slaughter	
		line	I love how undeveloped this area is. There is a tremendous amount of nature in this area and I hope it stays that way.	
		line	Reduce the volume of cars using West Gate as a short cut. The volume of cars at 7300 West Gate has increased 30.4 % since 2013 when West Gate was extended to Slaughter. Over 16,000 cars were counted on January 16, 2017 at 7300 West Gate. Car speeds are almost 10 mph above the posted limit of 35 mph.	
		line	West Gate Blvd. has be come a short cut for cars from Slaughter. Manchaca, Davis Lane, since there are no traffic lights , stop signs, or calming devices from Cameron Loop tp Wm. Cannon.Brodie	

SLAUGHTER LANE WIKIMAP - MISCELLANEOUS, WHAT I LIKE, WHAT I NEED

Latitude	Longitude	Feature Type	Please add a comment to describe this point/route	Secondary Comments (from separate author)
		line	According to the January 16, 2017 traffic counts at 7300 West Gate Blvd., car volumes have increased by 30% since 2013, and cars are speeding at about 10mph above the posted limit of 35mph. Especially dangerous conditions exist between Manassas and Wm. Cannon because the driveways of homes on the east side of West Gate face West Gate and there no protected turn lanes. Need to install traffic lights and calming devices between Manassas and Wm. Cannon. Also , need to discourage access to West Gate Gate as a short cut from Slaughter, Brodie, Manchaca, and Wm. Cannon.	
		line	No bike lanes and narrow one lane between Manchaca and Brodie. Need to expand street to two lanes each way with a bike lane.	
		line	Cars use West gate as a short cut from Manchaca, Brodie and Davis Lane. Northbound traffic, from Manassas to 1, has increased 30.4% to 16,293 cars per day.	

ROUND 1- GENERAL COMMENTS

The following written comments were received at the public meetings.

Written Comments
How might we have better transit connections to downtown?
I live on Brodie. We need better signal timing during peak hours to allow people turning into/out of the neighborhood a safer access. Study the traffic after 45 is completed. We don't want a 5 lane road in our neighborhood.
I really want to use transit more but the options forgetting downtown/north have discouraged me--too few, too long, too unsafe. Help!
School light at Congress and Circle S--no protection at Circle S for kids crossing Everhart & Congress-School Crossing light not enough direction time. S 1 st & William Cannon--not audible lights.
Haston School -pinch point because of new bike/walking lanes--too wide and can't go around where people are turning-request to reduce width of bike lane

The following comments were emailed to 2016Bond@austintexas.gov

E-mail Comments	Date
Planners, to complete the most success out of this effort, it is critical that you construct a rubric of accountability. Determine how you will measure the level of success that the proposed changes to each street make. What will success look like? And please share that rubric.	June 6, 2017
So glad to hear about This! When I had young children, I walked several blocks trying to get my neighbors to pay half the cost of the wished -for sidewalks and lacked only one signature to make it happen. That was when I lived on Laurel Grove Drive in the early 1970s. I use your disabled Metro Access program, which I appreciate greatly, but wish you had a bus route and sidewalks near my home at 7507 Downridge Dr. Number 14 (I think that is the number) goes by my house, but does not stop in my immediate neighborhood and usually looks pretty empty. I am capable of climbing onto the bus. For some reason my house is the only one on the block where I now live that has a sidewalk. Maybe because it was built as a model home. I realize that there probably are not enough school age children walking to and from school to qualify this neighborhood for the installation of a side walk, though one would make traveling with the aid of a walker or wheel chair as I do, much easier. Hope your funding continues.	June 18, 2017
I've always wondered if it would be feasible to set up small van/buses in neighborhoods that would feed into large bus routes like Wm Canon and Slaughter. They could be an on-call as needed. Or have a defined time/route. Perhaps be cost effective? Perhaps be more convenient? Supplement larger buses during off-peak times when larger buses would not need to run. And when people need to go to neighborhood places instead of downtown. And don't need to be sitting out in the heat. Especially older folks, like me.	June 19, 2017

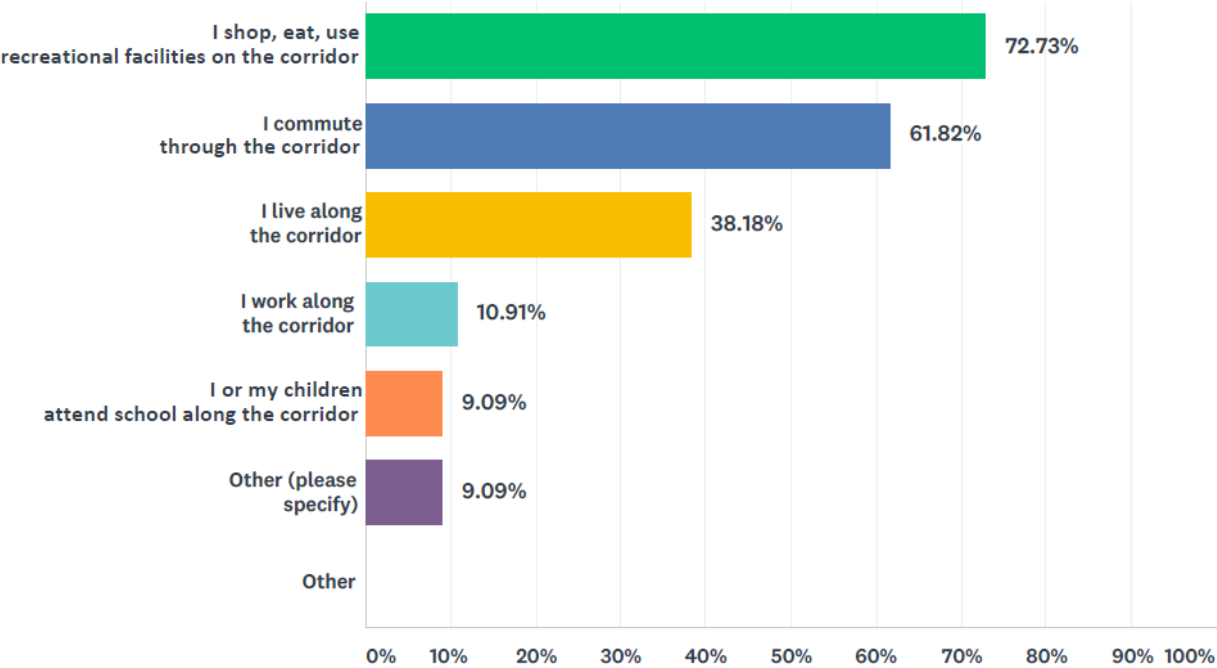
SLAUGHTER LANE

SURVEY REPORT Fall 2017

How do you use the corridor? (select all that apply)

