



STATE LOOP 360

CSJ 5000-00-131

Travis County, Texas

**CONTEXT SENSITIVE SOLUTIONS
SUMMARY**

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January 2020

Loop 360 Context Sensitive Solutions Report March 2019 Workshop and Survey Feedback

In March 2019, TxDOT gathered public input on the Context Sensitive Solutions (CSS) features being considered for incorporation along Loop 360. CSS is a collaborative approach to developing roadways that fit within their surroundings. It incorporates public input to determine what natural, historic, environmental and social resources best enhance the roadway design.

Members of the public had the opportunity to view and provide feedback on CSS features at the Courtyard Drive/RM 2222 project workshop held on March 7, 2019. The community also had the option of providing feedback via an online survey included in the virtual workshop for the Courtyard Drive/RM 2222 project. The survey remained open during the 15-day comment period following the workshop. It was advertised using a flyer handed out at the workshop, as well as through e-blasts sent to the entire corridor-wide listserv.

Participants viewed four display boards and a map showing corridor assets (see Appendix A). The first board contained information about the overall CSS process. The remaining boards and the assets map shared initial findings from the online engagement survey that TxDOT used to collect preliminary feedback in November 2018. The boards presented findings regarding the design elements for the corridor, including the overall theme, wall and column aesthetic treatments, landscaping and bicycle and pedestrian accommodations. They also presented findings for the features that are important to maintain along the corridor, as well as priorities and concerns for Loop 360. The corridor assets map identified key locations along Loop 360 for the project team to remain aware of during design processes.

TxDOT received a total of 22 written comments at the public workshop, and an additional 16 comments (12 participants) via the online survey. A summary of feedback is below. See Appendix B for photographs of written comments received at the workshop, as well as the online survey questions and each response.

Context Sensitive Solutions – Proposed Additions to Survey Results

Participants preferred a natural look for Loop 360, including maintaining as much as the limestone cliffs as possible. Of the presented images in Appendix A, they also indicated preference for a “hill country” or “blended” overall theme and disliked a “modest” overall theme. Participants preferred either a “muted” or “decorative” wall and column treatment. Some participants preferred representative art, whereas others did not. They favored native plants and ornamental gravel/rock, as well as a large buffer where possible on shared-use paths. Overall, participants seemed to agree with the results as presented on the display boards.

Corridor Assets Map - Proposed Additions

Participants requested that the project team consider several additional features along Loop 360. Additions (existing and proposed) included: the dog park at Bull Creek, bicycle striping at Lakewood Drive at RM 2222, safe parking around Pennybacker Bridge for the overlook, a park and ride or other way for bus pedestrians to navigate near RM 2222, and changes in the lane configuration at the Bee Cave Road (RM 2244) exit.

Feedback about the Bicycle and Pedestrian Accommodations for the Loop 360 Corridor

Part of the Context Sensitive Solutions process is considering bicycle and pedestrian accommodations. Therefore, members of the public were encouraged to comment on the bicycle and pedestrian accommodations for the corridor. Participants were in favor of adding shared-use paths along Loop 360, as well as preserving the shoulders on the roadway. Some participants perceive biking on Loop 360 as unsafe. Some participants suggested to separate bicycle and pedestrian traffic from vehicular traffic as much as possible. Respondents requested shoulders, bicycle lanes or shared-use paths be placed in areas where there are exit ramps or right-turn lanes.

Other Comments for the CSS Process

Respondents appreciated TxDOT's presentation and proposed project. Participants suggested maintaining Loop 360's scenic qualities and perhaps developing a scenic overlook at the top of the hills to enhance safety for those wanting to access the cliffs.

Appendix A: Boards and Corridor Assets Map

CONTEXT SENSITIVE SOLUTIONS



Context Sensitive Solutions (CSS) is a collaborative approach to developing roadways that fit within their surroundings.

CONSIDERATIONS

The CSS approach considers not only physical aspects or standard specifications of a roadway, but also the scenic, environmental, historic, economic and social resources in the surrounding community.

INVOLVEMENT

The process involves all stakeholders, including community members, elected officials, interest groups, and affected local, state and federal agencies.

OUTCOME

CSS processes help to preserve and enhance community resources while improving safety and mobility along the corridor.

