



STATE LOOP 360 at

Walsh Tarlton Lane

CSJ 0113-13-170

Travis County, Texas

SURVEY SUMMARY

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State Loop 360 at Walsh Tarlton Lane Workshop Survey Report August 2019 Workshop and Survey Feedback

TxDOT utilized an online engagement survey from Aug. 8 to Aug. 23, 2019, to gather public input for the Loop 360 at Walsh Tarlton Lane project. The proposed improvements at Walsh Tarlton Lane include removing the traffic signals from the Loop 360 mainlanes at Walsh Tarlton Lane and at the entrance to Barton Creek Square (mall) and constructing an overpass with non-signalized U-turns in both directions at Walsh Tarlton Lane. The project also includes a shared-use path (SUP) and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

Computers were set up at a public workshop held on August 8 for the project to allow the general public the opportunity to take the survey. The survey was also available as part of a virtual workshop on the project website for participants to complete 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 Aug. 15 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 22 comments were received as part of the online survey. Participants were given the opportunity to view a summary of the project, engineering drawings, and a 3D rendering of an overpass at Walsh Tarlton Lane and Loop 360. There are three options for the Walsh Tarlton Lane project. The three options differ in their treatment of (1) the northbound Loop 360 entrance ramp, (2) southbound MoPac access and (3) the southern driveway to Barton Creek Square. Differences include:

(1) Northbound Loop 360 entrance ramp

- Concept 1 – An acceleration lane will be added from the Loop 360 connector road north of Stoneridge Road to the northbound Loop 360 mainlanes (shown on Options 1 and 3 exhibit).
- Concept 2 – A stop sign will be added from the Loop 360 connector road north of Stoneridge Road to the northbound Loop 360 mainlanes (shown on Option 2 exhibit).

(2) Southbound MoPac access

- Concept 1 – Drivers will exit north of Walsh Tarlton Lane and pass through the signalized intersection at Walsh Tarlton Lane. Then, drivers in both lanes will proceed down the connector road to access southbound MoPac as they do today (shown on Options 1 and 2 exhibit).
- Concept 2 – Drivers will exit north of Walsh Tarlton Lane and pass through the signalized intersection at Walsh Tarlton Lane. Then, the right lane will proceed down the connector road to access southbound MoPac, and the left lane will enter southbound Loop 360 (shown on Option 3 exhibit).

(3) Barton Creek Square entrance (southern driveway):

- Concept 1 – Drivers exiting the south driveway from Barton Creek Square will enter the northbound connector road after yielding to cross traffic (shown on Option 1 exhibit).
- Concept 2 – Drivers exiting the south driveway from Barton Creek Square will

- enter the northbound connector road using their own dedicated lane (shown on Option 2 exhibit).
- Concept 3 – The south driveway to/from Barton Creek Square is removed (shown on Option 3 exhibit).

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, additional comments about the proposed improvements, the northbound Loop 360 entrance ramp concepts, the southbound MoPac access concepts and the Barton Creek Square driveway concepts.

Participants were also asked to answer some questions about how frequently they use Loop 360 and Walsh Tarlton Lane, and 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

One respondent appreciated the removal of the traffic light at Walsh Tarlton Lane. Overall, participants favored Option 1, which includes an acceleration lane north of Stoneridge Road to access northbound Loop 360, two lanes down the length of the southbound Loop 360 connector road to access southbound MoPac, and a yield condition for drivers exiting Barton Creek Square via the southern driveway.

Overall Project – What Participants Disliked

One survey participant indicated concerns about lack of direct access between MoPac and Loop 360 and additional left turn lanes. There were also comments about the shared-use path, with some wanting improvements for bicyclists, and others wanting to eliminate the proposed shared-use path.

Overall Project – Other Comments

One respondent suggested a direct connection from MoPac to northbound Loop 360. Other respondents mentioned that they wanted lights to be removed at MoPac and Loop 360, and parking spaces to be added for access to Barton Creek from Loop 360. A suggestion was given to decorate the retaining walls with art that relates to the area, such as the mascot of the local high school.

Northbound Loop 360 Entrance Ramp Concepts

Some participants stated that they were in favor of the acceleration lane shown in Concept 1, and were not in favor of the stop sign shown in Concept 2. One participant expressed concern about traffic accumulation and difficulty for drivers to merge onto Loop 360 if the concept with the stop sign should move forward.

Southbound MoPac Access Concepts

There were very few comments received in response to this question, with only one participant indicating a preference for Concept 1, which allows two lanes of traffic to use the connector road to access southbound MoPac, over Concept 2. There was also a respondent who was confused about which concept allowed drivers more decision-making time.

