



**STATE LOOP 360 at
Lakewood Drive/Spicewood Springs Road
CSJ 0113-13-169 and 0113-13-167
Travis County, Texas**

SURVEY SUMMARY

Prepared By: SL 360 GEC

February 2020

State Loop 360 at Lakewood Drive/Spicewood Springs Road Workshop Survey Report

TxDOT utilized an online engagement survey from June 6 to June 21, 2019, to gather public input for the Loop 360 at Lakewood Drive/Spicewood Springs Road project. The project includes removing the traffic signals from the Loop 360 mainlanes at Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive. It also includes constructing overpasses at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive, including nonsignalized U-turns in both directions. Additionally, the project adds shared-use paths/sidewalks within the project limits to improve bicycle and pedestrian accommodations.

Computers were set up at a public workshop held for the project on June 6 to allow the general public the opportunity to take the survey. Participants also had the option of completing the survey as part of a virtual workshop on the project website within the public commenting period. Workshop attendees were given a flyer advertising the virtual workshop/survey and encouraging them to share the link with others, and an email was sent out on June 11 to publicize the survey opportunity to stakeholders along the Loop 360 corridor. A link to the virtual workshop/survey remained active on the Loop 360 program website throughout the duration of the survey period.

A total of 96 comments were received as part of the online survey. Participants were given the opportunity to view a summary of the project, roll plots showing the project design, line drawings and a 3D rendering of the proposed overpasses at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive. During the survey portion for the virtual workshop, participants were asked to provide comments about what they liked and disliked about the overall project design, and were also given the opportunity to provide additional comments.

Next, they were asked to answer some questions about how frequently they use Loop 360, Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive. Finally, they were given the opportunity to provide demographic information including their zip code. A brief summary of responses for each question is below, followed by an Appendix containing the raw data for each question.

Overall Project – What Participants Liked

The majority of respondents felt the traffic flow along Loop 360 would be enhanced by removing the traffic signals on the Loop 360 mainlanes. Participants were in favor of the overpasses and ease of access to adjacent neighborhoods. A respondent supported the non-invasive nature of the project meant to protect adjacent ecosystems. Participants liked the addition of U-turn lanes and the improved infrastructure.

Overall Project – What Participants Disliked

Several survey participants stated that they were not in favor of the removal of the intersection at Spicewood Springs Road (W) and Loop 360. Respondents expressed concerns about additional delay time when accessing northbound Loop 360 from Spicewood Springs Road (W). They also expressed concern with the possibility of road noise and the proposed construction time. There were several comments related to the safety of

bicyclists who use Loop 360. Other concerns included the environmental impact, lack of a dedicated/protected bike lane, especially on northbound Loop 360, use of tax money and increased use of Lakewood Drive as a cut-through route to access Loop 360. Overall, the main concerns focused on the elimination of the intersection at Spicewood Springs Road (W), noise and safety for bicyclists.

Overall Project – Other Comments

Many survey participants suggested the addition of protected bike lanes with rumble strips or another form of protection and separation from the Loop 360 lanes. Another respondent stated that the cost of additions for bicyclists seemed too expensive relative to the number of cyclists that would use the shared-use paths.

Respondents also expressed a desire for TxDOT to maintain the existing median at Lakewood Drive and to design the overpass in a way that deters the homeless population from camping underneath. Other suggestions were given, including the addition of a roundabout instead of a traffic signal at Lakewood Drive, the addition of Michigan Lefts and U-turn lanes, and improving Old Spicewood Springs Road. One survey participant complimented the project team and another requested that this project be constructed first.

Lakewood Drive and Spicewood Springs Road Usage and Demographic Information

In the final section of the survey, participants were asked to indicate how often they use Loop 360. The majority responded that they use Loop 360 every day (53%), followed by 5-6 days per week (20%), 3-4 days per week (17%), 1-2 days per week (7%) and once a month or less (3%).

