



**STATE LOOP 360 at  
WESTLAKE DRIVE  
CSJ 0113-13-166  
Travis County, Texas**

**WORKSHOP  
SURVEY REPORT**

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## State Loop 360 at Westlake Drive Workshop Survey Report

TxDOT utilized an online engagement survey from Sept. 20 to Oct. 5, 2018, to gather public input for the Loop 360 at Westlake Drive project. Computers were set up at the public workshop on Sept. 20, 2018 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 Sept. 25 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 101 people participated in the online survey, either while at the workshop (17%) or from other locations after the workshop (83%). Participants were given the opportunity to view a summary, line drawing, engineering drawing, and 3D rendering of each of three potential options for the Westlake Drive project. They were then asked to indicate what they liked and disliked about each option, as well as given the opportunity to provide additional comments about the option. Next, they were asked to answer some questions about the frequency and way(s) in which they use Loop 360 and Westlake Drive. Finally, they were given the opportunity to provide any outstanding comments about the project. A brief summary of responses for each question is below, followed with an **Appendix** containing the raw data for each question.

### Option 1

Participants liked this option for its effectiveness and efficiency, its lower cost compared to the other options, its improvements to the U-turn at the boat ramp, and its provision of increased visibility for local businesses. Some participants indicated that they prefer an overpass at Westlake Drive. Participants expressed appreciation for the shared-use path and the incorporation of bicycle and pedestrian facilities.

Twenty-three respondents indicated that they like “nothing” about this option. Participants indicated that the proposed configuration may be unsafe for drivers or pedestrians, blocks or mars scenic views, is unsightly, and may cause additional noise and/or pollution. They cited concerns such as increased cut-through traffic in the Bunny Run area, as well as limited access to Cedar Street, Riverbend Church, Bridge Point Elementary, and surrounding neighborhoods.

### Option 2

Participants indicated that this option benefits from the planned removal of traffic signals, the addition of an overpass at Westlake Drive, the lower cost, and the proposed shared-use path. They indicated that this option seems less noisy, and addresses Cedar Street access and local neighborhood cut-through traffic more effectively, than Option 1.

Seventeen respondents indicated that they liked “nothing” or “not much” about this option.

Participants indicated that they disliked Option 2 for similar reasons as Option 1. They cited concerns such as access to Riverbend Church and Bridge Point Elementary School, aesthetics/views, noise, potential impact on property values, and impact on neighborhood dynamic. They also suggested that the Cedar Street bridge might be unsafe for pedestrians, as well as drivers trying to turn westbound onto Cedar after coming off the bridge.

### Option 3

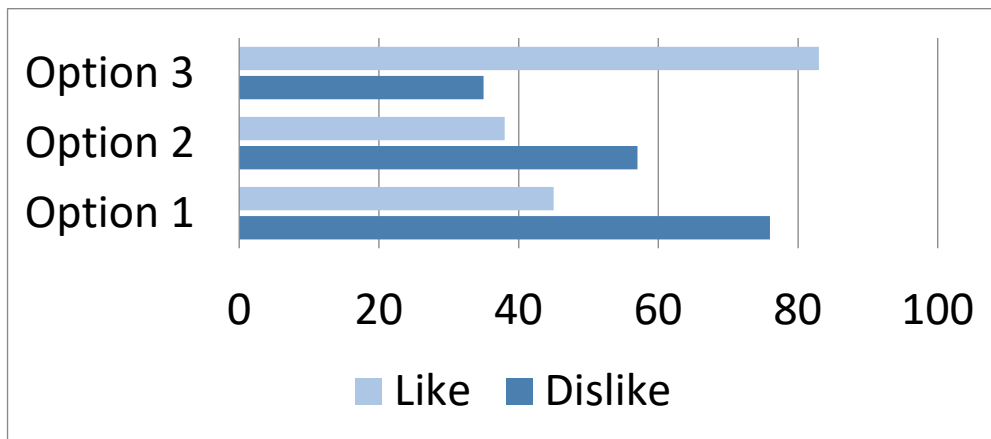
Survey participants expressed support for Option 3 over the other two options. They liked this option because it increases safety, is more aesthetically pleasing, seems less invasive to the neighborhood, will likely be less noisy, and offers increased access to Cedar Street and the surrounding neighborhood/Bunny Run area while reducing the potential for neighborhood cut-

through traffic. Participants commented that they feel Option 3 is more appropriate given their experience with traffic volume and congestion in the area. They also expressed appreciation for the proposed shared-use path.

Participants said that they dislike this option because it may take longer to complete, is more costly than other options, leaves less visibility for the nearby shopping centers and local businesses, They asked the project team to consider turn lane configuration, and potentially adding lanes to Westlake Drive.

### Option Preference

Although people identified some things that they liked and disliked about each option, they tended to show stronger support for Option 3 compared to the other two. The chart below represents how many people described something that they liked or disliked about each option. Eighty-three people listed favorable elements about Option 3, whereas only 35 people listed unfavorable things. Option 2 received 38 favorable comments and 57 unfavorable, and Option 1 received 45 favorable comments compared to 76 unfavorable.



### Recreational Use of Loop 360

Participants indicated that they use Loop 360 for various recreational purposes, including biking, using the boat ramp, and visiting area businesses. Some participants said that they biked along Loop 360 in the past but no longer feel safe doing so. Participants expressed concern for maintaining the scenic beauty of the corridor.

