

SLAUGHTER LANE

DRAFT SURVEY REPORT

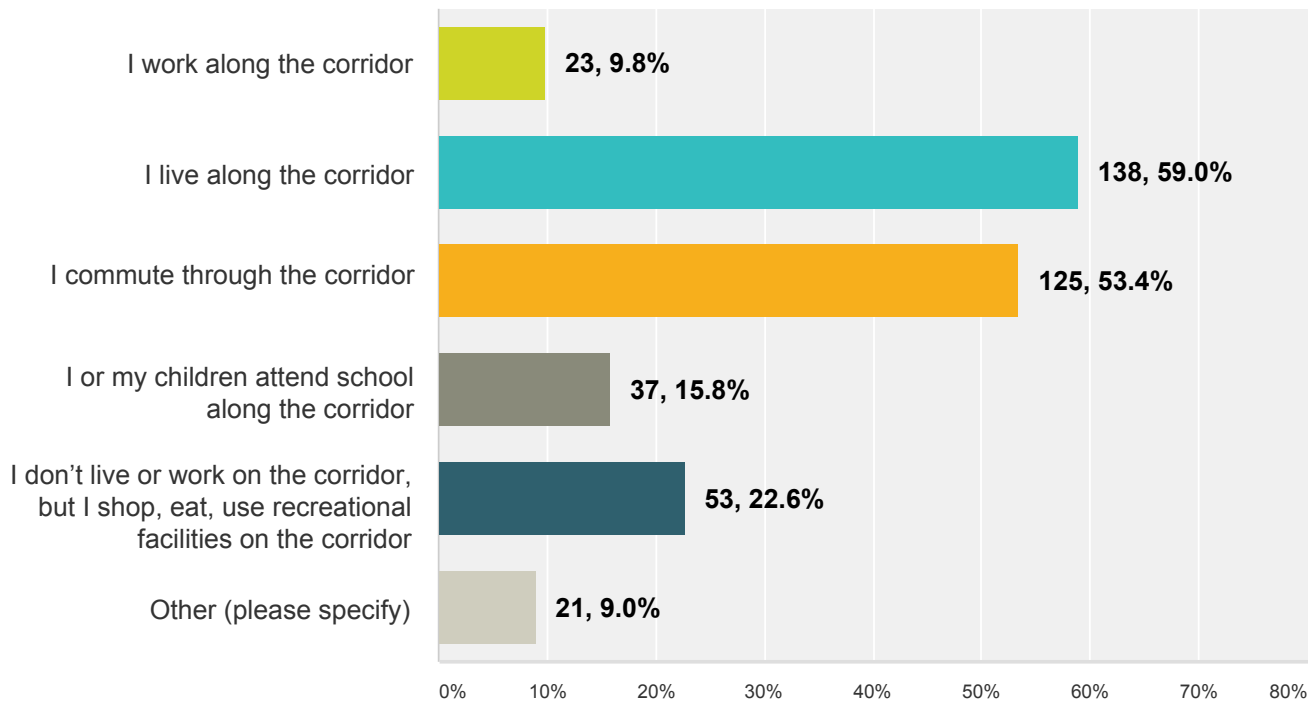
September 2017



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.