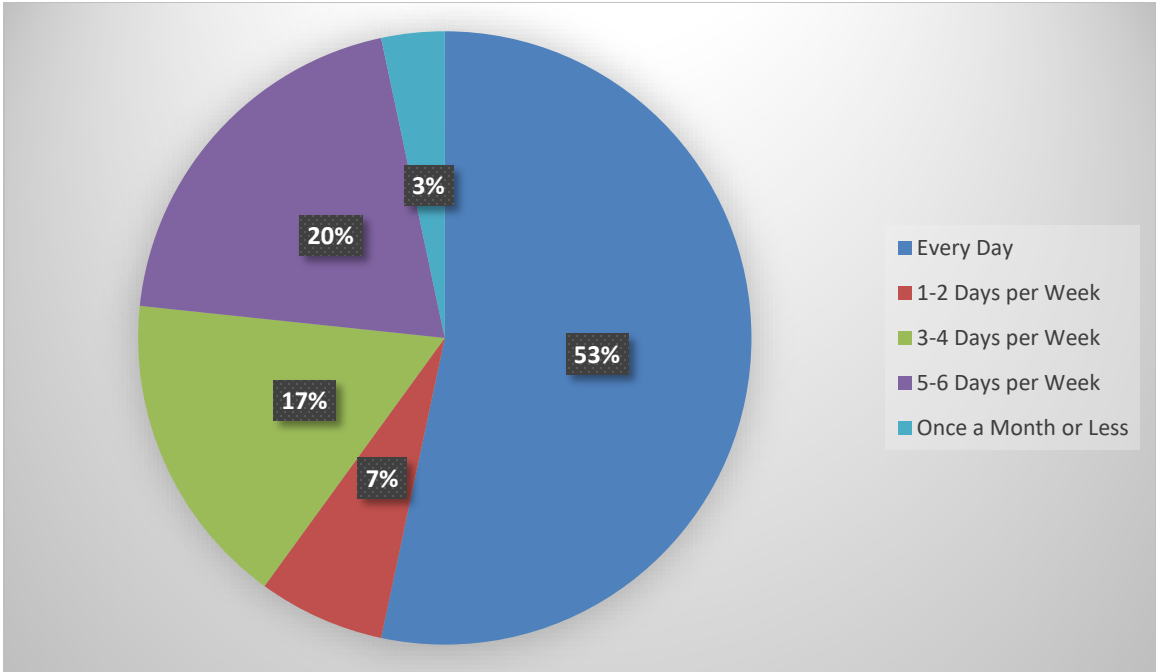
Respondents were also asked how often they use Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive. The most common answer for participants using Lakewood Drive was every day (50%), followed by once a month or less (27%), then either 1-2 days per week or 5-6 days per week (10% each, totaling 20%), then 3-4 days per week (3%).

The most common answer for using Spicewood Springs Road (W) was once a month or less (38%), followed by 3-4 days per week (24%), every day and 1-2 days per week (17% each, totaling 34%) and 5-6 days per week (4%).

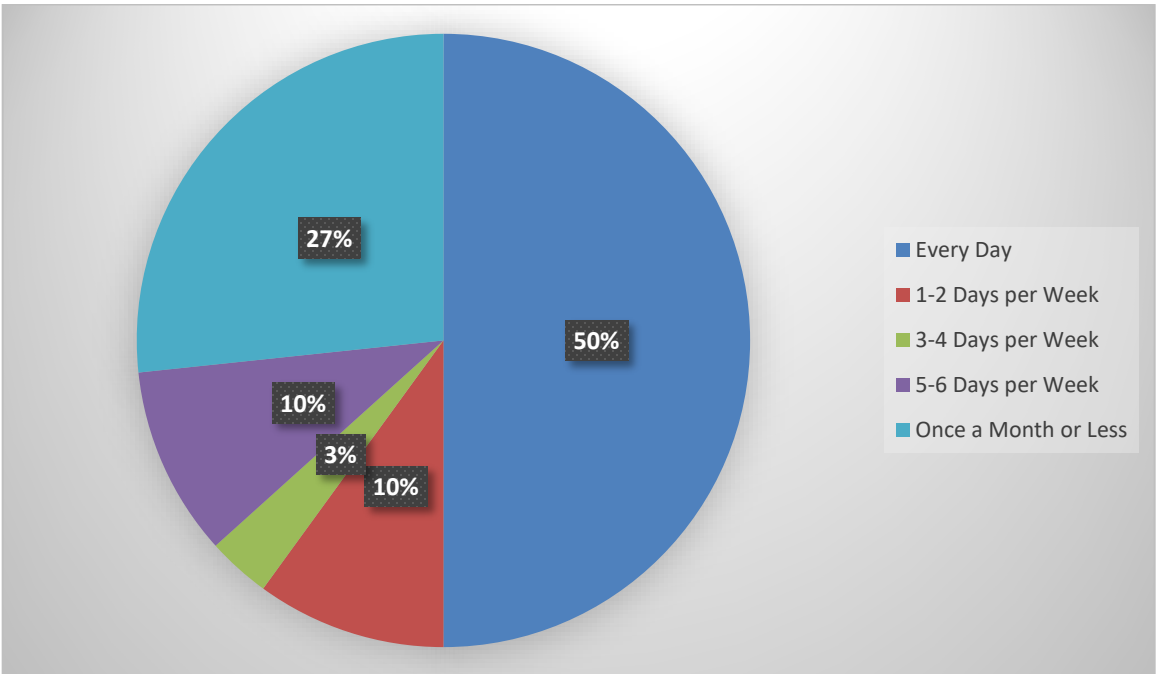
Of those who responded for Spicewood Springs Road (E)/Bluffstone Drive, once a month or less was the most common answer (37%), followed by 1-2 days per week (23%), 3-4 days per week (20%), every day (13%) and 5-6 days per week (7%).