Answered: 55

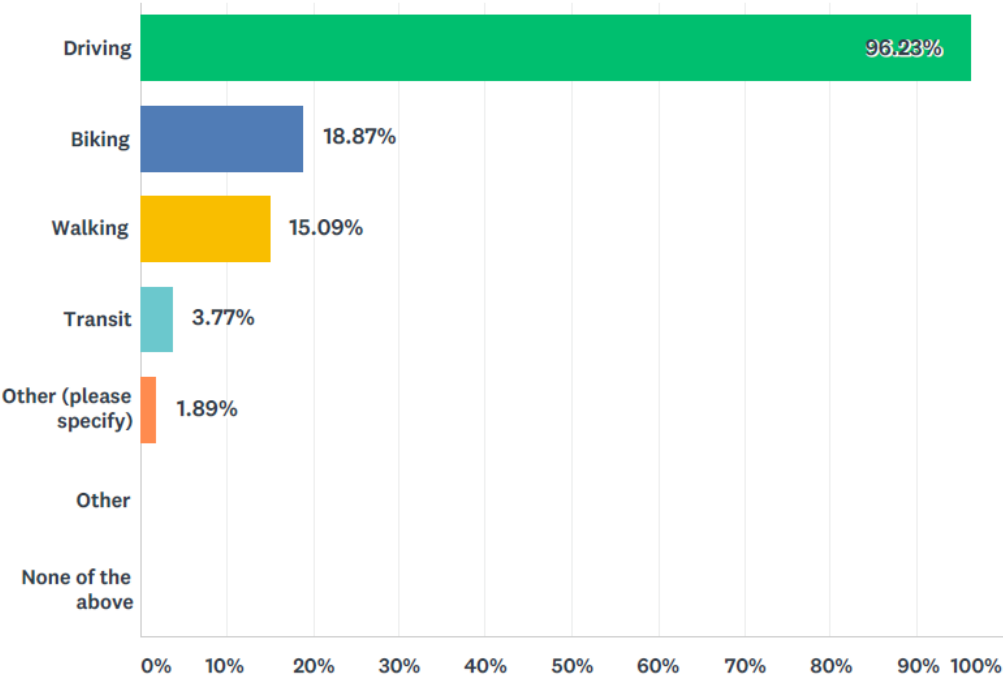
Some respondents selected more than one answer. Percentages reflect the percentage of respondents that chose that answer.



Other (please specify)
My grandson commutes to school at Bowie along the corridor
Access to almost everything we do including access to Dr.
I have rental property along the corridor
I run on slaughter 5 days a week and also bike
Live east of Bowie

How do you get around? (select all that apply)