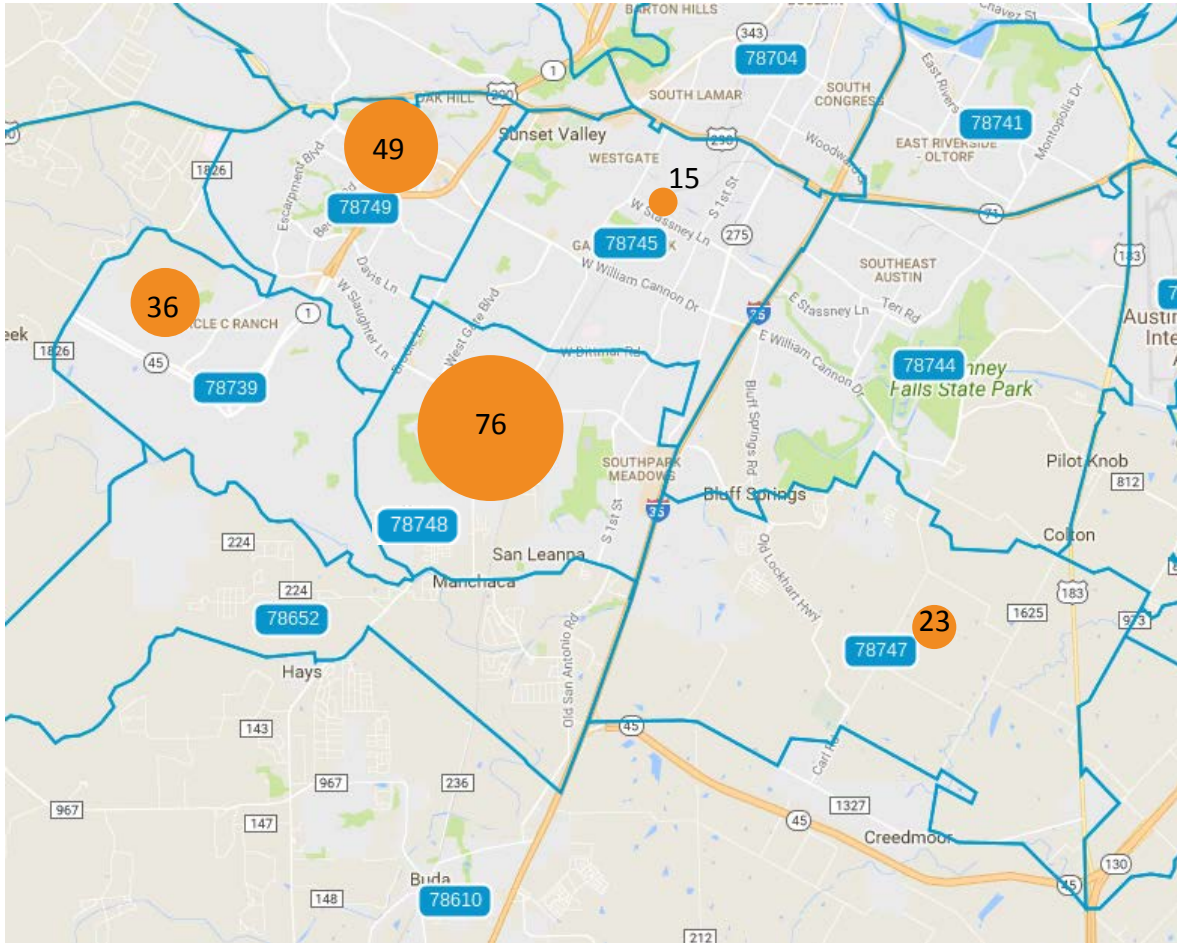


Other (please specify)

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)

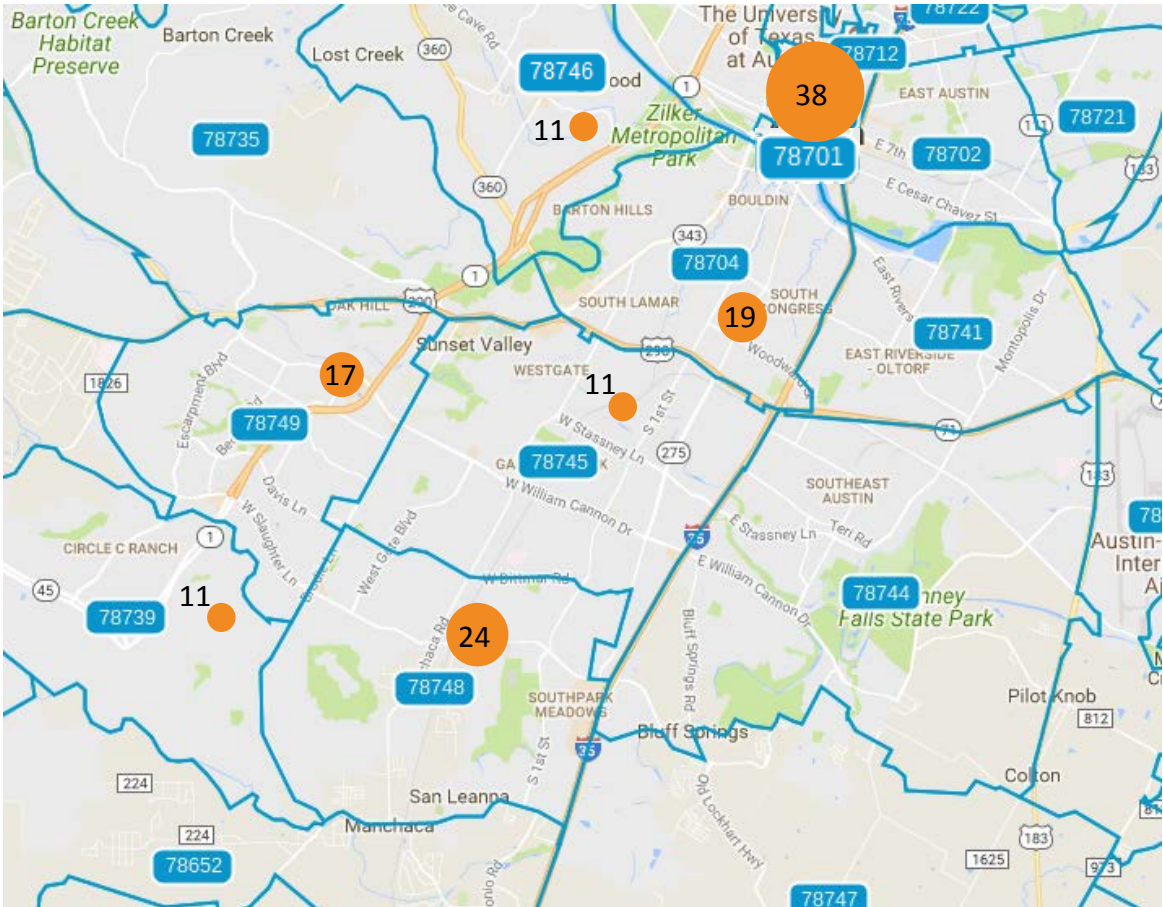


Zip Codes Mapped	No. of Responses
78748	76
78749	49
78739	36
78747	23
78745	15

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)