Additionally, the large majority of respondents live in zip code 78750 (50%), followed by 78731 (10%). Each of these two zip codes are adjacent to the project area. Zip codes 78641 (7%), 78613 and 78717 (4% each) and 78746, 78751, 78752, 78757, and 30144 (3% each) were also represented. All the zip codes represent residences in the Austin area, except for 30144 which is located in Georgia. Overall, survey participants tend to live in or near the project limits. Most survey participants are frequent users of Loop 360, though more use Lakewood Drive than Spicewood Springs Road (W) or Spicewood Springs Road (E)/Bluffstone Drive.

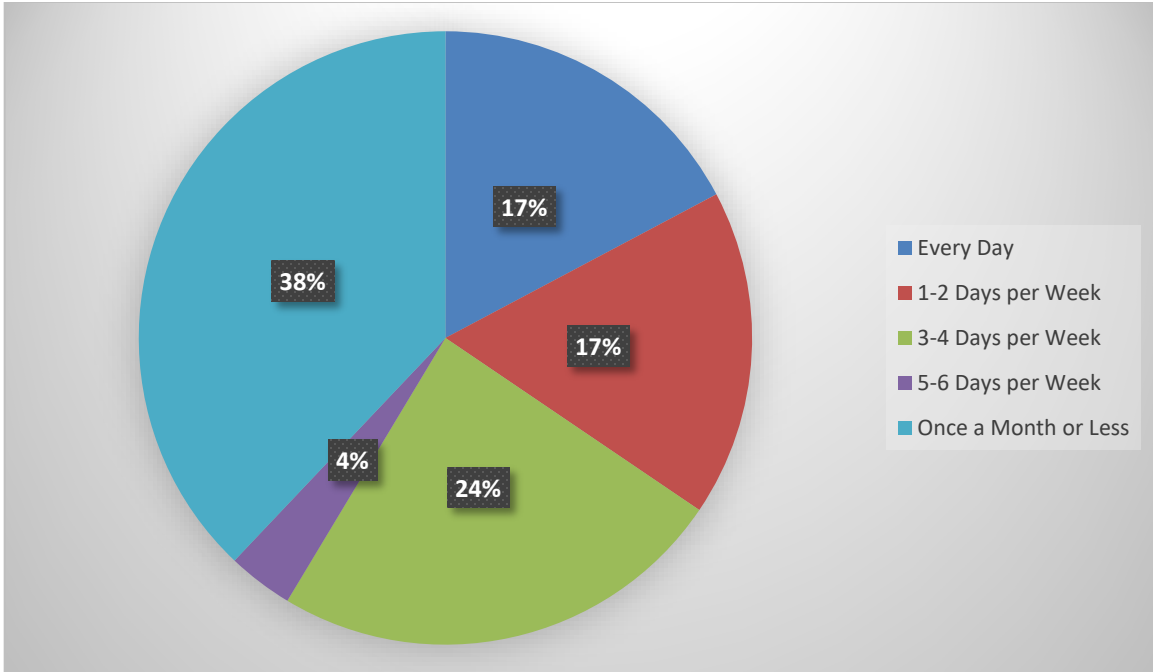
How often do you use Loop 360?