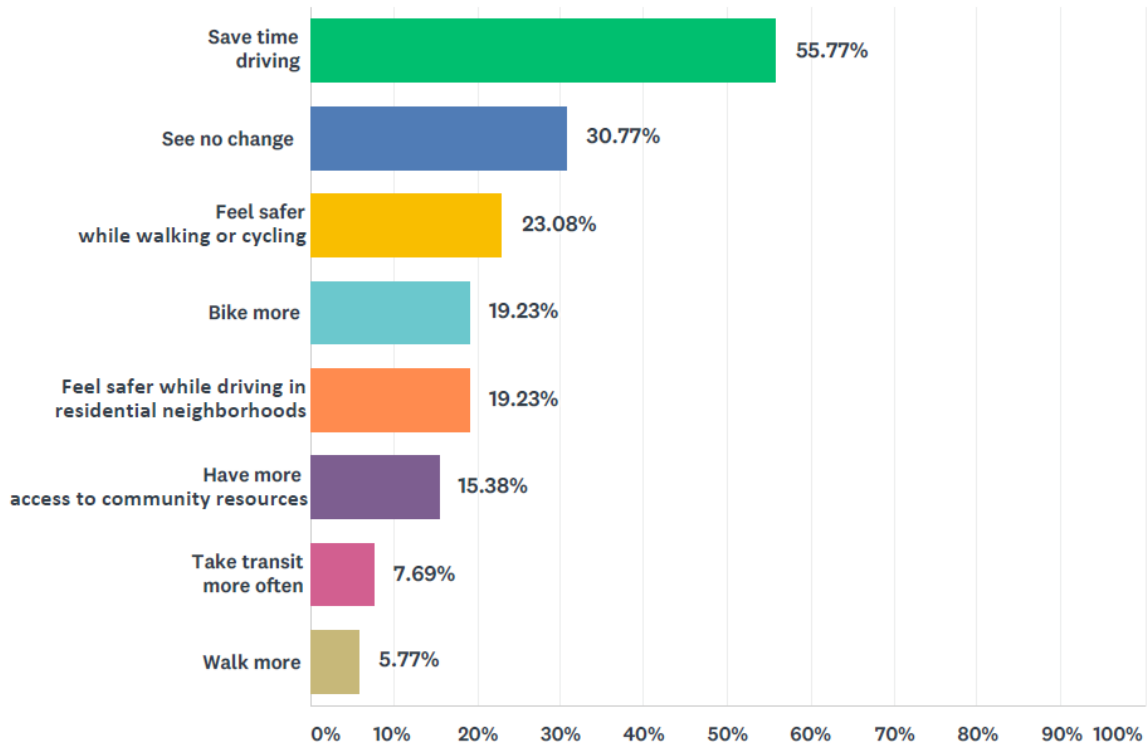
Answered: 53



Other (please specify)	
Run	

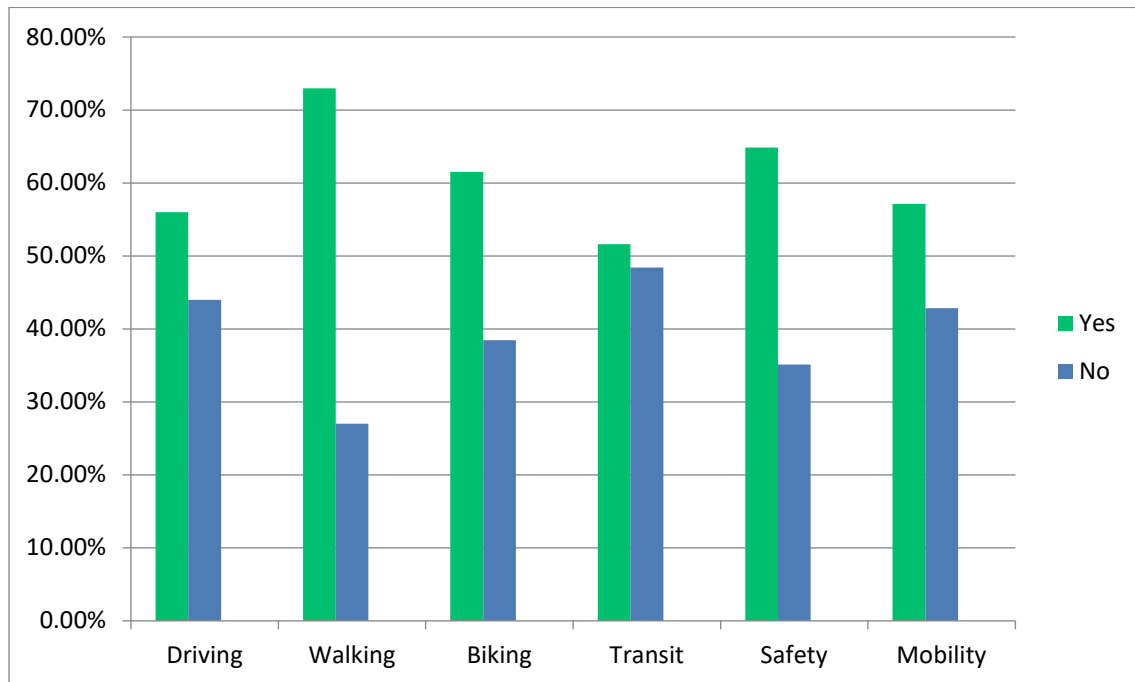
With the proposed improvements, do you think you would:
(select all that apply)

Answered: 52



After reviewing the proposed improvements, did we get it right in our recommendations for:

Answered: 53



If no, why not?
Less driving lanes and more others for lower percentage of the population
Transit has no priority treatment. The focus seems almost exclusively on vehicular traffic improvements. Without off-street multiuse trails along the full length or protected bike lane, I don't see many folks using them along this corridor. Isn't this a core transit corridor? Why are there so few transit related improvements? Like queue jump lanes and more PHB's.
The speed limit on Slaughter Ln between Mopac and Brodie is already too high. Adding a 3rd lane will probably mean traffic closer to the houses on each side. Cars have slammed into the walls and destroyed them in the past 2 years. Speed limit needs to be reduced, guardrails added, school zone added (for Bowie High School), lights added for night traffic, trees added, safer exiting from side roads, etc.
Too much focus is on bikers and not car driving.
Slaughter stops at Mopac. It should continue on to Circle C. Also, we need to retain at least as many lanes for traffic along the road as before and not lose space to bikes. Expand the road if we are to add bike lanes. Recognize need to alleviate traffic congestion.
I think Slaughter Ln. should be 3 lanes in both directions from Brodie to Manchaca Rd. There is no reason for bottle necking when the road is going to be 3 lanes Brodie to Mopac and 3 lanes Manchaca to I-35.
just build overpasses at busiest intersections