Barton Creek Square Entrance Concepts

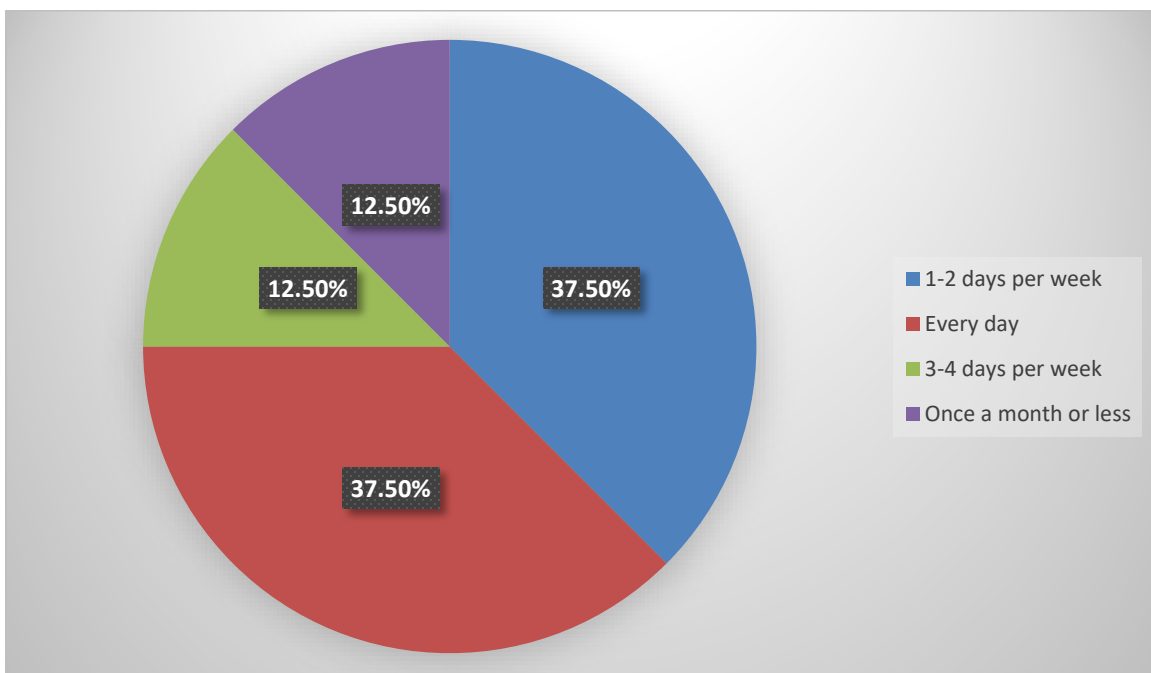
A participant stated that they were in favor of Concept 1 because it maintains the southern entrance to the mall from Loop 360. Another participant requested a traffic count at Barton Creek Square during the holiday season.

Loop 360 and Walsh Tarlton Lane Usage and Demographic Information

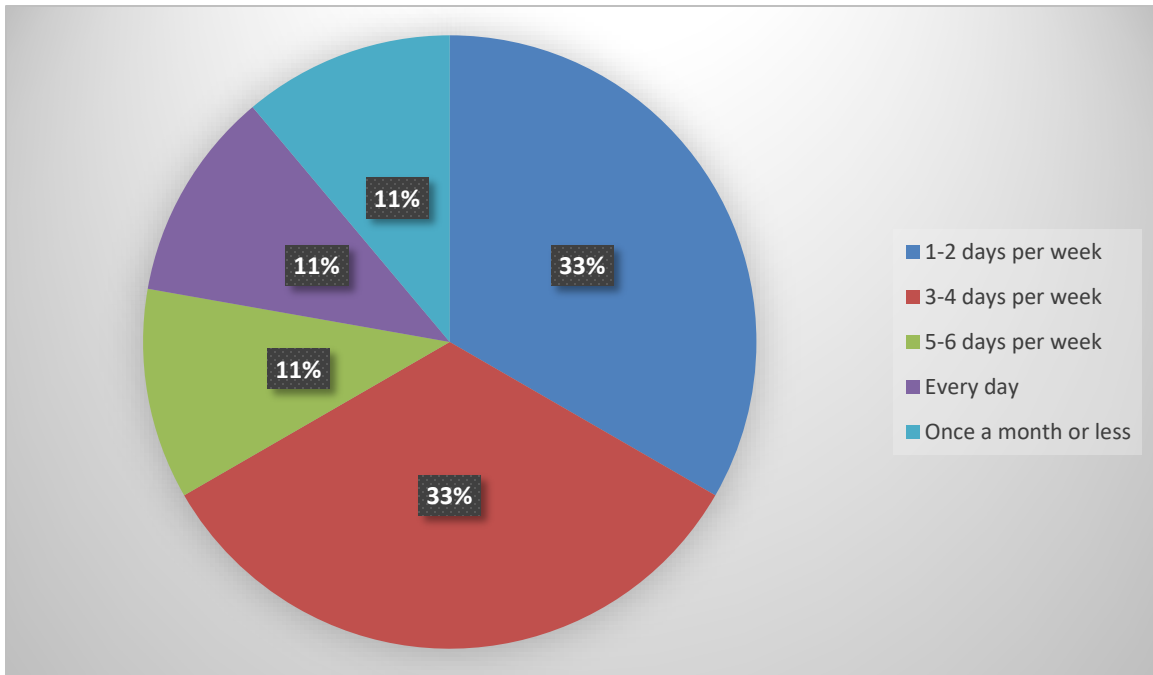
In the final section of the survey, participants were asked to indicate how often they use Loop 360. The majority responded that they use Loop 360 either every day, or 1-2 times per week (37.50% each, totaling 75% of all responses). A smaller portion of respondents stated that they use Loop 360 either 1-2 days per week or once a month or less (12.50% each, totaling 25% of all responses). No respondent stated that they use Loop 360 5-6 days per week.