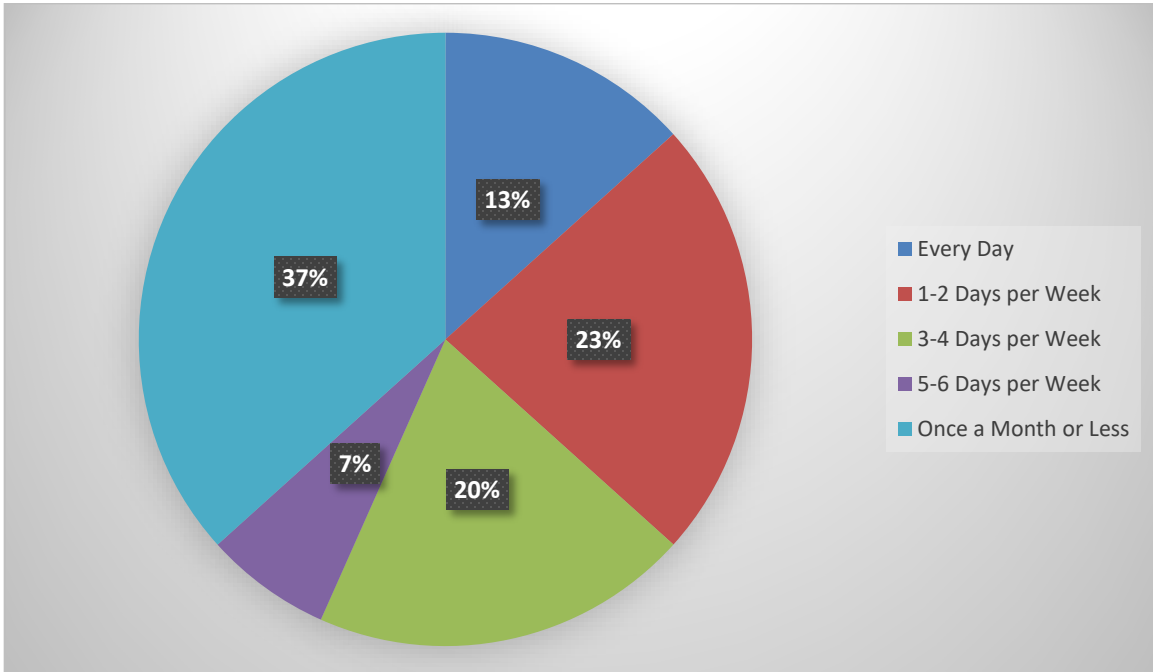
How often do you use Lakewood Drive?



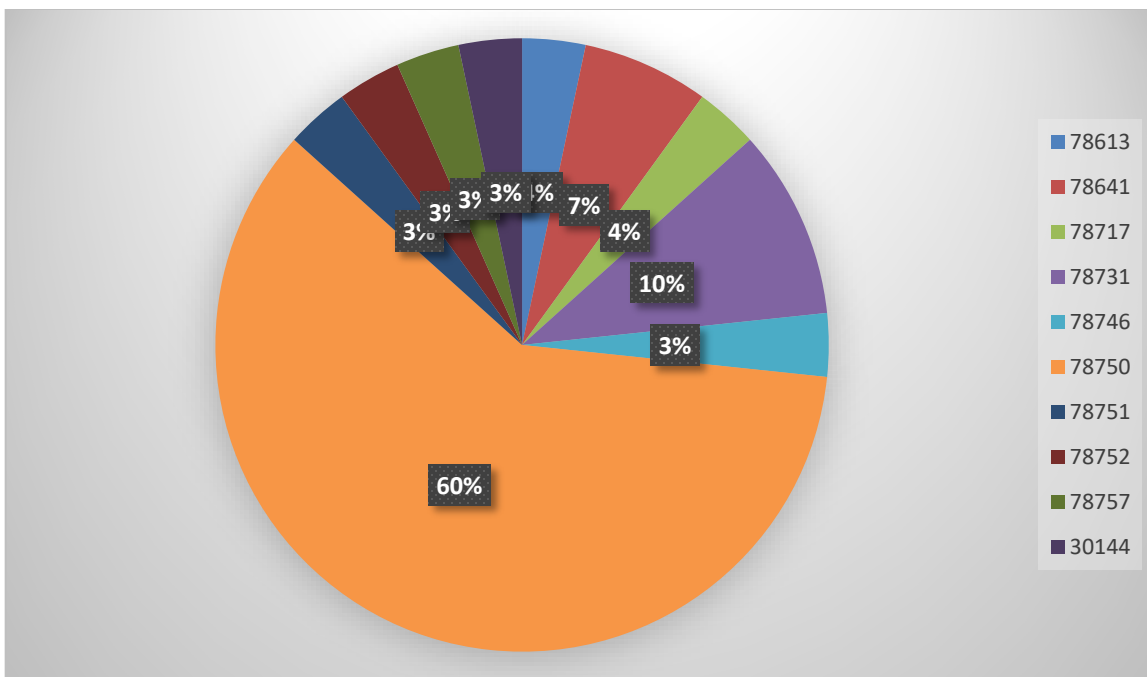
How often do you use Spicewood Springs Road (W)?