COMMUNITY FEEDBACK

In November 2018, TxDOT conducted a survey to receive feedback from the community. **Results can be viewed at Loop360Project.com**



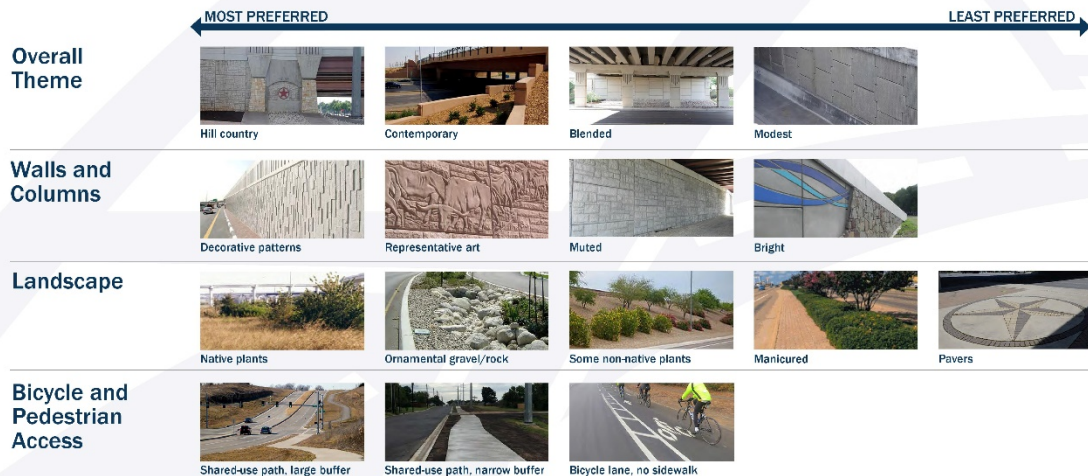
LOOP 360 PROGRAM

STAY IN THE LOOP

CONTEXT SENSITIVE SOLUTIONS SURVEY RESULTS



DESIGN FEATURES PREFERRED FOR THE CORRIDOR AS RATED BY PARTICIPANTS.



LOOP 360 PROGRAM

STAY IN THE LOOP

CONTEXT SENSITIVE SOLUTIONS SURVEY RESULTS



VISUALS TO MAINTAIN, ADD OR OBSTRUCT FROM VIEW AS INDICATED BY PARTICIPANTS.



TOP THREE FEATURES people wanted to incorporate into walls and other structures:

- Regional wildlife
- Austin landmarks
- Local history

MOST IMPORTANT TO MAINTAIN:

- Pennybacker Bridge
- Hills and hill country views
- Views of downtown and the Austin skyline
- Wildflowers
- Limestone cliffs
- Bull Creek and green spaces
- Trees and other natural plants
- Water features

LESS IMPORTANT TO MAINTAIN:

- Substantial buildings and homes
- Commercial development including office/retail spaces and parking structures, infrastructure/utilities
- Concrete walls

LOOP 360 PROGRAM

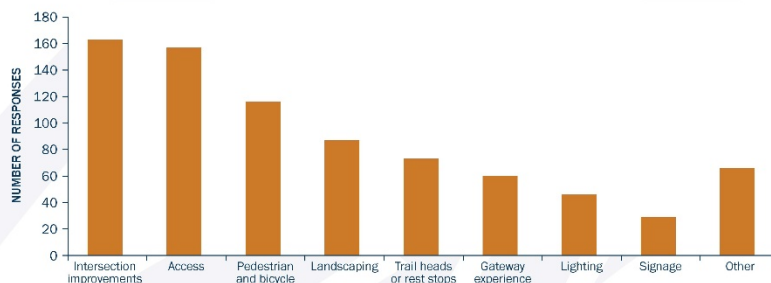
STAY IN THE LOOP

CONTEXT SENSITIVE SOLUTIONS SURVEY RESULTS



TOP PRIORITIES AND CONCERNS FOR LOOP 360.

People were asked about their top priorities and concerns for Loop 360. The top three priorities were intersection improvements/features, access, and pedestrian and bicycle facilities.



WHAT PEOPLE ENJOY ABOUT LOOP 360:

- Visual aspects
- Local access provided by the roadway
- Dark skies along the corridor during night time travel

WHAT PEOPLE DON'T ENJOY ABOUT LOOP 360:

- Multiple traffic signals
- Traffic congestion
- Lack of pedestrian access
- Pollution
- Multiple safety concerns