Participants were also asked how often they use Walsh Tarlton Lane. The majority of participants stated that they use Walsh Tarlton Lane either 1-2 days per week or 3-4 days per week (33% each, for a total of 66% of all responses). Fewer respondents reported that they use it once a month or less, 5-6 days a week, or every day (11.11% each, totaling 33.33% of all responses). Additionally, the majority of respondents said they live within zip code 78746 (58%), which represents the project area. Zip codes 78613 and 78731, also located in or around Austin, each received 14% of responses. Zip code 30144, located in the state of Georgia, also received 14% of responses. Overall, survey participants tend to be frequent users of Loop 360 and Walsh Tarlton Lane, and/or are area residents.

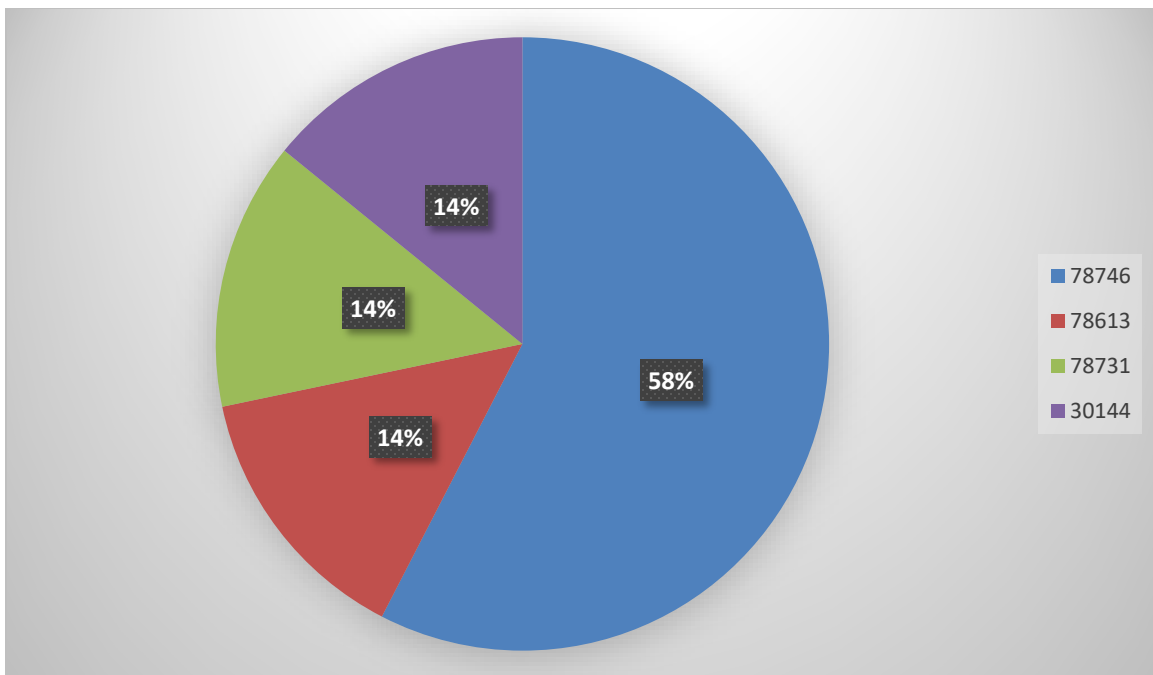
How often do you use Loop 360?



How often do you use Walsh Tarlton Lane?



What is your zip code?



Appendix: Raw Data for Responses

What do you like about the proposed improvements?