How often do you use Spicewood Springs Road (E)/Bluffstone Drive?



What is your zip code?



Appendix: Raw Data for Responses

What do you like about the proposed improvements?

1	That Old Spicewood Springs Road will remain open for neighborhood to access SSR-W to SSR-E without having to get on 360 head south and then u-turn to head north -- expending more gasoline and time for numerous daily trips from west to east SSR and vice versa.
2	I like the over passes. Please make dedicated bike lanes with rumble strips on shoulder edges so distracted drivers dont veer onto shoulder accidentally
3	I like that you are trying to reduce traffic.
4	Improved traffic flow
5	That though traffic on 360 will move faster.
6	This seems like a logical way to improve traffic flow
7	More free flowing traffic will be nice.
8	Nothing. It is a waste of our tax money. You are not solving any traffic problems and just causing more headaches for EVERYONE who lives anywhere near 360.
9	We all have to trade in something to get something, so I guess we pave paradise to put up a parking lot! Cars aren't the problem, people are the problem!!!
10	It will help with the backup along 360.
11	Removal of traffic lights on 360, plus less waiting time when exiting the Lakewood/Jester neighborhood.
12	Improved infrastructure is a plus
13	removing the median/landscaping at Lakewood and adding a turn lane
14	I like the elimination of the stop lights on Loop 360. It is impossible to perfectly time them especially during high traffic periods. The option of over/under pass at the major intersections is an excellent idea and adding the u-turn lanes will help maintain a constant flow of traffic.
15	Nothing.
16	I think it has some potential to be good or bad -- it just depends on the details.
17	Removal of mainlanes
18	I like that the lights will be removed to allow the traffic to flow faster.
19	Removing traffic lights.
20	Non-invasive - Minimal damage to environment - Will keep traffic moving
21	Improvements at Bluebluff and Lakewood intersections, specifically the u-turns.
22	Improved traffic flow.
23	It eliminates stops that are required today in both directions.
24	Improve traffic on 360
25	This looks great! Can't wait to have this project complete!
26	can reduce traffic
27	Improve traffic flow, provide for shared-use land for bikes and peds.
28	Allowing traffic to avoid traffic signals is nice
29	Everything. Free flowing traffic between Lakewood and 2222 and Spicewood Springs. Thats about 6/6/2019 5:49 PM 75% of the trips I make on 360.
30	It looks a lot more efficient than what we have now, which often involves long waits to cross the highway plus the northeast corner at Lakewood and 360 has been a

mess forever. And with Bull Creek District Park ever more popular, that whole area is becoming one congested corner and is desperately in need of improvements.

What do you dislike about the proposed improvements?