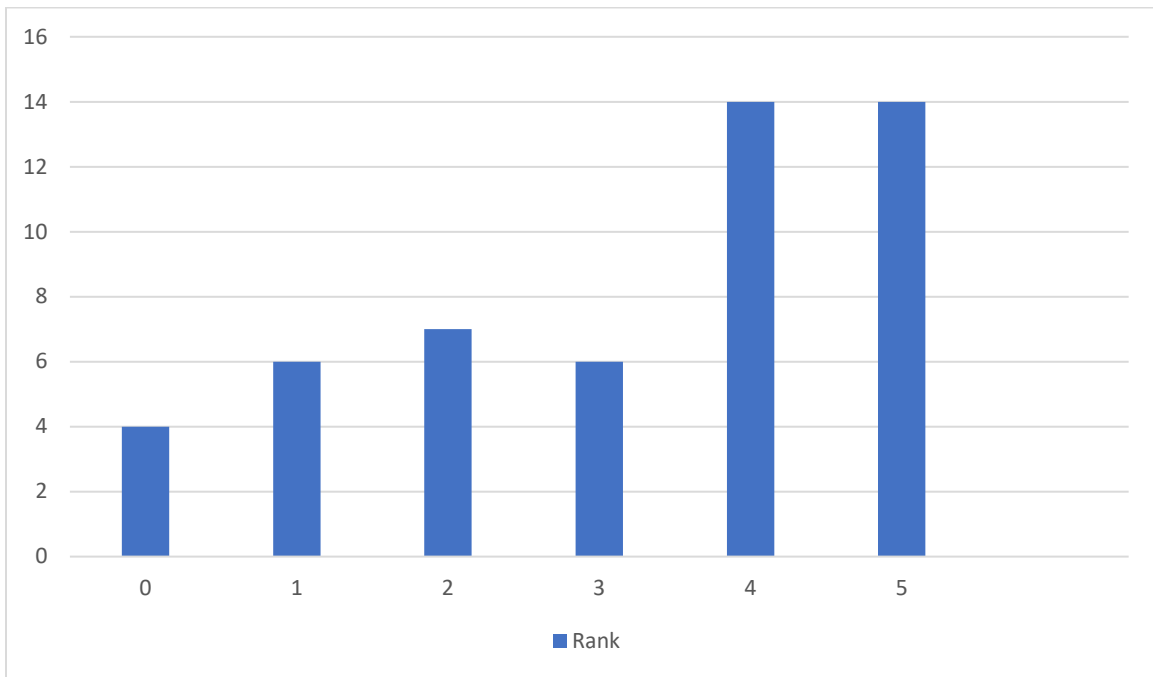
If no, why not?
<p>Goodnight Ranch and nearby development will significantly increase traffic on Slaughter east of 35. How does removing car lanes help? We need at least three lanes in both directions all the way on the east side of 35. Yes, all the way to Vertex and Blazier Elementary.</p>
<p>The problem is traffic congestion - too many cars - inadequate roads to handle them. The proposals make minor changes to the driving conditions, and add walkers and bicyclers to the already congested areas - creating an even more unsafe condition for all. Why not address the EXISTING problem - and get the traffic moving before creating more walking and bicycling traffic in the same area? This might be an ok plan once MoPac is connected to I35 and the thru traffic is directed onto that road - letting Slaughter revert back to a neighborhood roadway. Then the foot and bicycle accommodations might make sense. But creating walkways and bicycle lanes in an already overly congested area simply draws those traveler into a dangerous situation.</p>
<p>Narrowing down the lanes on Slaughter, W of I-35 to 2 lanes would create more congestion than currently. It sometimes takes 3-4 light changes to turn left from Slaughter on to I-35</p>
<p>Slaughter In between Manchaca and I35 is a total parking lot during peak traffic times. They are continuing to build and open more high density residential areas in this area. It's just going to get worse.</p>
<p>There needs to be more turn-outs in the plan to allow buses to get out of the flow of traffic for pick-up and drop off of riders. Biking improvements need physical barriers like a concrete curb or concrete wall / barricade. Plastic barriers (aka along the toll lanes on North Mopac) will not protect bicyclists from the harm of an accident with a vehicle. Would like to see more to promote safety.</p>
<p>Anywhere that you took out a lane a person could drive in to make a bike lane, you are creating traffic. It's too hot 9 months out of the year to be commuting via bicycle. No one is EVER going to take it up because you made more bike lanes because we'll all be fired for looking like crap because we biked to work.</p>
<p>This is a plan to make life easier for drivers, with token safety or improvements for other mode options. Our roads belong to everyone. Where's the protected bike lane? Where's the dedicated transit lane? Is there enough separation from the road and sidewalk to making walking attractive? C'mon guys. Don't give us another generation of car dependency. I'm sure you already know this, but are too afraid to actually make these recommendations?</p>
<p>The addition of physical barriers between bike lanes and vehicular travel lanes along Slaughter between Manchaca and I-35 will degrade the appearance of the neighborhood while failing to increase mobility. The barriers will be graffiti magnets and cast an industrial shadow over what is already a dismal corridor. The vehicular travel lanes are already constricted along Slaughter from Manchaca to I-35 without the additional limitation of cement barriers. Further, such barriers will eliminate the use of the bike lanes for right hand turns out of the path of through traffic thus reducing traffic flow even further. Too often the City of Austin's approach to solving traffic is to reduce vehicular travel lanes and efficiency in favor of increasing the installation of more underutilized bike lanes.</p>
<p>Want to see more public transits in 5is corridor.</p>

If no, why not?
For the most part the Shared Use lanes are a great addition. I question whether it makes sense to remove lanes of traffic to install a bike lane when it's likely the traffic lane will be added back.
This change will only increase commute time, add to traffic congestion and air pollution. Stupid idea! What percentage of Austin ride bikes to work, shopping?
The proposed cross-sections are laughably bad for multi-modal safety. The Brodie to Manchaca section shows 14' (!!) travel lanes and 4' bike lanes, which do not even meet AASHTO minimums. We were promised protected bike lanes on the corridors. Another thing: the corridor program needs accurate and up-to-date survey information! Slaughter lane widths have been greatly changed over the past few years and your existing cross sections are very much out of date. For example, west of Manchaca, you show an existing bike lane of 6' with no buffer. It is actually currently 6' bike lane, 2' buffer, 10-11' travel lanes. So what you are showing is actually a reduction in bike safety.
I appreciate the addition of a physical barrier between the bike lanes and vehicular traffic from I-35 to Brodie, but the lanes are going to be too narrow to be comfortable to use. A shared use path, such as the one planned for the wealthier neighborhoods from FM 1826 to Mopac, is preferable and would encourage more cycling and walking. It does appear the right of way already exists to support this project.
The plan to create more lanes, turn lanes , and bike lanes looks good. However , when you have so many traffic lights and intersections, mobility will not improve much. You need to build overpasses at Brodie and Manchaca. Furthermore, you are not improving safety in neighborhoods within the Wm. Cannon and Slaughter. Cars will continue to take short-cut thru West Gate Blvd. from Slaughter to Wm. Cannon. You are not addressing this issue in your recommendations. Many citizens provided comments on traffic issues on West Gate. You have ignored them. As a courtesy, you should at least lists these issues in your report and recommend to the City Council actions to taken and use funds to alleviate these problems caused by speeding and high volume of cars on West Gate. Even though West Gate is listed as a major arterial, like Manchaca and Brodie, you are not developing a plan for this arterial. You should respond to the comments and input provided regarding West Gate .
need better lighting on slaughter, some parts have none and it is dangerous for people on sidewalks when it is dark and also cars cannot see people as well when it is dark
Reducing driving lanes will lead to more traffic not reduce it. (East of I35). More traffic will lead to more accidents and more danger to bikers or walkers.
I wish it was three lanes between Manchaca and Brodie. The Manchaca/Slaughter intersection going west is always backed up as people move from three to two lanes.
CapMetro lack of service
Just a thought - Bowie HS is proposed to expand. More traffic. Please consider a 2 LT on Wolftrap (going into the 3 new lanes on Slaughter - should back) - consider 2 LT at Bowie driveway (school entrance)
See back (additional comments)
Driving - could add to cutthrough traffic on Wolftrap & Aspen Creek Walking - see previous answer Biking - see previous

If no, why not?
Walking: Not sure I like the shade component Biking: I think bike lanes are only part of the challenge. Overall safety, bike racks, security, and police presence need consideration
Traffic lights are part of the problem not the solution. The city can't seem to understand simple things such as timing. By the time any improvements are made, it will Already be too late.