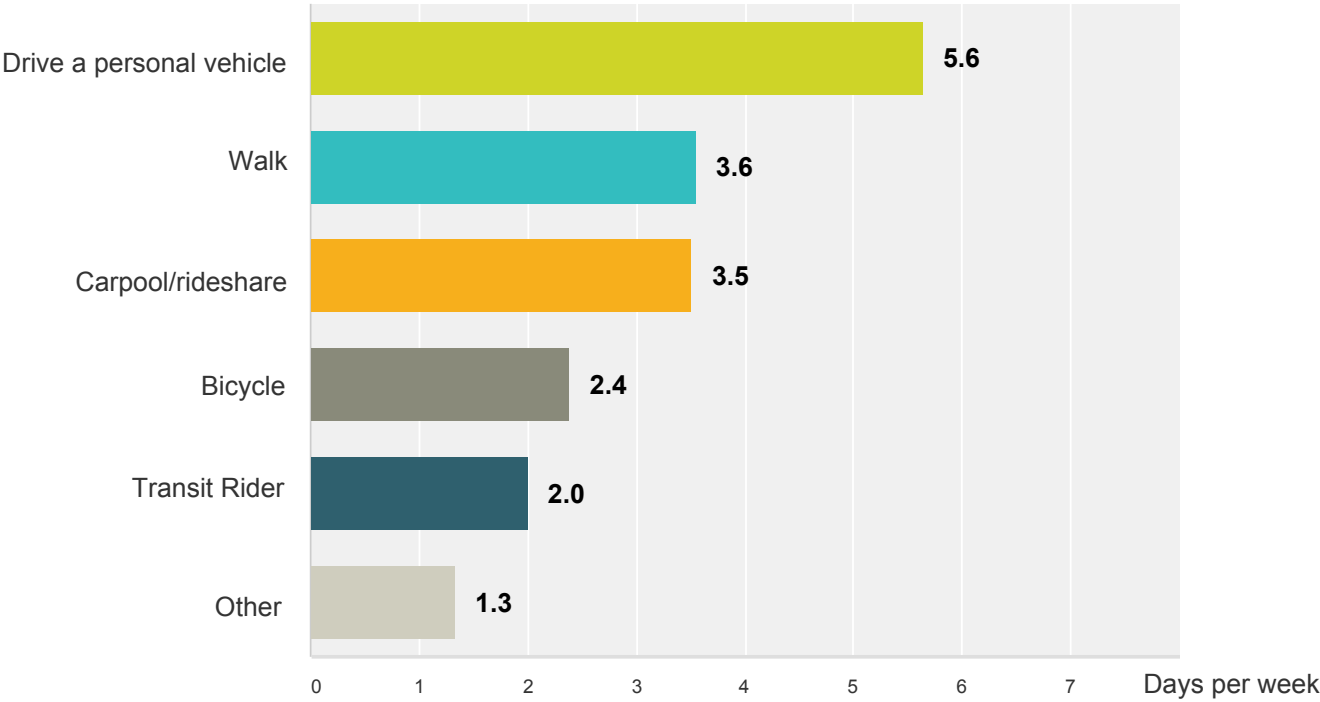


Zip Codes Mapped	No. of Responses
78701	38
78748	24
78704	19
78749	17
78739	11

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?