LOOP 360 PROGRAM

STAY IN THE LOOP

Appendix B: Comments and Survey Results

AS RATED BY PA

MOST PREFERRED

Hill country

Overall Theme

Hill country

Blended
Muted
Decorative patterns
Gravel/Rock
or manic wood

Walls and Columns

Keep it simple and less expensive

Decorative patterns

Muted
MUTED #2

No More too intricate

Landscape

Native plants

Ornamental Rock - takes a lot of water maintenance

Bicycle and Pedestrian Access

The image is a collage of survey results and handwritten notes. It features a large background image with a diagonal arrow pointing from the top right to the bottom left, labeled 'MOST PREFERRED'. The background image is divided into sections with titles and corresponding photos. The sections are: 'Overall Theme' with a photo of a stone wall and a red star, labeled 'Hill country'; 'Walls and Columns' with a photo of a wall with decorative patterns, labeled 'Decorative patterns'; 'Landscape' with a photo of a field with native plants, labeled 'Native plants'; and 'Bicycle and Pedestrian Access' with a photo of a road with a bike lane, labeled 'Bicycle and Pedestrian Access'. Handwritten notes on sticky papers are placed over the background image. The notes include: 'Hill country' (yellow), 'Blended', 'Muted', 'Decorative patterns', 'Gravel/Rock or manic wood' (green), 'Keep it simple and less expensive' (green), 'Muted MUTED #2' (yellow), 'No More too intricate' (green), 'Ornamental Rock - takes a lot of water maintenance' (yellow), and 'Bicycle and Pedestrian Access' (yellow).

ES PREFERRED FOR TH RTICIPANTS.

Rep Art
Wall
Best

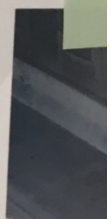
yes!
↓



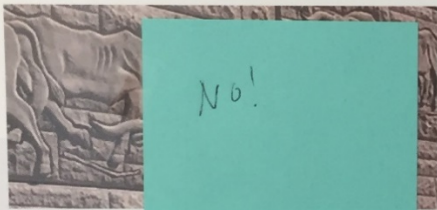
Contemporary



Blended



Modest

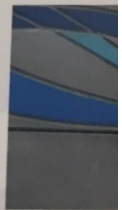


Represent

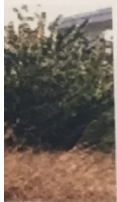
No!



Muted



Bright



Ornamental gravel/rock

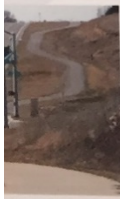


Some non-



Manicured

No!
Keep it native!



buffer



Shared-use path, narrow buffer



Bicycle lane, no sidewalk

BEA
MUT
NAT
SIT

SOLUTIONS

OR THE CORRIDOR

Natural Rock
look!
looks like a
Cliff

Natural
as possible!

LEAST PREFERRED

No!
↓

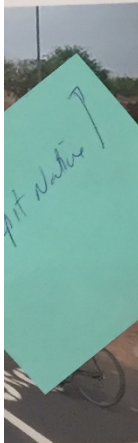


Modest

Keep ^{view of} Limestone
Cliffs!