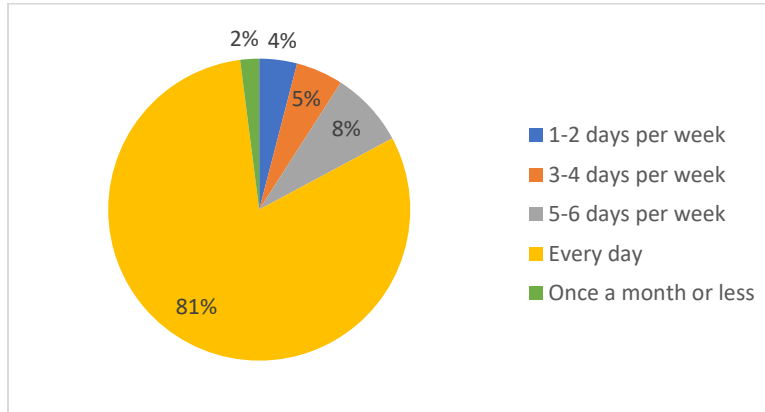
### Other Comments about the Westlake Drive project

Participants again expressed support for Option 3. They asked TxDOT to consider restriping along Loop 360, adding/modifying various turn lanes within the project limits as well as lanes on Westlake Drive, lowering the speed limit, Concerns included safety and emergency services access, neighborhood cut-through traffic, the impact of construction to local businesses, red light violations at Westlake Drive, and bicycle and pedestrian facilities.

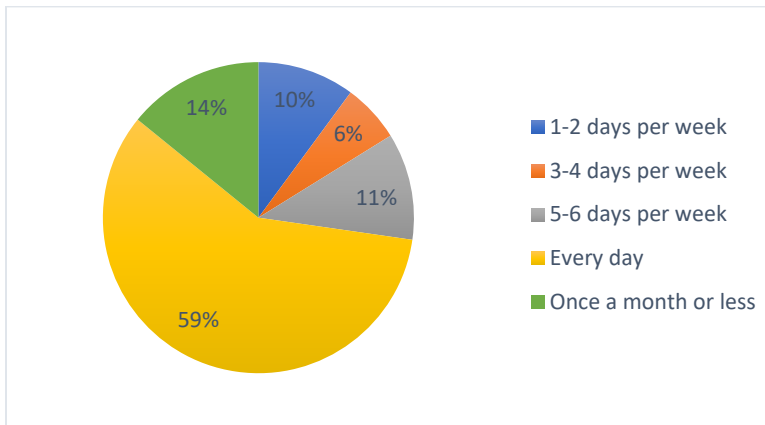
### Loop 360 Usage and Demographic Information

In the final section of the survey, participants were asked to indicate how often they use Loop 360 and Westlake Drive. The majority (81%) of participants said that they use Loop 360 every day, with an additional 8% using the corridor 5-6 times per week. The majority (70%) also use Westlake Drive either on a daily basis or 5-6 times per week. In addition, most (73%) participants live in the zip code 78746, where the Westlake Drive at Loop 360 intersection is located. Overall, survey participants tend to be frequent users of Loop 360 and Westlake Drive, and/or are area residents.

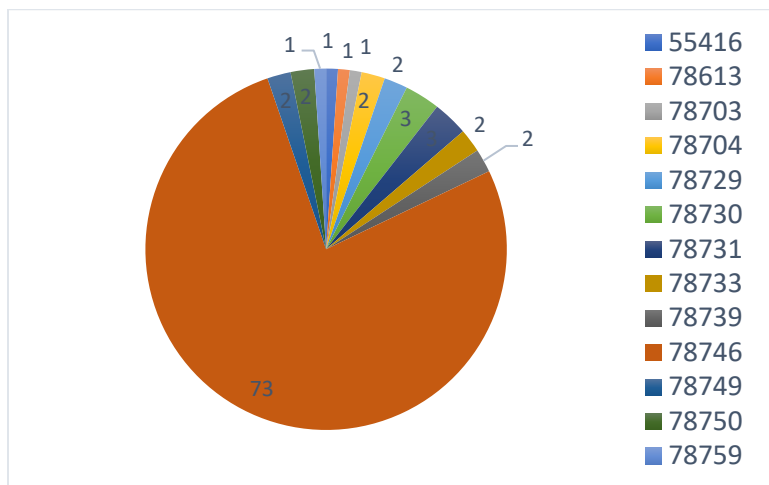
### How often do you use Loop 360?



### How often do you use Westlake Drive?



### What is your zip code?



## Appendix: Raw Data for Responses

### What do you like about Option 1?

1	not a thing
2	I like nothing about this option.
3	Overpass at Westlake Dr
4	Overpass over Westlake Drive
5	Shared use pathway is great.
6	underpass at westlake
7	Creating a shared-used pathway
8	Cost, only.
9	don't like that it blocks views
10	enhanced traffic flow and improved u-turn at Lake Austin ramp
11	An overpass at Westlake with non-signalized u-turns should markedly improve traffic flow.
12	The bike lane, I think that is incredibly thoughtful and useful for pedestrians and cyclists.
13	maintains visibility of nearby businesses via the overpass
14	Very little - this option is unattractive (over pass) and the turn around for Cedar street seems like it will make it take LONGER to get home during traffic time.
15	would help alleviate traffic
16	Nothing
17	Probably least expensive option to solve the problem.
18	It takes out areas that get clogged.
19	This looks similar to Hwy 183 at Arboretum and it works there. However I think that the traffic on 360 is double what it is at Arboretum so it may be doing a lot to improve very little.
20	nothing
21	This is an unsatisfactory option.
22	Boat ramp access and grade separation of intersection
23	Sidewalks
24	I like the shared use path and the fact that the light is gone on 360 allowing non stop traffic flow on 360 at this busy intersection
25	Nothing!
26	Nothing
27	I like the efficiency of it
28	NOTHING.
29	Probably the ease of traffic flow
30	nothing
31	Nothing
32	Nothing
33	Removes stop lights, adds a shared use path
34	NOTHING