1	1. The acceleration lane in Options 1 and 3 for northbound loop 360. Option 2 with a stop sign is a no-go. That looks difficult at best and like a death trap at worst for drivers trying to get onto the highway. 2. Option 1 seems the best of the 3, though it's difficult to see all the differences on these 3 drawings. I like that Option 1 maintains the entrance to the mall that is closest to Mopac. Eliminating this entrance could be problematic since it would keep more of the congestion on the feeder until mall-goers have a chance to turn in.
2	Not a lot. TXDOT should instead review a new-build scenario and examine opportunity costs of not investing in public transit instead. TXDOT is a dinosaur
3	Eliminating the light at Walsh tarlton
4	Probably nothing.

What do you dislike about the proposed improvements?

1	1. It appears there is no flyover for drivers southbound on Mopac to go north on Loop 360. Those drivers get mixed into the mall traffic, just as they are today, so there's no improvement. Take a look at the mall traffic in December during shopping season and this plan will look more concerning. A huge amount of congestion could be relieved if drivers coming from Mopac could bypass the mall, rather than keeping them on the feeder. The same is true for drivers coming from south Mopac. 2. There is no flyover for southbound loop 360 drivers getting onto northbound Mopac, and no increase in # of left turn lanes. That intersection had some improvements a couple years ago, but none for people going this direction. Other directions get much more green light time at the light, and a triple left turn. Coming from Loop 360, there is still a single left turn lane that can take 3 or 4 light changes to get through. 3. The shared use path needs to include parking spaces to allow people to access Barton Creek from Loop 360. When this access was closed, it drove a lot of people and problems into the neighborhoods of Woods of Westlake and Lost Creek to access Barton Creek. Now is the time to take advantage of the chance for a better solution.
2	Forcing cyclists into a sidewalk is not an improvement.
3	How it does NOT remove lights at mopac. Light at mopac will get so backed up. Just make the road a whole highway
4	The addition of frontage roads. I think you can skip the shared use path. Cyclists will always cut off that section of 360 as they already do. No one wants to walk/jog next to a freeway. Please don't put a flyover over the Barton Creek greenbelt. The right turn there is not a problem. Please consider the mall is about to die - it currently has an Everything's \$7.99

	store, a bunch of coin-operated kiddie rides, a vacated Sears, and a Macy's that replaced its entire top floor with its "discount concept." Why not see what the inevitable redevelopment brings?
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What other comments or feedback do you have about the proposed improvements?

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| 1 | Please Please Please come up with a solution to provide parking for hikers, etc. to access the Barton Creek greenbelt. This really needs to be included in the plan. The people of Woods of Westlake and Lost Creek know how bad this problem has become. Please have some sessions specifically with these neighborhoods and explore the opportunity of providing relief for the greenbelt access problems. |
| 2 | Please address the lights at mopac that stay red for so long. Need to be remove |
| 3 | I am spitting in the wind, so the main thing I want to beg is that you not use that cheesy, 90s Holiday Inn color scheme with all those ridiculous newel caps that you did on MoPac North. If you want to throw the neighborhood a bone, put a chaparral on the wall as the "artwork." This area regards itself as a small town, or did until quite recently, because of Westlake High School and the roadrunner is the mascot. |

What do you like about the Northbound Loop 360 Entrance Ramp Concepts?

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| 1 | I like the acceleration lane, not the stop sign. I think there will be a back-up of cars at the stop sign. All traffic from Mopac is getting routed that way to go onto 360. It will be a lot of cars. A stop sign will make it very difficult for those cars to merge in to 360, where cars will be going at a high speed. |
| 2 | Option 1 |

What do you dislike about the Northbound Loop 360 Entrance Ramp Concepts?

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| 1 | I do not like the stop sign idea. |
| 2 | Option 2 |

What other comments or feedback do you have about the Northbound Loop 360 Entrance Ramp Concepts?

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| 1 | I would much rather see a flyover from Mopac to north bound 360. Channeling all that traffic on the access road past the mall is going to be congested and slow. |
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What do you like about the Southbound MoPac Access Concepts?

1	I am ambivalent because I don't see how Concept 2 gives more distance and decision time. Seems like it would be the other way around, and that Concept 1 would allow more decision making time.
2	Option 1

What do you dislike about the Southbound MoPac Access Concepts?

1	The lack of parking spaces to access the greenbelt. I think if there is extra space, then use it for parking.
2	Option 2

What do you like about the Barton Creek Square Entrance Concepts?

1	Don't care
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What other comments or feedback do you have about the Barton Creek Square Entrance Concepts?

1	What is the traffic count at Barton creek sq mall during the holiday season. Will having three or four exits be enough. I don't have an opinion. Just look at the traffic study.
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