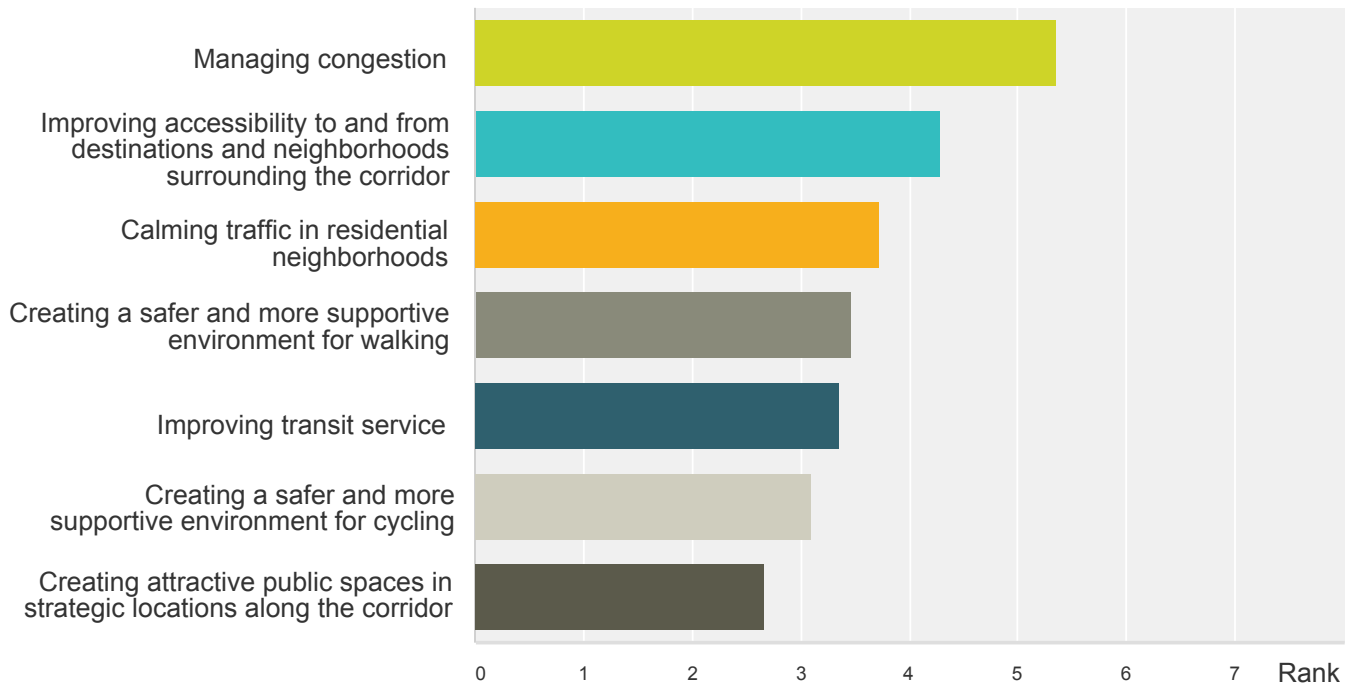
Answered: 232 (228 English, 4 Spanish)



	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:

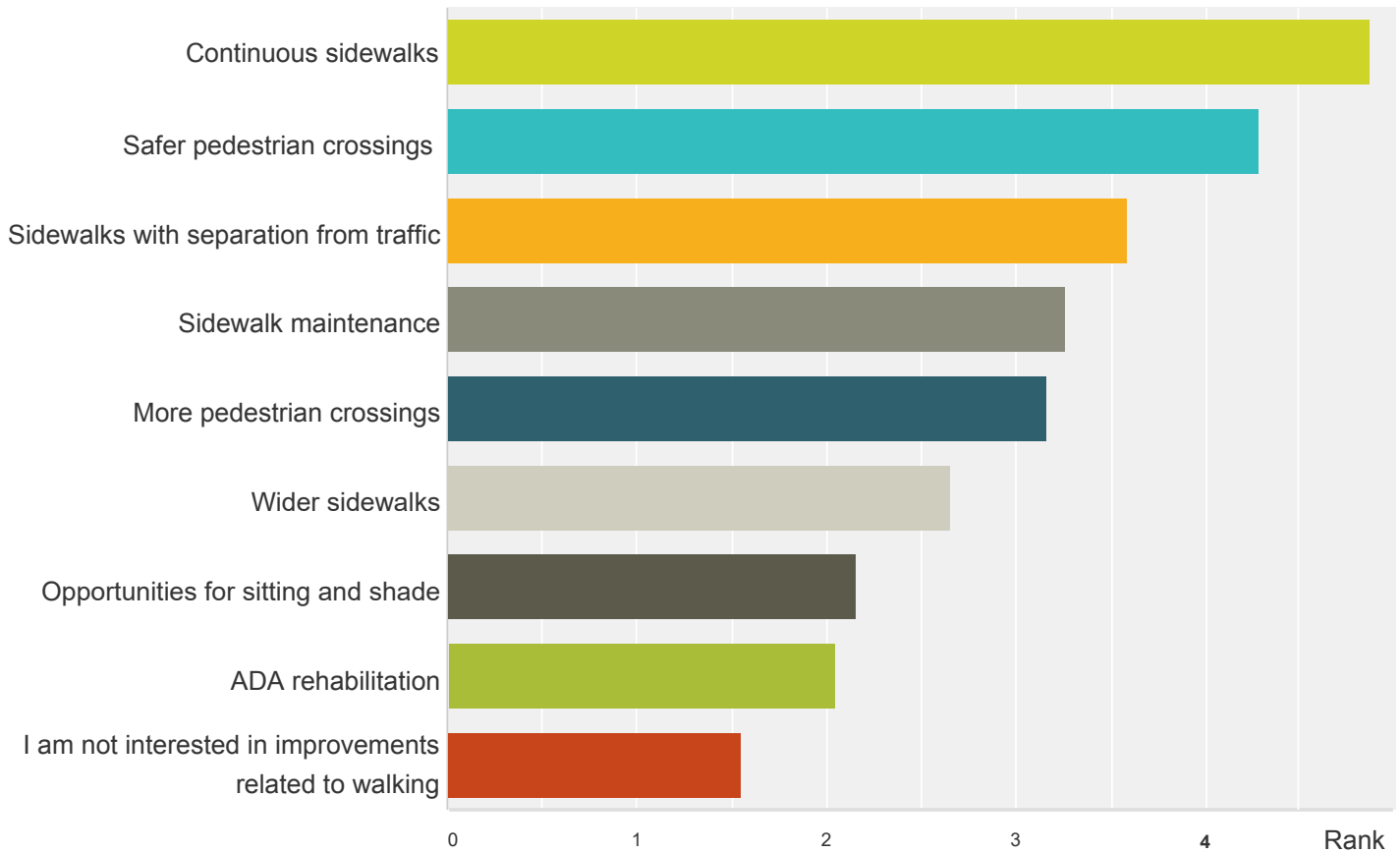
Answered: 232 (230 English, 2 Spanish)