35	This design is visually very unappealing. I strongly believe this design would detract from the scenic beauty of the area.
36	May help with congestion
37	Nothing
38	nothing
39	Reduces traffic.
40	nothing
41	NOTHING
42	Nothing
43	nothing
44	Should improve traffic flow
45	Improvement
46	the U-turn to head back south on 360 is good.
47	It eliminates the traffic light
48	not much
49	Seems to be the easiest & quickest solution to get implemented.
50	Will help the flow of traffic.
51	It appears very straightforward and is likely to remove cut through traffic on Riva Ridge where I live.
52	nothing
53	removes Westlake light
54	Gets rid of the light at 360-Westlake
55	It keeps the traffic moving.
56	Better traffic flow in and out of neighborhood
57	Free flow of traffic through intersection
58	reduces congestion
59	This option was successful in the state of New Jersey. The Garden State Parkway faced the issue with traffic lights at the southern end of the parkway in Cape May County. They solved this problem using this option. I just wanted to pass this on to you.
60	Elevated Highway
61	Appears to be a good plan
62	Nothing
63	Nothing
64	nothing
65	It's traditional and probably cheapest
66	improves mobility. Includes Cedar Lane too. Looks like good access road for neighborhoods.
67	like the overpass and including a sidewalk
68	Allows possible continuous flow, preserves scenic views for drivers on the overpass of the Hill Country
69	Nothing
70	Nothing to like. Ugly like the bee cave over-pass.
71	that you offered a choice
72	uturn for cedar street

73	It modernizes 360 and allows for smoother and safer traffic flow. It also looks like it provides a safe bike and pedestrian pathway. This will also reduce traffic congestion by giving additional travel options beyond driving.
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### What do you dislike about Option 1?

1	ugly
2	It scars the landscape and blocks views. The noise from an overpass will project across the neighborhoods. It will create a notable divide between east and west sides of 360.
3	limited access to Cedar St. There are 2 schools (Bridgepoint Elem K-5 and St Stephens 6-12 plus Riverbend preschool in this neighborhood. Option 1 forces a lot of traffic onto Bunny Run, which will disrupt the neighborhood and create safety issues for pedestrians and bicyclists. There are a lot of people walking, running and biking in the AM in this neighborhood
4	Elevated overpasses in residential neighborhoods are not very desirable. More noise & sight-line issues will result.
5	Turn around at lake
6	Elevated overpasses are the least desirable arrangement in residential neighborhoods. More noise & sight-line issues will result
7	blocks views
8	The distance between turn-arounds at Westlake and the boat ramp is too far. Better to have a u-turn at Cedar. Also, overpasses are aesthetically displeasing and will increase traffic noise, affecting nearby residential property values.
9	If people miss the Westlake exit, it seems complicated for people to turn around.
10	the barrier walls seem very "abrupt"
11	The turn around at Cedar will add to our commutes (live behind Riverbend).
12	aesthetically less pleasing. this is among the prettiest parts of austin
13	Cars driving at 60+ miles per hr. Very close to our homes that back 360 Hwy
14	Overpasses are ugly and hide the scenery, especially for local people.
15	everything
16	I don't like that northbound traffic will have to make a U-turn to access Cedar Drive. Especially since there is a school on Cedar Drive and that sees a significant amount of traffic at specific times of day.
17	The over pass
18	Not real conducive for traffic to and from Bridgepoint Elem. It will force more traffic onto Bunny Run.
19	The aesthetic of the overpass is really low/ugly. Also, while I love the shared use path, I wonder if it will be extended all along 360. If it just goes for the segment of the road shown, it doesn't do much good for bikers/walkers along 360 if it isn't continuous
20	Traffic patterns, noise and aesthetics!
21	Increased traffic on Bunny Run and local streets. Unsafe re-entry onto 360S during rush hour with kids in the car. Someone will die.

24	Almost everything....It's too 'Interstate' looking so the aesthetic externality outcome of that option is less than desirable.
25	EVERYTHING. BOATS AND CARS DONT MIX. TOO MUCH TRAFFIC WILL ROUTE THROUGH NEIGHBORHOODS FOR SCHOOL AND CHURCH
26	Unsightly and noise from raised roads impacts surrounding neighborhoods.
27	U turn to make a left on Cedar street when you travel north. Likely to cause even more traffic issues during rush hour due to the fact that nearly 100% of the families are south of Bridgepoint Elementary,
28	large overpass structure that will detract from the appearance of the neighborhood
29	Ugly to view from neighborhood
30	That all cedar traffic coming from 360 south will end up exiting on Westlake drive and cutting through bunny run. Bunny run will turn into a high traffic road in our neighborhood as people look to get to bridge point and Riverbend.
31	Bulk of the overpass, turns the road into a freeway
32	EVERYTHING
33	If there is anything to like about this design I guess it would be that it would move congestion off of Westlake drive.
34	Concerns about access to church and school during peak hours. Also, major concern about emergency vehicle access to school and neighborhoods at ANY time as this will cause an increase in response time.
35	(1) Design ruins scenic views of bridge while traveling north bound (2) Increased cut-through traffic on Bunny Run from Royal Approach to Cedar for school and church. There is no sidewalk here currently (3) Very concerned about the travel time of ATCEMS to access residences, school and church on Cedar with the removal of Cedar intersection
36	overpass ruins the natural setting
37	Fear of noise pollution from elevated roadway.
38	the overpass
39	This will be a blemish on what is the beautiful loop 360. An overpass would be hurtful aesthetically and to property values. It would block the site of the iconic 360 bridge and add a constant noise pollution to the neighborhoods. I do not support adding any type of passthrough to this area. I would prefer this to become a beautiful boulevard and have traffic slow. My vote is no! Resident since 1991
40	Increased Noise for Davenport residents, Aesthetic impact
41	it's not in keeping with the scenery, aesthetic
42	It doesn't address the cut-through traffic on/off Westlake Drive. In fact it encourages more travel on Westlake Drive. Enormous congestion on service road. No through bicycle riding.
43	Don't like the look of an overpass in this expensive residential neighborhood. It's too industrial looking.
44	problematic exit going southbound to get to Westlake. Long way around for those exiting apartments and offices who want to go North.
45	I don't love that the U-turn is all the way down by the boat ramp.
46	Significant degradation of aesthetics along the roadway.
47	raising the main lines makes the descent steeper and blocks views.
48	ugly