Bright



ewalk



Manicured



Pavers

BENDED
MUTED OR
NATIVE OR
GRAVEL / ROCK
SHAED w/
LARGE BUFFER

Muted! (if wall
needed)
+
Plants

CORRIDOR ASSETS



1 The Arboretum



2 Hiking access at Bull Creek Park at Winding Ridge Boulevard



3 Indeed campus at Bull Creek



4 Indeed campus at RM 2222



5 Waterloo Ice House

Increasingly cannot be an existing highway within this corridor

No Blasting!
TNT

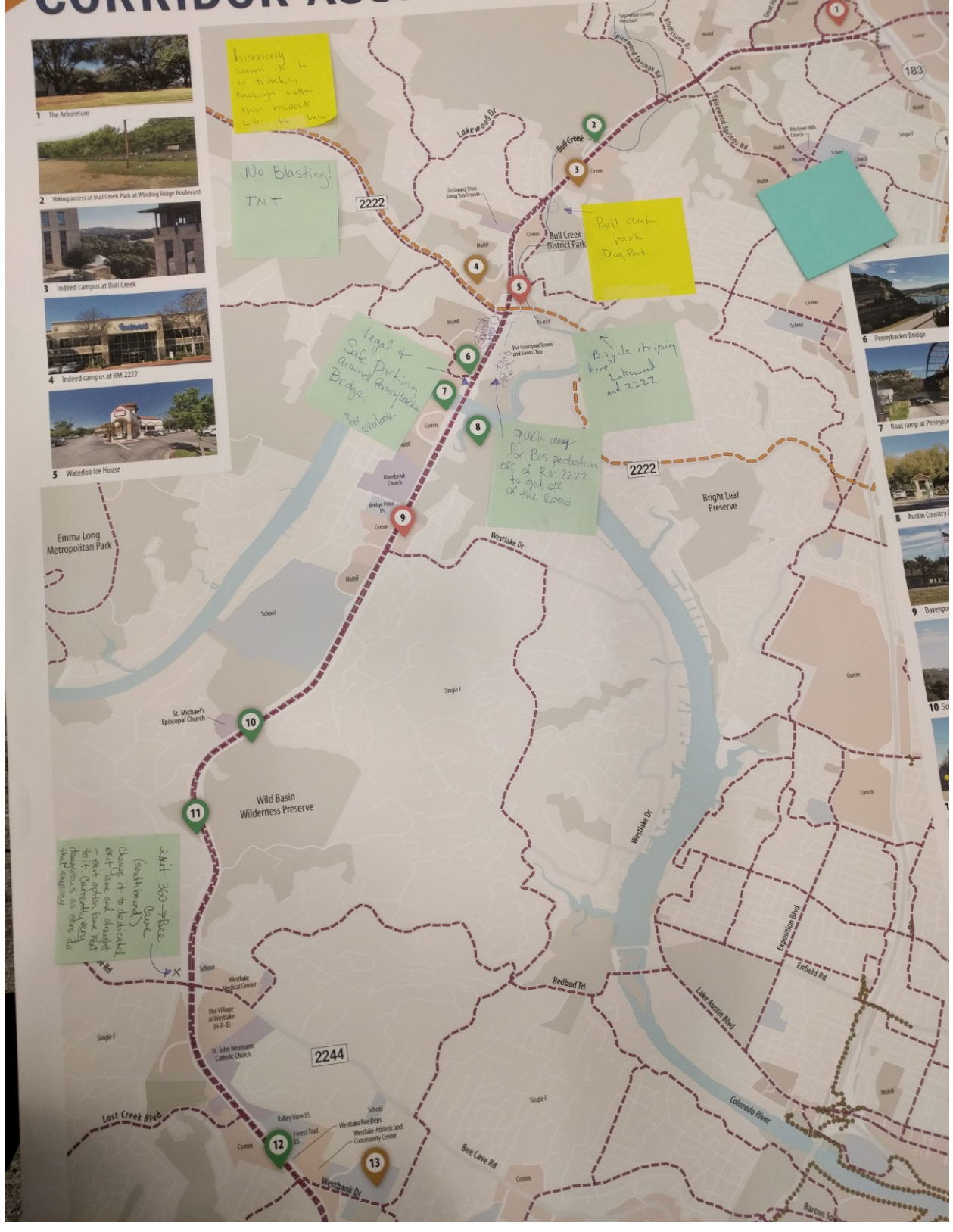
Legal & Safe Parking
Bridges

Bull Creek
Park
Dog Park

Bicycle striping
through Lakewood
and 2222

Quick way
for bus pedestrian
off of RM 2222
to get off
of the road

Exit 360 → Bee
(eastbound)
Change it to dedicated
exit lane and straighten
it out. Currently very
dangerous as there is
no exit lane



Is there anything missing from the Context Sensitive Solutions survey results that the TxDOT team needs to know?

1	No
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Is there anything missing from the corridor assets map that the TxDOT team needs to know?

1	No.
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Part of the Context Sensitive Solutions process is considering bicycle and pedestrian accommodations. What feedback do you have about the bicycle and pedestrian accommodations for the Loop 360 corridor?

1	I stopped biking on 360 twelve years ago as traffic and cell phones increased. I didn't want to die.
2	I ride the shoulders of 360 from Arboretum to Walsh Tarlton. Preserving that is important for access. Additional dedicated bike lanes where exit ramps are located would be useful.
3	I currently commute by bike down 360 from the domain area to courtyard drive. I would love to see a car length shoulder or shared path in areas where there is a right hand turn lane.
4	Make them far away from the road and safe
5	The proposal for a shared-use path is a good one - separate bicycle traffic from the mainlanes.
6	Are there shared use paths for bikes on both sides of 360? How do these shared use path connect to other bike facilities up and down 360? What does the suggested route (including crossings etc.) look like for a bicycle traveling north or south the full length of 360?
7	The more you can do to separate bicycles from the traffic lanes the better. Everyone deserves a path, but cars and bicycles in the same space - especially one with 70 MPH traffic - do not mix.
8	Please consider this a priority! More people are biking and walking. Very disappointed to see the interactive graphic depicting the intersection shows no accommodations for bikes or peds.
9	I would love to see that come to play!
10	Bicycle accommodations would improve safety and encourage healthier lifestyles. Intersections certainly deserve pedestrian access for crossing, but I'm not so sure about the walkability along the entire length of 360. Will people actually want to run or walk many miles next to this highway? Perhaps.

What other comments or feedback do you have for the Context Sensitive Solutions process?

1	None
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2	Well done on the excellent presentation! I only heard about this from a co-worker. I wish this was advertised more somehow.
3	Keep the scenic qualities of the roadways with the dramatic cliffs - maybe even develop a scenic overlook at the top of the cliffs. This would be safer than the current haphazard way people access the cliffs.
4	Great job folks. This was a difficult situation to handle. Your solution looks solid. The presentation is clear and the graphics superb. Thank you for carrying on the fine tradition of TxDOT excellence in roadway and bridge design. - Richard Wilkison, P.E., TxDOT retired Bridge Division