	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:

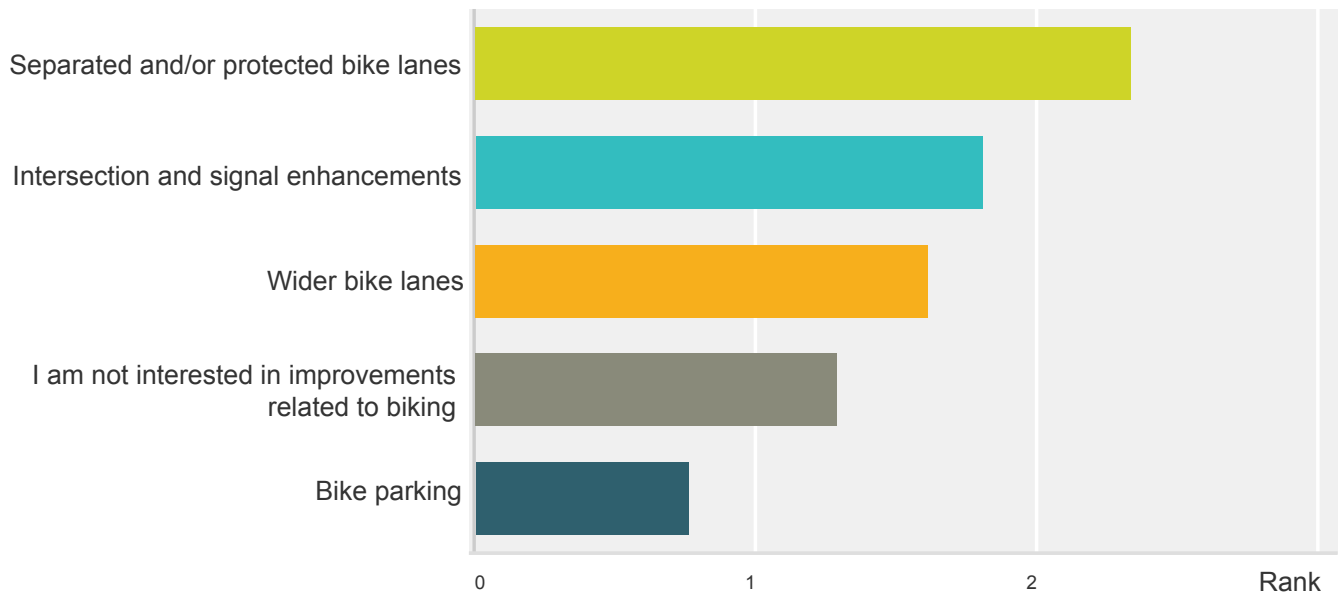
Answered: 223 (221 English, 2 Spanish)



	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:

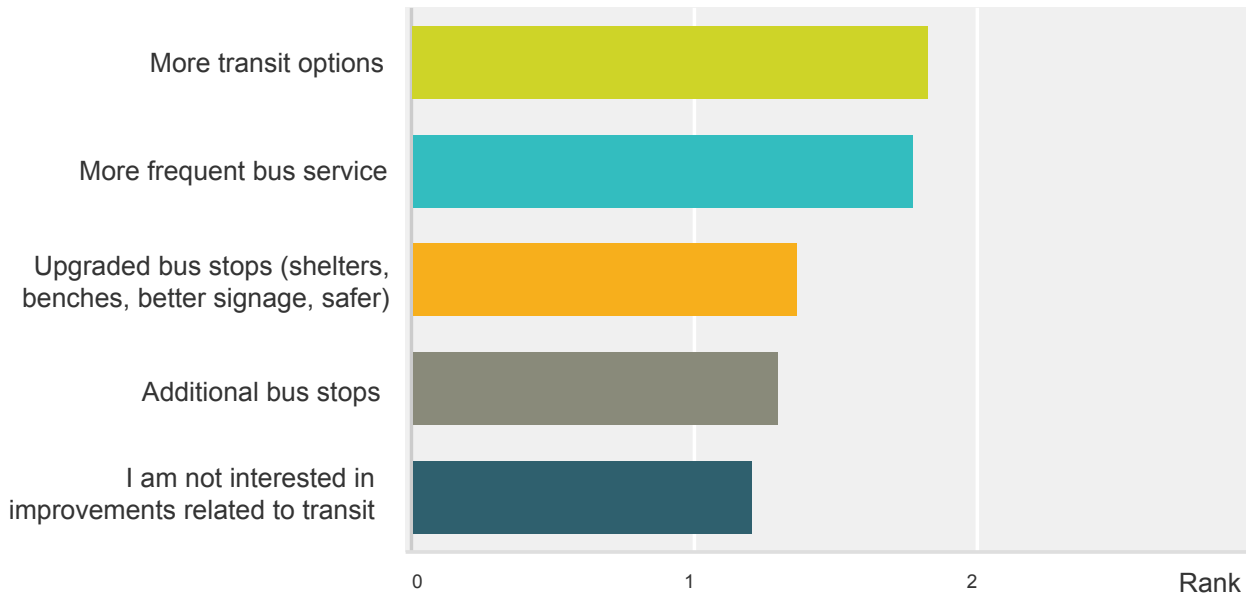
Answered: 225 (223 English, 2 Spanish)



	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:

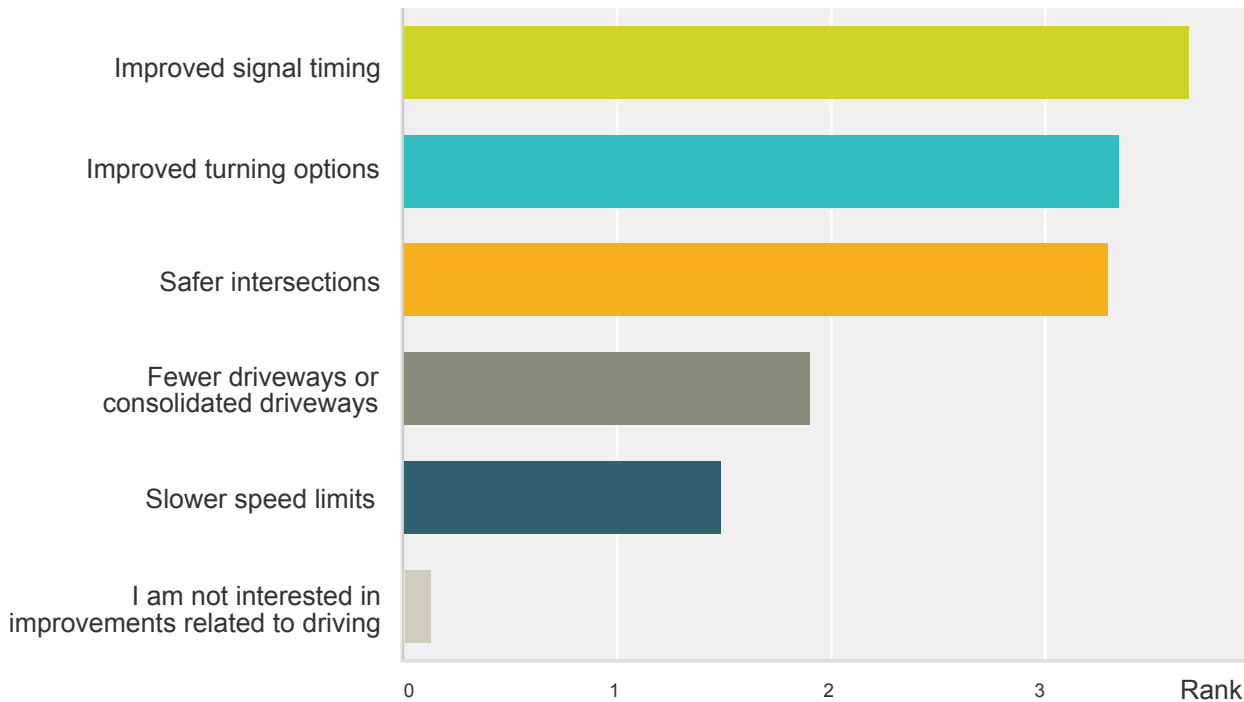
Answered: 224 (222 English, 2 Spanish)



	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 pollution 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 ln here to enter the circle c metropolitan park and it's a very dangerous divided highway to cross.