49	Using the boat ramp as the U-turn is going to be a problem. Everybody that wants to go to Cedar street will use Royal Approach and Bunny Run, that that will be horrible for residents and unsafe.
50	I expect the elevate roadway will create additional Loop 360 noise at my home and could be an eyesore.
51	No easy access at Cedar for school and church. Drivers for school drop off will move to Bunny Run where there are no sidewalks. Speeding cars trying to make it to school on time will make walking or jogging on Bunny Run very dangerous
52	the pedestrian use lane doesn't take into account the limestone walls that line 360.
53	Visually cuts the neighborhood in two. Puts the traffic and noise from 360 up above ground level
54	The overpass is an eyesore.
55	It ruins the sightlines to the west
56	Increased road noise and loss of scenic views for residents and commercial businesses in the area.
57	I don't want to see a cement wall.
58	Elevating 360 may have traffic looking into the yards and windows of Davenport residents.
59	Access road does not have enough turn lanes. This will cause congestion.
60	Nothing
61	All of the traffic headed northbound, especially for bridgepoint school days will most likely divert from westlake to bunny run for school drop off pickup...bunny run can not handle that amount of traffic and would significantly disrupt the neighborhood (noise, etc) Also poses major safety issue as numerous children and pedestrians live off of bunny run and cars already do not observe speed limits. There are no clear pedestrian walkways on bunny run as well as no alternative entry exit for residents along bunny run to avoid the congestion.
62	Destroys residential connectivity between east and west sides of 360
63	#1 Overloads Westlake drive intersection from both sides of the corridor. Delays emergency vehicle response time - Westlake Station and all south stations will have to go under bridge to turn around - Most of our area traffic going north will not travel down to the bridge to turn around. This design will drive School and Church traffic thru our neighborhood ( Westlake drive-Royal Approach-Cedar). Please understand all the schools traffic comes from the south! Dell golf tournament and the boat trailers parked under bridge is going to be an issue! Some neighbors on Bunny Run can't get out at times already , this design increases safety issues. - Boat Traffic coming from North will add to traffic to turn around as well- Noise will travel more with elevated intersection.
64	It looks massive and changes up the look of the area
65	overpass will be quite unsightly. Doesn't fit the overall aura of Loop 360 at all as a highway - but a scenic hwy.
66	not very attractive. Underpass would be more attractive
67	Visual impediment to local residents and business, noise associated with overpass
68	The overpass at westlake drive. I dont like the idea of getting rid of our grassy median, the nature helps the commute on 360

69	Seems like access to the elementary School, Church and back neighborhoods will be limited in the event of Emergency Services needs without better access to Cedar lane.
70	Everything
71	The bulky overpass will be unsightly.
72	The boat ramp turn-around is too far. This will force people to bunny run. Not a good plan.
73	Overloads Westlake drive intersection from both sides of the corridor, delays emergency vehicle response time - especially from Westlake Station - Will drive School and Church traffic thru our neighborhood - Boat Traffic coming from North will add to traffic to turn around- Noise will travel more with elevated intersection.
74	overpass.. where will you find the room?
75	A protected bike lane extending throughout 360 is an important in fulfilling the vision of improved traffic flow and safety.
76	Worry about noise from traffic being elevated and do not want to install ugly noise walls similar to MoPac. Also worry about ability to use the u-turn south of Waymaker in order to cut across northbound traffic in time to safely enter Waymaker.

**What other comments do you have about Option 1?**

1	invasive, doesn't solve all the congestion problems
2	The turn-around at Pennybacker is a terrible idea. Too much boat traffic is there (which already backs up on 360!)
3	A shared use path shouldn't be the only option for cyclists. Cyclists should be provided with an opportunity to stay on 360 to travel over or under the intersection, not be limited to having to take the exit ramp, wait at the intersection for a green light, and then re-enter the highway at the on ramp.
4	I like the idea, but I am not sure how this is going to affect businesses in Davenport Village.
5	Not safe, dangerous.
6	It looks good but I don't think that it will alleviate the congestion much.
7	ugly, more congestion, no Cedar Street access, unturn at boat ramp is ridiculous scenario; it is already congested with Cedar Street open and very busy itself.
8	No-go!
9	Terrible for Cedar. This is a school entrance, how do you suggest this terrible turn around that no one will use during rush hour. You will drive traffic to Bunny Run, a street with no sidewalks and MULTIPLE school pick up spots. Unsafe for the kids. Bunny Run is not equipped for more traffic. It needs speed bumps AS IT IS.
10	I do have concerns about loitering with this option and would prefer to the option where the Westlake overpass is more aesthetic and has a pedestrian bridge type of look and feel, something that would allow people to comfortably cross by foot or by bicycle.
11	THIS CANT BE SERIOUS CAN IT?

12	Riverbend Church with its large number of parrishioners and multiple activities will add to the traffic pressure.
13	The flow of school traffic will continue to be down Bunny Run, which is a significant problem.
14	Strongly support an underpass for Westlake Drive.
15	Overpass will
16	How do vehicles enter and exist Bold Ruler and other entrance in Davenport? How do drivers cross Loop 360 to turn left and head south on Loop 360?
17	NO. Just Don't Do It. Bad.
18	DO NOT LIKE.
19	It would be good to see a drawing to scale of how high the overpass would be at different points along the roadway.
20	Over pass is VERY UGLY!
21	Not aesthetically appealing with that big triangle of concrete supporting the raised lanes
22	Not my favorite
23	Some decorative construction (Texas motif, etc) on the visible sides of the overpass.
24	Solves no problem; Inappropriate option Pushes 360 traffic down Bunny Run residential street with no side walks.
25	It's my least favorite option (but better than what we have)
26	You are creating a wall to divide two neighborhoods. It is ugly, regardless of which decorative slabs you use. The extended U-turn under the bridge may or may not shorten drive time. The perception for Bunny Run neighborhood will feel like a longer drive time. A detour to get home.
27	Why does the northbound service road along 360 widens from one lane as you exit 360 to three lanes at the intersection. It seems that you could combine the through lane with the right turn lane without much impact on traffic efficiency. West Lake drive on the east side of 360 should have the same layout (5 lanes) as the west side.
28	Underpass option preserves the nature of the most beautiful part of LP360 and the iconic Penny backer Bridge
29	Walkability around Davenport is very low. Would like to ensure the shared use path is sufficiently safe from nearby traffic and is conducive for bike and walking traffic all the way to Davenport Village (including a safe and easy way to cross Westlake drive into the shopping area).