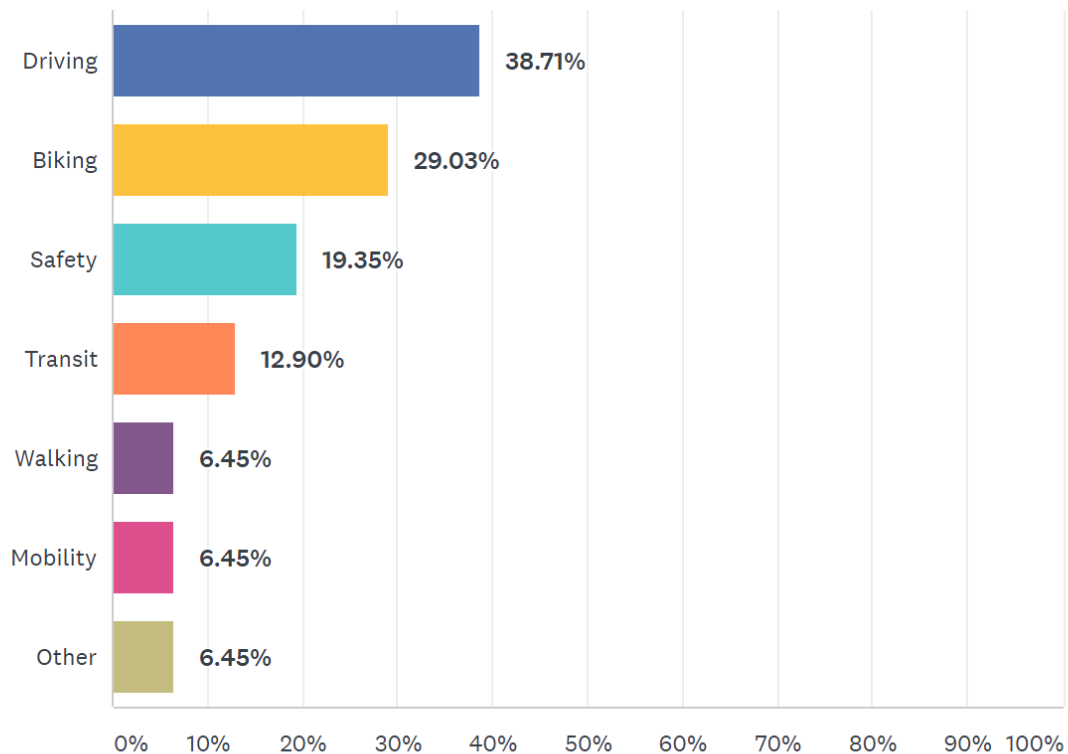
Do you support the recommendations? (5 highest, 1 lowest)

Answered: 51



Do you have any additional comments?

Answered: 31



Please leave your additional comments here

see above for safety. The rest of the plan seems pretty good though I would probably put bike lanes on the other side of the trees, not next to the 3 lane road...

Additional bikes are important for safety, but shouldn't be added at the expense of existing traffic lanes. We've already lost some of those. Extend the corridor at least to Circle C. We have students who attend Bowie and aren't currently served by city buses.

I'm not sure why you go from shared bike/walk lanes to putting the cyclists on the street from Brodie to 1-35. Putting cyclists closer to traffic is always more dangerous.

My concern is by the time the improvements are complete, Austin will have grown substantially which means additional vehicular traffic resulting in no noticeable improvement in transit time.

I think it is too dangerous to bike or walk on these streets because of the high speeds. I would not want to cross any of these intersection while walking or driving, expand the roads. Too much traffic.

Need long dedicated turn lanes at Slaughter and I-35

on slaughter In eastbound between Manchaca and 1 street, the road is wavy (not flat) and full of potholes

Please leave your additional comments here

There needs to be more turn-outs in the plan to allow buses to get out of the flow of traffic for pick-up and drop off of riders.

Biking improvements need physical barriers like a concrete curb or concrete wall / barricade. Plastic barriers (aka along the toll lanes on North Mopac) will not protect bicyclists from the harm of an accident with a vehicle.

Would like to see more to promote safety.

in certain areas there is a reduction from 6 to 4 driving lanes. not sure reducing the number of driving lanes is ever a good idea here.

Cutouts at bus stops are essential for the proposed improvements to have the desired effect.

Stop acting like if you make enough bike lanes we'll all bike to work. I will NEVER be able to bike to work because I work in a client-facing role and there are not showers at my job. Until you can CHANGE THE CLIMATE BY 20-30 DEGREES I will be driving a car to work. So let me know when THAT'S on the referendum to vote for.

You're smart city staff, you know that this plan stil puts the car above all. Why are we planning for that?

The biggest question is...why is Mopac still 2 lanes?? The congestion at Slaughter and Mopac would improve if Mopac moved faster and more efficiently.

The proposed improvements specified for 1826 to MoPac are appropriate and necessary. The existing pedestrian and bike paths are inadequate given the location of Gorzycki middle school

The Addition of vehicular traffic lanes from MoPac to Brodie Lane will not be necessary once the SW 45 connection from MoPac to 1626 is completed AND the underpasses at Slaughter and La Cross are completed. The issue for this stretch of Slaughter is inefficiency of the intersections at Brodie and MoPac.

The proposed "improvements" at Slaughter and Escarpment are horrific. The only improvements should be limited to properly timing the traffic lights, extending the Southbound turn lane from Slaughter to Escarpment and adding a Southbound turn lane from Slaughter to Escarpment. Anything more would degrade the neighborhood and increase through traffic at the expense of safety.

More public transits are needed to decrease the cars on the road.

Very stupid and unsafe change!

I cannot stress enough that you need more accurate and up-to-date survey. There are currently 6'+ bike lanes with 2' buffers through most of the corridor length. Some of this was completed less than a year ago. You are showing old cross sections and you are proposing reductions in the existing bike lane width.

See comments above.

i believe wider sidewalks along slaughter that run near Bowie high school down to sendra mesa would be helpful. the sidewalks on the opposite side of the road that bowie is on are much wider and it does not feel like a car is going to take you out as they pass you.

Access to new Barton Creek bike/ped bridge is unsafe

Oops I wrote on front about more LT for Bowie exiting traffic.