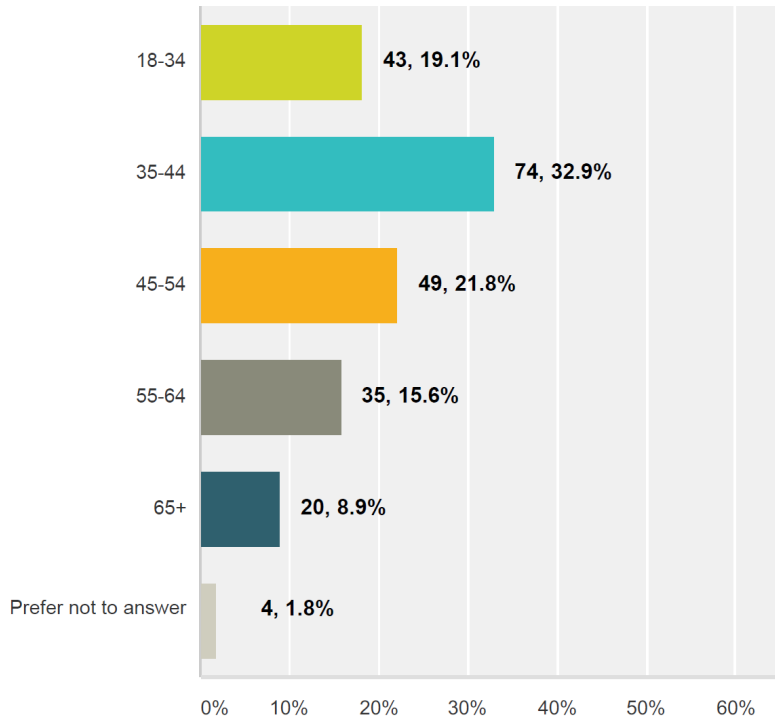
Slaughter and Manchaca is very dangerous so the intersection needs to be improved a lot! The traffic to turn East onto Slaughter from Manchaca is usually backed up. It's also hard to turn into our neighborhood, Tanglewood Forest, when traveling North from Slaughter Lane on Manchaca since there are so 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.

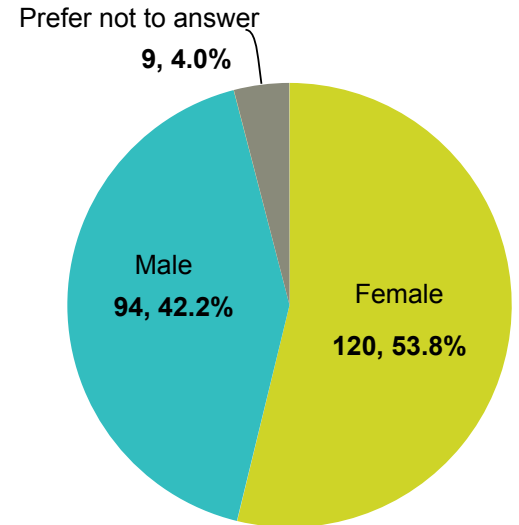
What is your age? (optional)

Answered: 225 (221 English, 4 Spanish)



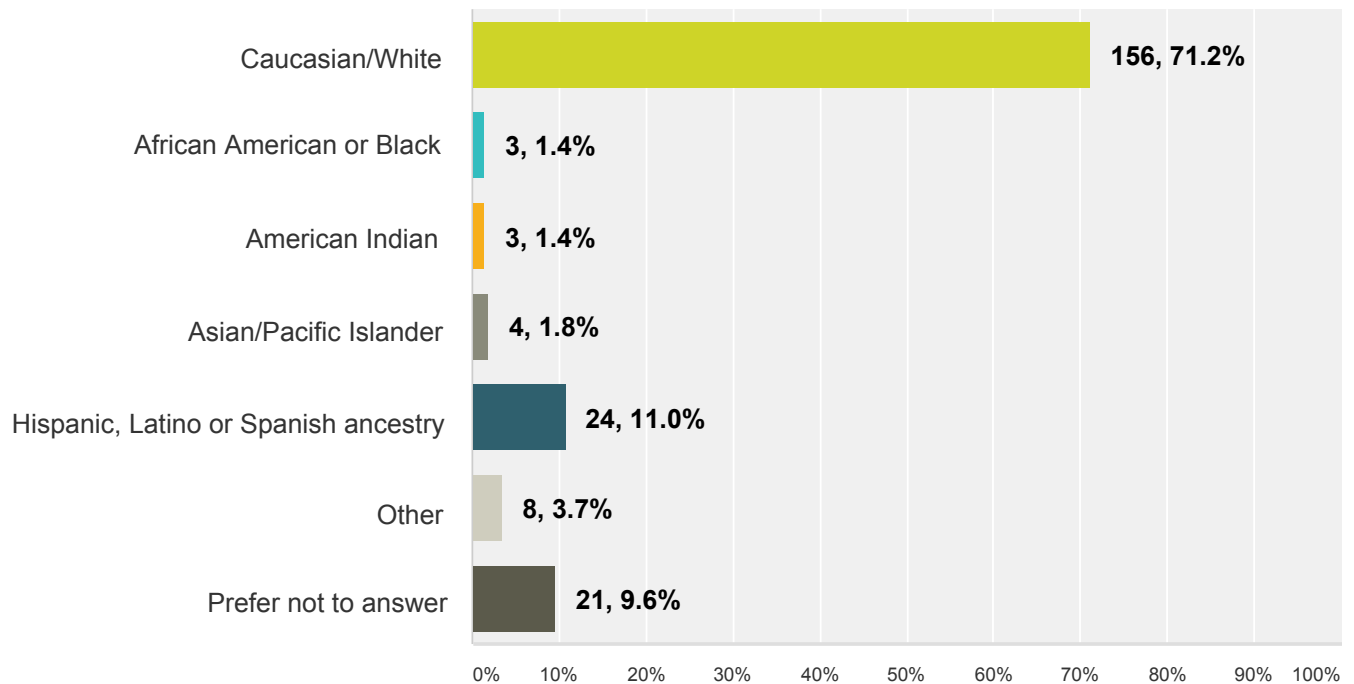
What is your gender? (optional)