### What do you like about Option 2?

1	I like nothing about this option.
2	overpass at Westlake Dr and Cedar St
3	u turn is better than nothing, but doesnt take into account the merging back into busy 360.
4	more lanes for traffice
5	Shared use pathway.
6	Cost

7	360 continuity with overpass, cedar creek u-turn is fine going through intersection to reach
8	The elevated Cedar Street u-turn bridge is substantial improvement over Option 1.
9	I like the intersection on Westlake because traffic will flow by quicker
10	Cedar street accessibility
11	This does help address the Cedar issue - it's better than option 1
12	not a lot
13	Again, probably the least expensive way to solve traffic problem.
14	nothing
15	This option does not solve my concerns.
16	better access for cedar street
17	I like this option better than option 1 for accessing Cedar Drive.
18	Nothing
19	Somewhat better than Option 1 concerning traffic to and from Bunny Run and Bridgepoint.
20	makes it more convenient for NB folks who need to turn onto cedar to do so....going to the boat dock on a busy boating day could be a pain.
21	Nothing!
22	Solves Cedar issue.
23	CEDAR REMAINS ACCESSIBLE FROM NB 320. MUCH LESS COSTLY THAN OPTION 3 AND LESS CONSTRUCTION DEMANDS
24	Less noisy option than item 1.
25	Better than option 1 - overpass and uturn
26	nothing
27	Nothing
28	Not much.
29	Removes stop lights, adds shared use path
30	I don't like anything about this option.
31	Nothing
32	nothing
33	Nothing
34	nothing
35	A Cedar Street overpass is better than a Westlake Drive overpass. It might discourage some of the cut-through traffic on Westlake Drive. There should be less congestion on Westlake Drive.
36	nothing
37	Having a Uturn closer to cedar street is good. this Doesn't touch the area down by the lake and under the bridge. I think this is a more feasible option.
38	it eliminates the lights
39	Better than option 1, will likely alleviate people using Royal Approach and Bunny Run to get to Cedar.
40	It appears very straightforward and is likely to remove cut through traffic on Riva Ridge Road where I live.
41	nothing
42	shorter turn-around for people going to Cedar St and offices south of there
43	It keeps the traffic moving without stopping at the Westlake Dr.

44	Better traffic flow in and out of the neighborhood
45	Able to cross over at Cedar Street
46	reduces congestion
47	The fact that this project also takes into account the light at Cedar street. That light must be addressed as well for the westlake drive project to work.
48	It's better than nothing
49	Much better than option 1 provides dedicated lane for traffic to riverbend and bridgepoint
50	Not much.
51	Nothing; another throw away Option like Option #1
52	Nothing
53	getting rid of both lights is the only way to go. Leave either one and you will have a backup
54	Allows possible continuous flow
55	Provides slightly better access to school, church and neighborhoods for EMS but seems to be the most unnatural option on this beautiful stretch of Texas roads.
56	Removes one traffic light for Cedar.
57	Nothing compared to the other two options.
58	Better than option one in that the access to Cedar is faster.
59	that there is another option
60	Nothing.

### What do you dislike about Option 2?

1	very ugly
2	I dislike this option for the same reasons that I dislike Option 1.
3	We need a light at Cedar Street – need protection for traffic in and out of Bridge Point Elementary and Riverbend Church.
4	Same as Option 1....an elevated overpass is the least desirable situation for residential neighborhoods. More noise & sight-line issues will result.
5	Traffic flow at Cedar Street
6	nothing
7	Elevated overpasses are aesthetically displeasing and will increase traffic noise, affecting nearby residential property values.
8	I dont really care for the Cedar U turn, it seems unnecessary
9	the bridge at Cedar Street does not seem like a good fit
10	Still has the unattractive overpass, and adds another unattractive one in front of Riverbend, eliminating the nice view of the bridge as you drive up.
11	aesthetics, and cedar as a u-turn doesn't make sense
12	Even worse with an additional CONCRETE overpass hiding our beautiful hill country.
13	everything
14	IT will obstruct the view of the 360 bridge.
15	The over pass to access Cedar Street