1	That you are taking out our Spicewood Springs Road West intersection!
2	Protected bike lanes would be nice. this HWY is death trap for cyclist/commuters. Please make dedicated bike lanes with rumble strips on shoulder edges so distracted drivers don't veer onto shoulder accidentally
3	Please leave the Lakewood median (not the 360 median) alone. Adding a right turn off lakewood makes sense. Removing the median does not. The median contributes to the tenor of Lakewood.
4	Do not want to add middle lane at Lakewood drive intersection. Want to add right turn lane onto 360 feeder.
5	We live off of Yaupon Drive and take Spicewood Springs Rd to Loop 360 every day. There is no way for us to travel north on Loop 360, only south. It appears that we would have to travel more than a mile to the south before we could turn around to the north.
6	that you are basically removing the intersection of Spicewood Springs(W) with 360. This does not serve the needs of people that live near that intersection.
7	from the concept photo, I don't clearly see how the bike lane/shoulder will connect to the shared use path and would be concerned if the entrance/exit ramps made it unsafe to bicycle.
8	I'm concerned that it will quickly become gridlock again as it draws drivers off of MoPac
9	Removing the VERY critical traffic light at 360 and Spicewood Springs (W). My neighbors and I rely on this intersection.
10	They will forever ruin a beautiful roadway lined with wildflowers and trees. It will be just another L.A. freeway!
11	It will encourage more traffic (with more trucks) going at faster speeds along 360. There is no indication that any noise reduction structures will be built. The 360 corridor was designed as a scenic byway and this area is next to Bull Creek and the Balcones Canyonland Preserve. It looks like it will be turning into an expressway and for those of us that are located close to 360, traffic noise will significantly increase. Was there any thought to slowing down the traffic rather than speeding it up through use of roundabouts?
12	Overpass at Lakewood will increase noise and divide the Lakewood/Jester neighborhood from Bull Creek Park and those neighborhoods. I'd prefer that 360 goes under Lakewood, like what's planned for Westlake
13	increased traffic on the Hwy360 that will increase the noise pollution for those that live around 360. Also concerned about the habitat around environmentally sensitive areas around the Bull Creek area and Wild Basin Preserve.

14	i just see a problem with homeless people seeing the overpass as an area to camp out. Will the construction include spikes or rocks/textured paving to deter the overpass as being used as a shelter?
15	The only thing I do not like is the long time frame. You have been delaying this decision too long and you just need to move forward with getting this done.
16	Making it easier to get on 360 from Lakewood neighborhood just makes it more likely for the neighborhood to be used as a cut through during rush hour.
17	It takes away from the small community feeling of Lakewood to install what looks like a major highway overpass. I am concerned about panhandling which is a problem at 2222 but there are no homes or neighborhoods that are adjacent to 2222 like there are at Lakewood.
18	That east-bound traffic on Spicewood Springs (W) will be REQUIRED to travel south, merge, exit at Lakewood, U-Turn, then merge with northbound traffic.
19	Potential for noise, but sound walls could help
20	From Spicewood Springs (W) to Loop 360 North requires an extra 1.2 miles EACH WAY! That adds about 6 minutes extra time (based on light traffic)! Most likely, ALL eastbound Spicewood Springs (W) to Loop 360 North will take Old Spicewood Springs to Spicewood Springs (E) thence back to 360 North, a distance of 0.5 miles. That will create a huge problem on Old Spicewood Springs. Have you studied that?
21	Not having left turn at Spicewood Springs Rd (W).
22	I bike Loop 360. You do not have a shared use lane on the east side of Loop 360 at Spicewood Springs. That is an uphill grade. If you share the right turn lane, vehicles come within inches at high rates of speed. For safety, I'm forced to use the whole right turn lane and I'm moving at a very slow speed due to grade.
23	The overpass is elevated.
24	OMGoodness pls do not make the overpasses at Spicewood Springs look like 183N and all the other ugly TX roads. Please preserve the scarce natural beauty of this road with more organic structures. It should flow to look like the bridge- metal-organic and melts into background. This overpass structure proposal looks completely out of place on this road. I was very hopeful that the aesthetic would be a high priority for this renovation, but it looks very standard and frankly, ugly.
25	I believe there will be increased noise in my neighborhood if there aren't sound walls installed on the Lakewood subdivision side.
26	I see nothing in these plans to attack the traffic problems at the intersection of Loop 360 and 183. You're tackling only half the job.
27	pending construction
28	Don't really see shared-use walk/bike path in conceptual drawings. Must have missed it. Also, there's not mention anywhere in her about these road changes might impact climate change, which is the most important issue of the past 70ish years.
29	#1 Concern: Marked increase in traffic noise emanating from higher speeds and elevated roadway past Lakewood homes. (Ours is a primary receiver, as our home is within 50 feet of 360 RoW).
30	Eastbound traffic on Spicewood Springs W that wishes to go north is going to divert to the passage under the bridge, through a city park that has no sidewalks. This added traffic will greatly increase the risks pedestrians along this road face.
31	I would like the Lakewood /Spicewood project done first.

32	It reeks of highway but it's not clear there is an alternative at this point.
----	---

What other comments or feedback do you have about the proposed improvements?