Also with added traffic lanes there is more imp. cover. Please consider importing biofiltration pools in the median. Realize the improvements stretch out and fill the current ROW. So wherever there is any veg. areas, please try to make them into bio filter away as well. Thanks

Please leave your additional comments here

People could try to hop curb at UFCU east on Slaughter
Consider stop lights at malls instead (Slaughter & Brodie)

Please address cut through traffic on Wolftrap (Oak Park Subdivision)

Use separated bike line wherever possible

Improvements of lanes at Cullen

I believe an analysis of the Cullen/Slaughter intersection would help out a lot in the mobility of Slaughter and the exit/entry of Southpark shopping center.

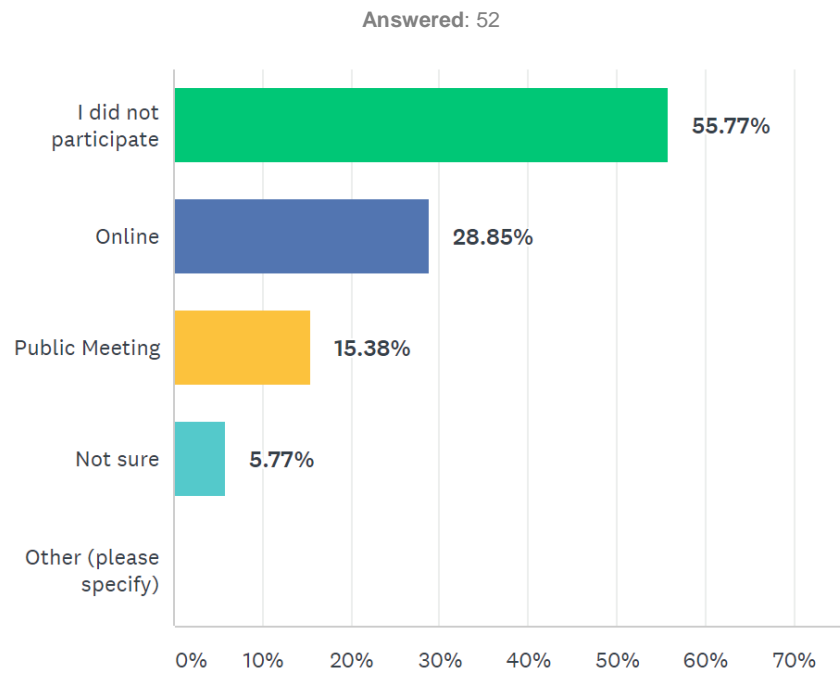
Would like to see Cap Metro work on increasing the safety and overall appeal of the transit stops, especially the Southpark Meadows stop.

Pleased with continuous flow at Slaughter to I-35 frontage and enhancements to Congress intersection. Need additional attention to Cullen Lane and Cap Metro stop/intersections on Turk Lane.

I think there are some demographic considerations, even homeless. Overall security and safety need to be incorporated to planning (panhandling is an existing issue) on existing medians

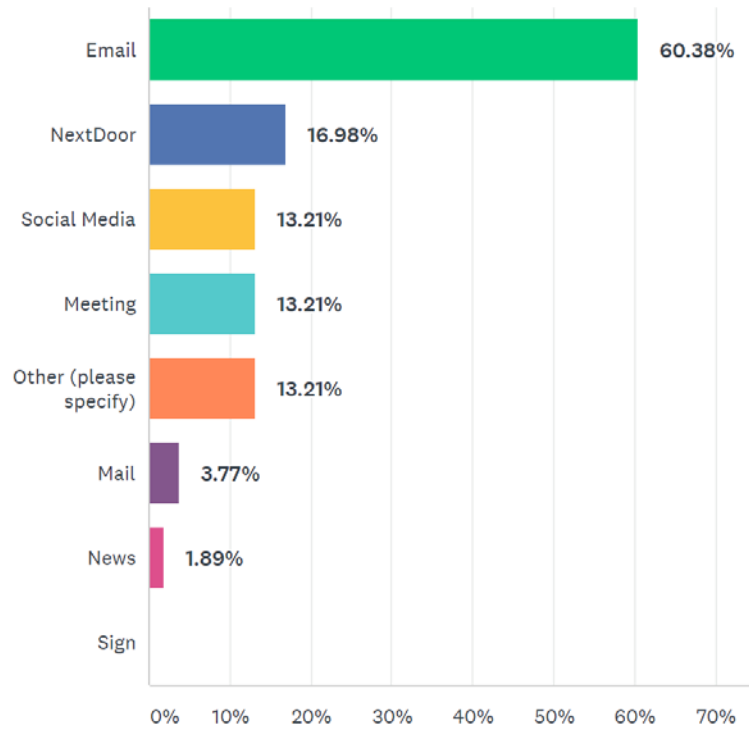
Between Brodie and Manchaca lanes should be narrowed 14' and 13' is way to wide. The area for adding a bike buffer should come from the lane width not the bike lane.

Did you participate in the first round of outreach conducted in Spring 2017?
(select all that apply)



How did you hear about this survey? (select all that apply)