16	There should be an extension to the east side access road southward to the overlook. Currently many drivers break the law by travelling along the shoulder to Bold Ruler Way to turn right and proceed through the neighborhood toward their destination. Much of the traffic ends up on Westlake Drive The extension would shorten the queue since the neighborhood and Westlake Drive traffic would exit the main lines.
17	Seems expensive when doing Option 1--driving to the boat ramp costs less.
18	Aesthetics, traffic patterns and noise!
19	Eye sore.
20	LESS APPEALING VISUALLY
21	I feel like we are not considering the backup with a school, neighborhood and huge church community. The cedar street can NOT be eliminated
22	elevated structure that detracts from the neighborhood
23	Ugly to view from neighborhood
24	Adds even more bulk than option 1, turns the road into a freeway
25	This is visibly very unappealing and ruins the scenic nature of the area.
26	(1) Design ruins scenic views of bridge while traveling north bound. This is even worse than Option 1. Very unattractive near the bridge and water.
27	overpass ruins the neighborhood dynamic and natural setting
28	Two major above ground roads would be very unsightly.
29	everything - overpass - looks like the 360/Lamar intersection
30	It will cost time because of the long service road to get to intersections (like Westlake Drive) along Loop 360.
31	Clearly a political solution for church and school but does nothing for all of the apartment and office people wanting to go north. I would bet their daily trips are greater than the school daily trips.
32	I don't love the overpasses and raised roadways. It detracts from the bridge and the surrounding views.
33	Significant degradation of aesthetics along the roadway. Completely dislike this option.
34	elevated through lanes are ugly and block views.
35	More flyovers is less good.
36	It looks like a large expense for limited benefit.
37	Overpass ugly. The overpass at Cedar will block all views of bridge and beautiful hill country scenery. Will still drive school drop off traffic to Bunny Run.
38	keeps the overpass at 360-Westlake
39	the overpass the Cedar St. is ugly.
40	Ruins the sightlines from westbound Westlake
41	Don't want to see cement wall.
42	Increased road noise and loss of scenic views for residents and commercial businesses in the area.
43	Elevating 360 may have traffic looking into the yards and windows of Davenport residents.
44	That it isn't a full removal of cedar street like it is at westlake drive
45	Seems like it would be more disruptive to local traffic and businesses than Option 1

46	Still has potential to divert traffic to bunny run but much less so. Presumes all westlake traffic east of 360 will not drive congestion on to the cedar on ramp
47	Overpass at Westlake destroys connectivity across 360. Too much highway structure.
48	Overloads Westlake drive intersection from both sides of the corridor (will be over capacity right off), the turn around and left turn lanes share a lane and will back up. , delays emergency vehicle response time - especially from Westlake Station - Will drive School and Church traffic thru our neighborhood drive - Boat Traffic coming from North will add to Westlake drive traffic to turn around- Noise will travel more with elevated intersection. Two elevated structures will destroy view and form a wall between the East and West side of LP360. With this option - The church will lose one entrance, which will force the traffic to overrun Cedar Street.
49	Everything
50	Elevated U-Turn located too close to Cedar St to allow safe lane-changes, and is a visually unattractive and unprecedented in the surrounding area. Overpass has additional noise and visual concerns for surrounding businesses and neighborhoods.
51	The aesthetics of the overpass near cedar close to the bridge detract from the natural beauty of area.
52	No overpass.
53	Unnecessary addition of overpass to access Cedar Street leading to environmental damage and decreases pedestrian/bike access.
54	The wall divides the neighborhoods. I can see a long backup of traffic when the school and church are both hosting events.
55	Not only will the bulky overpass at Westlake be unsightly, the U-turn overpass worsens the appearance.
56	Ugly. Not fitting this area. Can't go North from Cedar. This will force people to the Westlake light where people are already running the red light to make it through.
57	Overloads Westlake drive intersection from both sides of the corridor, delays emergency vehicle response time - especially from Westlake Station - Will drive School and Church traffic thru our neighborhood - Boat Traffic coming from North will add to traffic to turn around- Noise will travel more with elevated intersection. Two elevated structures will destroy view and form a wall between the East and West side of LP360. With this option - The church will loose one entrance, which will force the traffic to over run Cedar Street.
58	Ugly and doesn't seem to be needed if the bridge turnaround is in place.

### What other comments do you have about Option 2?

1	Open to other ideas on accessing Cedar Street – it has high traffic periods for predictable times of each day, due to school and church traffic. All stoplights need to be sensitive to absence of vehicles – and NOT turn red when there are no cars there needing to enter another road.
2	Better idea for the turn-around to Cedar St.
3	While I like the accessibility that remains, the option seems cumbersome..



4	Like this one - but love option 3
5	not feasible for the elementary school, the church, the boat ramp, St. Stephens, the neighborhood. Plus visually ugly.
6	Does Cedar Street have enough traffic to warrant the cost of building an elevated U-turn when Westlake Drive and the 360 bridge U-turn are not very far away?
7	It makes loop 360 look like a highway
8	I guess I'd ask how many people does this affect NB drivers using the overpass for Cedar...would not doing this cause NB drivers to cut through from Westlake drive and increase traffic in the neighborhood?
9	Not a good option!
10	SINCE 360 IS NOT A TRUCK ROUTE, HOW TALL WILL THE OVERPASSES NEED TO BE?
11	Community traffic into neighborhoods kills the feeling of the neighborhood - such a sad loss for the Bunny run families
12	Serious problem of not offering traffic to the elementary WITHOUT using Bunny Run.
13	The underpass seems a much better option.
14	No consideration given to how it will affect the neighborhoods along Loop 360.
15	Extra expense accomplishes relatively little.
16	Please don't permanently damage views of Lake Austin.
17	This decision should be decided on a cost/benefit analysis, but having shown this to residents who it will impact it will be hard to make a proper economic decision.
18	Must have been developed by a man. No thought put into existing beauty of road.
19	This is not my favorite option
20	Are there estimates to how much travel time each of these options will save? Have studies been done on the amount of traffic that turns on Cedar Street, uses the u-turn, etc? Have studies been done on what the backup traffic will look like coming from Davenport Village?
21	On the right track. Must address and remove cedar street light
22	Same comments as made to Option 31
23	Scrap this
24	Safer and more efficient to take underpass SB U-turn at Pennybacker from frontage roads to access Cedar.
25	Not most pedestrian friendly. More disruptive than option 1.
26	It seems that the northbound service road along 360 does not need to flare from one to three lanes. One to two, fine or two to three alright in function of the actual traffic but why go from one to three ? Westlake drive on the east side of 360 should have the same number of lanes and layout as the west side.
27	the turn around and left turn lanes at Westlake Drive intersection- share a lane and will back up. Bad design
28	Need to ensure it's also still possible to get to Cedar from Westlake via Bunny Run.