1	Otherwise, the proposed illustrations on aesthetics of bridges, etc. seem nice. Seems to be a great cost in bike lanes with little use.
2	Please make dedicated bike lanes with rumble strips on shoulder edges so distracted drivers don't veer onto shoulder accidentally. Make it more bike friendly.
3	How to protect cyclist on 360 overpasses!!!
4	P OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES
5	It is unfair to prioritize the needs of some users over others. This design will drastically reduce my mobility. Please install an overpass at Spicewood Springs(W) just like you are for other intersections.
6	I can't tell if the shoulders will still support bicycle traffic. I think shared use paths are nice, but as a more serious cyclist, I prefer using the road and would be extremely disappointed if the 360 corridor no longer supported continuous use for cyclist. I use 360 for cycling on weekends, and sometimes ride in to work @ 360/2222 from Cedar Park (1431 & Parmer) and consider this extremely important. PLEASE ensure cyclist are still able to use the shoulders, and kindly consider installing some sort of physical protections to separate the main lanes from the shoulders as well.
7	Since 360 is used heavily as a cycling route, I hope serious consideration of this usage is included and safe accommodation made available. If it were an entirely separate shared-use path, that's all the better!
8	It's important to make the distinction that the vast majority of bike trips along 360 are recreational rather than commuters. The attraction of 360 for recreational riders is that there are limited stops and the ability to go fast. I'm concerned shared use paths will require slowing down and navigating intersections. This will reduce recreational usage even as it increases commuter usage for people on bikes.
9	This is NOT an "improvement". You are removing my ability to get into town. I live off the western portion of Spicewood Springs Rd. and now you're telling me I have to go two miles out of my way (down to Lakewood Dr) just to stay on Spicewood Springs Rd or to go north?! And for that, I have to deal with 3-4 years of construction?! PLEASE STOP THIS MADNESS!
10	Your staff has been courteous, thoughtful and helpful in answering questions! It is a tough problem, with no good solution!
11	Please keep our existing landscaped median at Lakewood drive and 360 intact and add a right hand turn lane to the right of the existing lanes. Also, please add noise reduction barriers along the new overpasses.
12	Do it as quickly as possible. Driving on loop 360 is a nightmare most of the time now
13	None
14	Please keep our existing landscaped median at Lakewood DR@360 intact. Much simpler and less costly solution is to just add a right turn lane to existing lanes.

15	If you build it – they will come.
16	Just worried about an influx of homeless closer to our neighborhood due to new areas for them to shelter
17	Use Michigan lefts and U-Turn lanes instead of the overpass/underpass at Lakewood
18	Bicycle paths should be: (1) SMOOTH – preferably asphalt (Concrete is not very smooth at speed on a bicycle). (2) Designed with as few stops as possible. And (3) designed to make regular maintenance easy (e.g. wide enough for a street sweeper).
19	The great hills light is going to get insanely backed up with these projects. Must add it in the full project.
20	Will it take longer to get through the lights as I am exiting Lakewood since it looks like there will be two lights (similar to 2222)?
21	Good luck.
22	More communication is needed about the projects; sending direct postcards to immediate neighbors would be helpful.
23	I know Old Spicewood Springs is not in your project, but you must consider the impact on it caused by your decision to route traffic 2.4 miles out of the way (Spicewood Springs (W) wanting to get to 360 North). Old Spicewood Springs is the best way for eastbound Spicewood Springs traffic to get across 360.
24	Please improve the Old Spicewood Springs Rd. and install a light at Spicewood Springs Rd. (E) and Old Spicewood Springs Rd. intersection.
25	Additionally do not locate bike lanes between the right turn lane and the main thoroughfare. If you think that's safe, I encourage you to go out and walk in that designated space
26	Instead of an elevated overpass, why couldn't the main line remain at grade, and the cross lines be below grade, as an underpass?
27	Shared use path should have a design speed of at least 30mph. Bikes will be going 40mph downhill.
28	I have not been able to attend, but it should be clear on the roads that bicycles DO have the right to be on these roads.
29	Thank you for this project! It will be a huge improvement for the area!
30	I live at 360 and Lakewood. We are worried sick that we will have a freeway "at our front doorstep"
31	We foresee that the Northbound improvements will yield a massive clog at 360 & 183 as the major E-W roadway N of 2222. Engineering should include planning for this inevitable construction.
32	As a frequent pedestrian along the Spicewood Springs cutoff, I am very disappointed at this plan.
33	Hurry up and get started
34	Make sure the CoA participates in making nearby improvements in the vicinity of the park on Lakewood. This is a multi-faceted problem.