Answered: 53



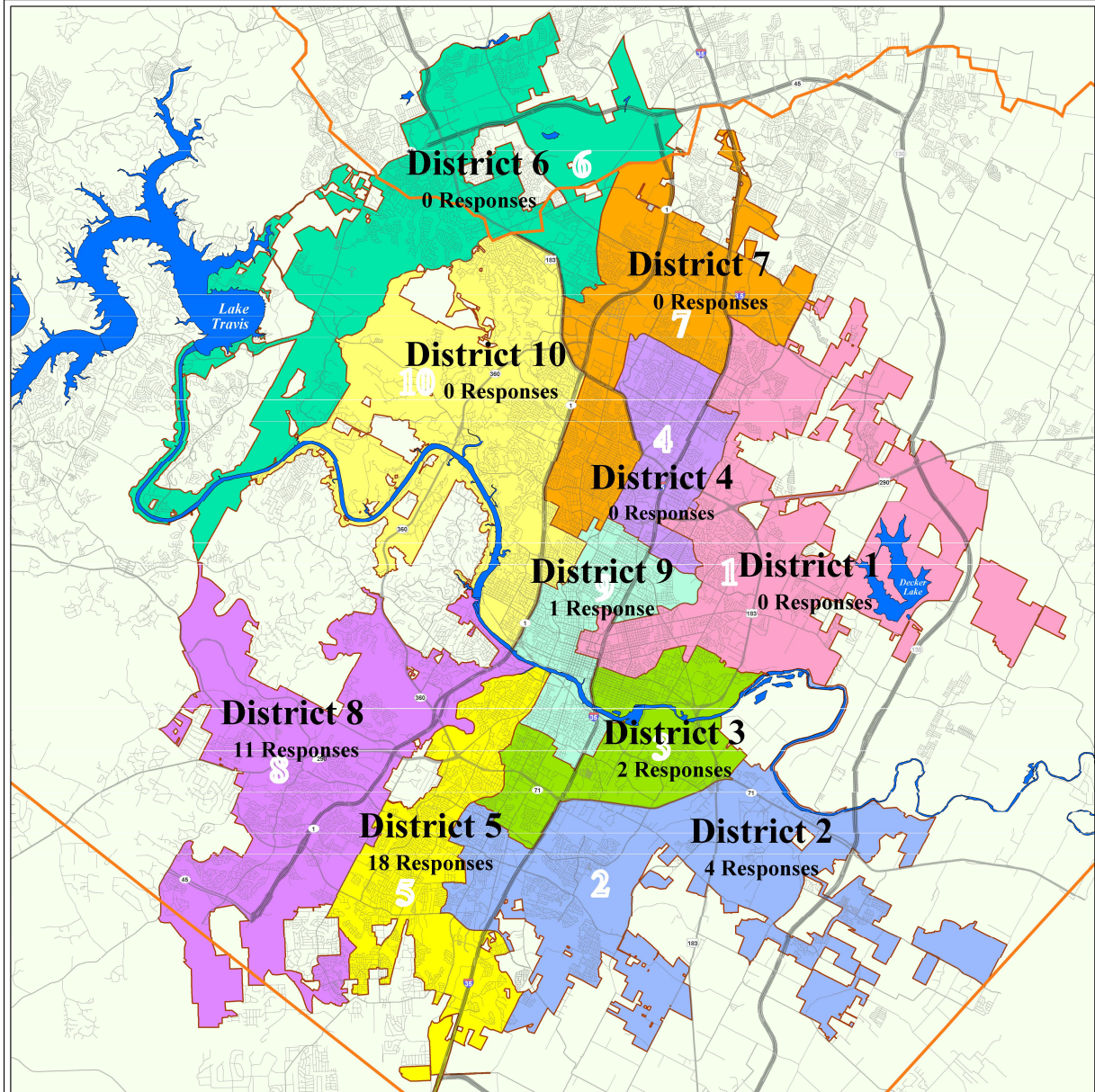
Other (please specify)
HOA notice
OCHOA meeting
Onion Creek HOA
HOA
Onion Creek HOA
Circle C Community HOA announcement via email
HOA

Please share your email address if you wish to receive updates.

21 respondents shared email addresses.:

What City Council District do you live in? Click here to see a district map. (Optional)

Answered: 40

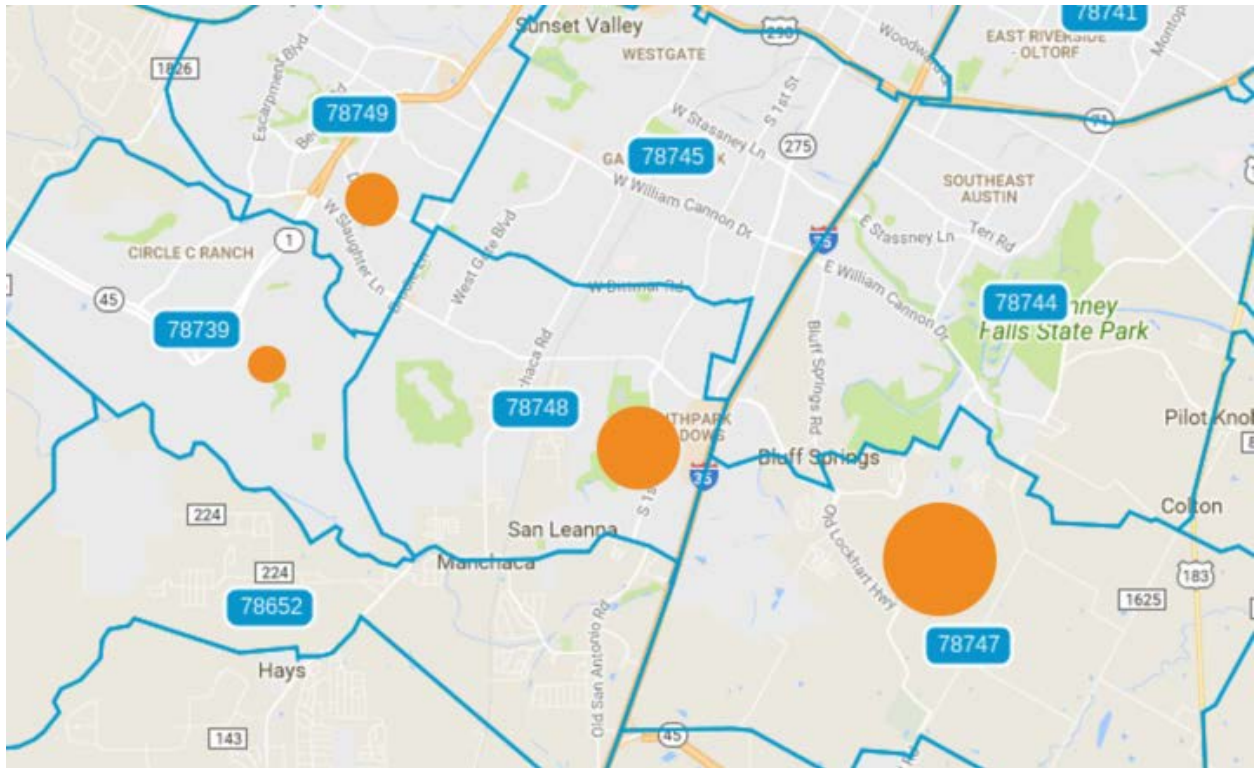


Map produced by: Ryan Robinson, City Demographer, City of Austin, May 2016.