### What do you like about Option 3?

1	good looking, quieter, less trash accumulation
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2	I endorse this option and recommend it. Least invasive relative to the neighborhood. Noise is kept below grade. Views from grade level on Westlake Drive are not impeded.
3	best access to Cedar St and neighborhood including best safety option for neighborhood (pedestrians, etc in the AM). Limits school traffic to specific areas - similar traffic patterns for AM/PM dropoff for St Stephens/Bridgepoint/Riverbend preschool as existing conditions
4	less noise, visual congestion
5	Underpass to keep traffic flowing -- I don't really care if the road goes over or under it.
6	This is the best solution for 360 improvements! Flow of traffic will be better. Less resulting noise & sight-line issues for the homeowners in this area.
7	Best option by far.
8	like that it doesn't obstruct views; less invasive to the area
9	westlake intersection is fine
10	The underpass will reduce visual blight and traffic noise, having less negative impact on nearby homes. Of the three options, this is the best by far.
11	I like the flow of traffic
12	The option for access to Cedar Street is much better
13	This option is both attractive and very functional. It addresses the "look" of Westlake, and Cedar. More importantly , it takes into account the volume of people turning on Cedar on a daily basis, both during the week and on the weekend.
14	best option for the area, for the traffic and for all involved
15	I like the underpass, I like the U turns.
16	I prefer the underpass option because it preserves local views and provides those just commuting to zip along without interfering with those who live and pay taxes in this area
17	Everything. I think this makes the area look more modern and easily accessible
18	Cedar Street is still active and accessible for use by both schools, the church, the neighborhood, and spillover traffic that avoids Westlake Dr. on the west side of 360 because of the large amount of traffic produced by the businesses using both of these streets for accessing their places of work.
19	This is the clear and logical choice.
20	Like underpass best because it feels like it will not obstruct views of hill country or pennybacker bridge
21	aesthetically looks much better and I believe would be much more functional.
22	An underpass is the preferred option of these three. This option would impact the area less negatively than an elevated structure.
23	Option 3 is my preferred option.
24	Visually, I like this option the best because it doesn't block any view for the businesses and residents living along this area.
25	The underpass under westlake drive
26	North bound traffic can use the U-turn and enter the Bunny Run neighborhood without going through the light at either Cedar Street or Westlake Drive
27	most visually pleasing, most efficient, may keep the increased traffic noise to more acceptable levels.

28	The aesthetic of this is much nicer and more appealing to the environmental view of the region. I really like this option.
29	Addresses pattern, provides options, better conceals noise and preserves aesthetics!
30	Provides the most throughput.
31	Best option. All around.
32	It makes the traffic flow the best for all the residents of the area and commuters
33	<b>MOST VISUALLY APPEALING</b>
34	I prefer the aesthetics of an underpass with the benefits of the other 2 options.
35	By far the best option. It keeps the left turn option on Cedar street.
36	Everything. Less noise with this option. Less unsightly than options 1 and 2.
37	I like that the road is not elevated and maintains the traffic flow at Cedar. This approach is much more harmonizing with the current neighborhood.
38	Finally one option to help the neighborhood, school and church
39	Visually appealing to the area and allows a better traffic flow without people using surrounding neighborhoods to get around traffic.
40	This options seems to fit best with the current neighborhood environment. It blends in better isn't so obtrusive. The other options all look like your driving on I35 which is very ugly. 360 is such a beautiful area, and Austin is as well. It would be best to do something that isn't so commercial looking.
41	Quieter for neighborhood and much better view from neighborhoods.
42	Clean... this is the best option
43	Removes stop lights, adds shared use lane, less visual impact, probably better noise mitigation
44	<b>EVERYTHING!!</b>
45	Option 3 seems to be the best of the options. It improves the traffic situation while maintaining the visual appeal of the area.
46	1. Preserves the aesthetics of current stretch of highway. 2. Keeps views of bridge. 3. Direct access for Cedar: Won't cause additional cut through traffic on Bunny Run to school/church.
47	best option by far. aesthetics by far the best. safety improvements by far the best of the three options.
48	Minimizes above ground unsightly roads.
49	Most appealing design aesthetically, reduces road noise to residents in area, keeps Cedar intersection for access to BPE
50	This is THE best option. It preserves the beauty of the 360 vista. It seems also to be the option that would have the least impact on the surrounding buildings/environment.
51	It minimizes the "highway" feel
52	Less noise with an underpass.
53	It keeps the through traffic mostly out of sight and allows the local traffic a much better aesthetic
54	Seems clearly to be the best option as it preserves access for school, church, apartments and offices. Also better looking for nearby residents.
55	I prefer option 3. Appears that it will relieve congestion while still maintaining access to businesses along the route. This option will have the least impact on the scenic