Answered: 223 (220 English, 3 Spanish)



What is your race/ethnicity? (optional)

Answered: 219 (215 English, 4 Spanish)

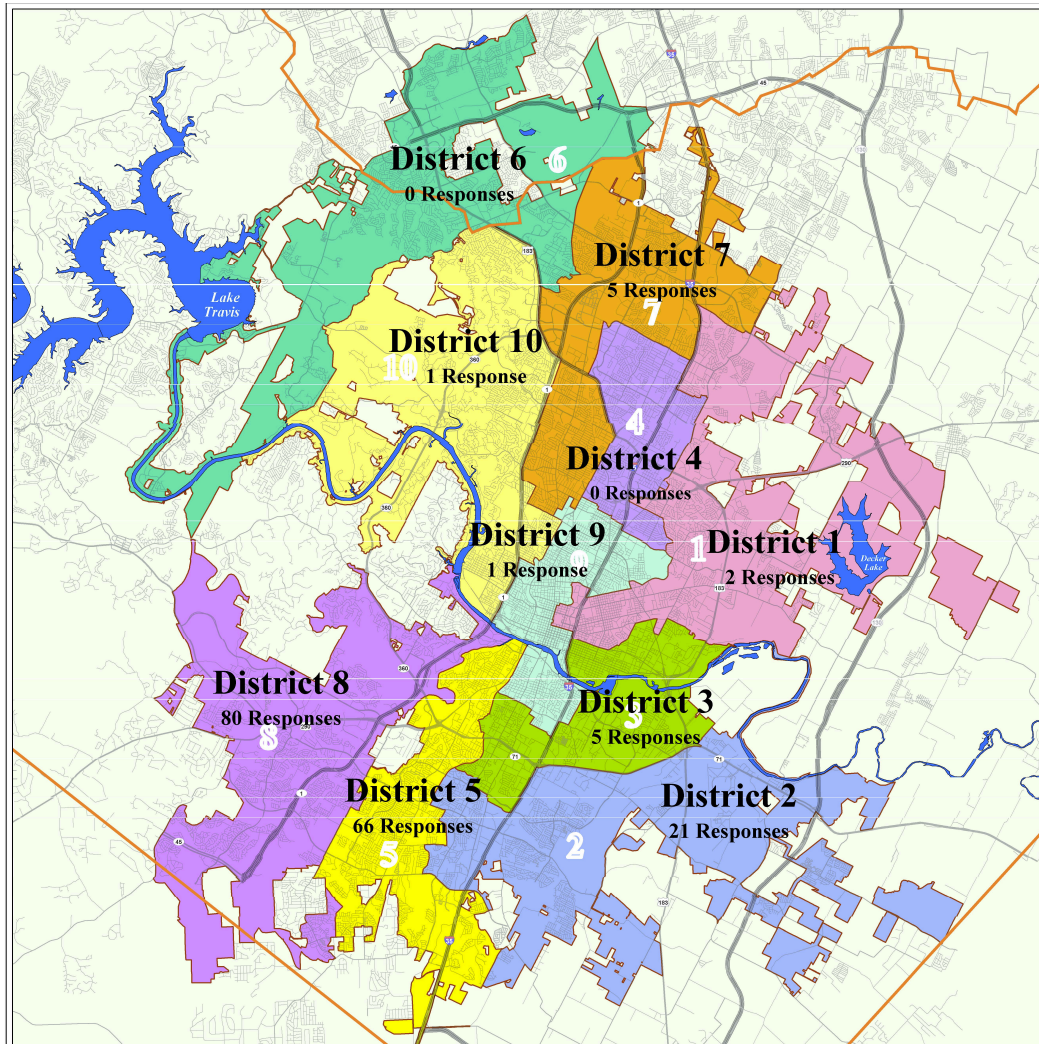


Provide your email address if you would like to receive updates about the Mobility Plan as new information becomes available or be notified of other opportunities to participate. (optional)

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%