District	No. of Responses	Percentage of Total
District 1 - Ora Houston	0	0.00%
District 2 - Delia Garza	4	10.00%
District 3 - Sabino "Pio" Renteria	2	5.00%
District 4 - Gregorio "Greg" Casar	0	0.00%
District 5 - Ann Kitchen	18	45.00%
District 6 - Jimmy Flannigan	0	0.00%
District 7 - Leslie Pool	0	0.00%
District 8 - Ellen Troxclair	11	27.50%
District 9 - Kathie Tovo	1	2.50%
District 10 - Alliston Alter	0	0.00%
I don't know	3	7.50%
I prefer not to answer	1	2.50%

What is your ZIP code? (optional)

Answered: 48

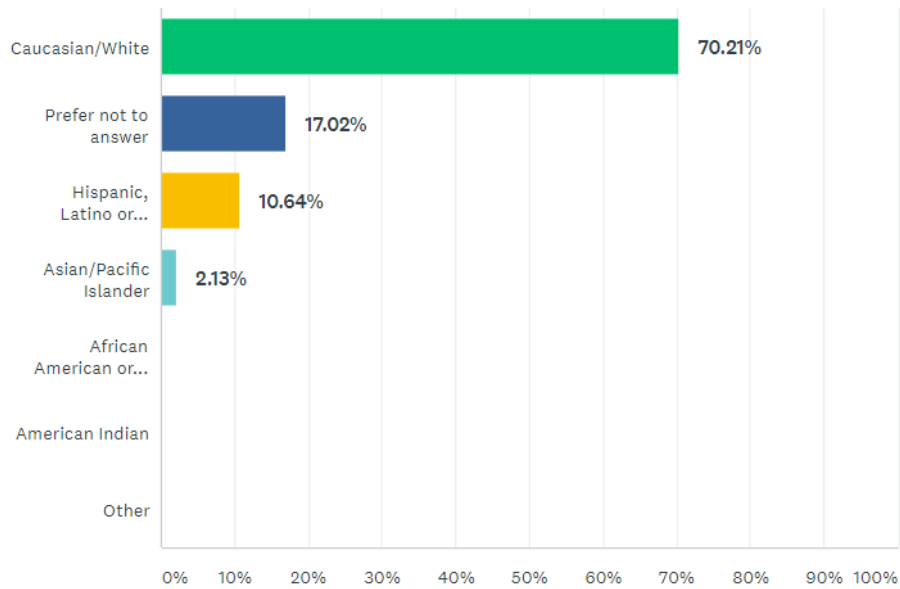


Zip Codes Mapped	No. of Responses
78747	15
78748	11
78749	7
78739	5

Zip Codes Not Mapped	No. of Responses
78745	4
78702, 78704, 78735, 78736, 78744 78746	1

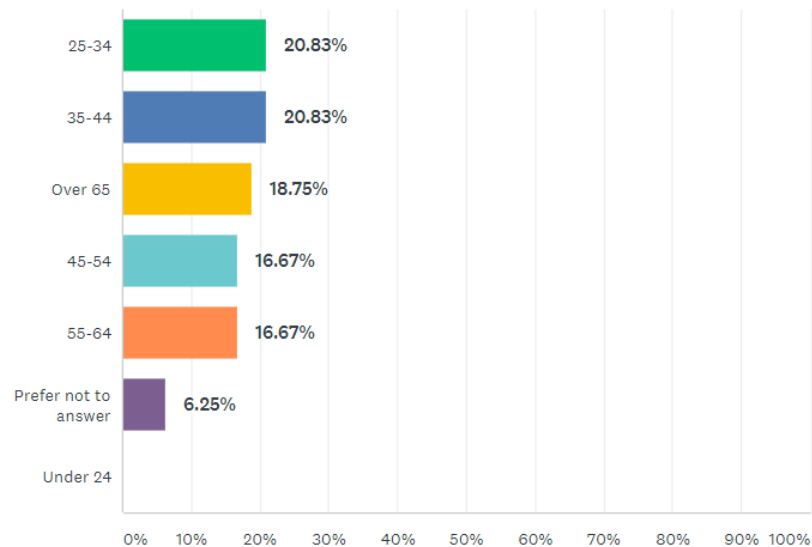
What is your race/ethnicity? (optional)

Answered: 47



What is your age? (optional)

Answered: 48



ROUND 2- GENERAL COMMENTS

The following comment was emailed to 2016Bond@austintexas.gov

E-mail Comments	Date
<p>I'm happy to see the proposed recommendations for Brodie, William Cannon, and Slaughter along with what ideas have already been submitted by the public. I looked through the three proposal documents and have a few general thoughts on what I'm seeing. Note that I live in north Austin, but have spent a lot of time (mostly) as a driver on each of these roads for work and visiting friends.</p> <p>Things I love:</p> <ul style="list-style-type: none">- Ample use of wide shared use paths on both sides of corridor and along entire length of these arterials- Generally narrower vehicular lanes (10.5' and 11') <p>Wherever possible, each corridor should include:</p> <ul style="list-style-type: none">- Raised crosswalks to increase visibility of pedestrians crossing (every vertical inch counts for safety!)- Physical buffer (ideally grass median) must exist between sidewalks / shared use paths / bike lanes, and vehicular traffic- Shared use paths and bike lanes should be protected and raised relative to vehicular traffic (every inch counts!)- Where there are pedestrian crossings with >3 lanes of vehicular traffic, include a pedestrian refuge- Include designated pedestrian crossing infrastructure near any public transit stops and schools, with maximum distance between crossings of X ft (not sure what is appropriate, but shouldn't be more than a few blocks length)- All road sections with >3 vehicular lanes should be divided with physical, raised median- Non-glare lighting should be provided for, and of, pedestrians and bicyclists along entire length of these arterials- Trees or at least shrubs like agave in medians, between opposite-direction vehicular lanes, as well as between bike/ped infrastructure and vehicular lanes- Minimize number and length of curb cuts along arterials (when possible, should be eliminated, shifted to side streets, or combined)- Minimize opportunities for uncontrolled left-turns onto or off of arterials using physical barrier <p>Specific location:</p> <ul style="list-style-type: none">- Would William Cannon crossing of I-35 be appropriate location for diverging diamond? <p>If you have any questions regarding these suggestions, please contact me. Thank you!</p>	Nov. 9, 2017