	quality of the roadway and least impact to surrounding neighborhoods – both visual and sound.
56	Visually appealing. Does not mar views of Lake Austin from surface roads. Less likely to attract graffiti. More gradual approach to bridge. Beautiful. Lovely. Better optics. Eliminates lights.
57	By far the best option, will look cleanest at the city street level. Also, provides direct access to cedar street, alleviating the traffic on Royal Approach and Bunny Run.
58	It appears very straightforward and is likely to remove cut through traffic on Riva Ridge where I live. It would also remove the chance of additional road noise and keep the aesthetics.
59	Doesn't block the view of the hill country. Gives access to Cedar for School and Church.
60	Absolutely the best option other than the additional cost. This will help preserve the current look and feel of the scenic highway. Additionally it will provide the most direct access to northbound traffic going to Riverbend Church and Bridgepoint school.
61	this is the best option!
62	It doesn't include the ugliness of the overpass
63	Improves traffic flow in and out of the neighborhood, and also maintains sightlines
64	Ability to cross at Cedar Street, uturn lane at Westlake. Visually non-intrusive. No cement walls.
65	Decreased road noise and retention of scenic views for residents and commercial properties in the area.
66	reduces congestion
67	I prefer this option, it is the least intrusive to the eye and will minimize sound for the neighborhood.
68	The underpass is cool and goes under both westlake and cedar street. very smart to incorporate both.
69	It allows the 360 traffic to bypass the neighborhood- better visually and less noise. Construction should be a little easier than Option 1. (Removing dirt instead of bringing dirt in).
70	very little—at least there is an access point to cedar st
71	Best solution by far.. Retains visual connection between east and west sides of 360. Keeps retail visible. Seems like best traffic flow.
72	This is the only clear and logical choice. It takes into consideration the traffic patterns, emergency response, the view and relieves area congestion and traffic flow problems with the additional intersection at Cedar St.
73	Clearly EVERYTHING is great about this option. It doesn't add visual pollution like the other 2 options. And, it allows for uturns with no lights. It's a winner.
74	Least visual impediment to surrounding area, noise reduction with underpasses, provides better East-West connectivity, lengthy exits will help assure free-flow of mainlanes without unsafe merge distances
75	Removes the light. Fits the character (scenic) of 360 WY BETTER than the overpass scenario. Also - sending main road under will help contain the noise. Preserves sightlines of adjacent restaurants and commercial buildings. No one wants to be right next to a tall overpass.

76	Most consistent option with keeping EMS access for school, church and neighborhood through and to Cedar. Likely the best option to avoid traffic going through residential neighborhoods from Westlake drive over to Bunny Run to get to the school and church. Best option for Eanes ISD bus system for kids that live in the back neighborhoods like Bunny Run and Rivercrest to get their children safely to schools and in a least congested manor compared to options 1 and 2 where traffic will still likely pile up around the westlake intersection.
77	Nothing.
78	Free U-turns at Cedar & Westlake. Faster access for northbound 360 to get to gas station of west side of 360. Faster access to neighborhood behind the gas station for northbound 360. No wall. Will be quieter as mainline traffic is below grade.
79	Resolves in the best way possible all issues of access to 360 in the area. Much more pleasing to the eye than both other options. Will attenuate traffic sound from 360 at Westlake.
80	Everything! Noise is push down. Doesn't diminish values given the need for better traffic control. Good for local businesses.
81	This is the only clear and logical choice. It takes into consideration the traffic patterns, the view and relieves congestion with the additional intersection at Cedar.
82	I like this option better. Less structures in the air. Drainage for rain will have to be solved however
83	This option will help with road noise by having the highway pass under the intersection rather than over it.
84	Keeps traffic noise from being elevated and doesn't create a big eyesore. I like the view from the shared use path - Davenport is not very walkable and it seems like this could improve quality of life if its safe and easy to bike / walk to Davenport Village including easily crossing Westlake Drive. Crossover to Cedar is much more preferable than an overpass like Option 2

**What do you dislike about Option 3?**

1	longer time to completion
2	I like this option.
3	The congestion of lanes at the intersection at Westlake Dr. coming out of Davenport Ranch is not being adequately addressed by any of these!! Desperately need multiple left turn lanes to go south on 360. This can be accomplished right away with a Straight/or left turn arrow being painted right away in the middle lane!! We also need a dedicated right turn lane that is not blocked by the center straight lane. This involves moving drainage and fire plug. Please cooperate with Private landowners and City of Austin to make these simple changes before even starting "the big Dig"!
4	Need to be sure to accommodate the short-term, high volume traffic from school and church functions
5	Nothing.....
6	Construction time.
7	Not having a clear u-turn at Cedar Creek. The fist option was preferable

8	NO visibility for Shopping center
9	This option takes away the visibility of nearby businesses
10	Cost, obviously, but this is a long-term solution that is going to impact the landscape. That extra 20 Million doesn't seem so much when it helps keep 360 a beautiful drive.
11	cost
12	I don't like that there will be no right turn lane for residents or people that want to enter the shopping center. I see there is a line for turning left and another line to turn left and go straight. There is more people wanting to go right than left. There should be an only right lane that makes us residents not wait for people hauling boats and people who want to enter the shopping center. They should have only the middle lane. I dislike the shared/ use path. That is a way to invite nonresidents or people who want to walk to our neighborhood. Too dangerous for residents to walk there anyways. No need for that. Use that space to make a bike lane, they need it the most.
13	Can't think of anything that I don't like
14	nothing
15	I like it all.
16	Given the three options, an under pass is preferred.
17	The same short comings I expressed about Option Two exist with Option Three.
18	Nothing. I like it a lot
19	Far best of three options!
20	Why don't you ADD A 3RD LANE ALONG 360???
21	Time for construction.
22	It's a change and change is hard to get used to
23	INCREDIBLE COST AND CONSTRUCTION FOR WHAT YOU SAY IS THE 10TH MOST CONGESTED CORRIDOR.
24	I would imagine the underpass costs more? And still turns road into a freeway
25	NOTHING
26	Nothing.
27	Nothing.
28	Fear of noise pollution caused by echo off of the walls of the underpass.
29	Nothing
30	I don't dislike anything. This is the best option.
31	Not clear on how Westlake Drive traffic moves smoothly without a signal light. I can see how through traffic on Loop 360 moves faster but I'm afraid traffic at Westlake Drive will become much worse. I don't see where added lanes are included on Westlake Drive. We already use a 2-lane street for 3 lanes (left, straight, and right turns). No consideration given to what happens to Westlake Drive traffic.
32	N/A
33	nothing
34	Nothing to dislike. It is perfect except for those dedicated U-Turn lanes (build divergent diamond instead).
35	If we have to do something, this is best.
36	This approach appears incredibly expensive in cost and time to complete.

37	Is there any way to change the access on Cedar to a large round about? That would eliminate the need for traffic lights. Westlake can really back up. Please change the Davenport village turns on north west side to 3 lanes, ie straight, right and left turns. Currently set for only 2 lanes, left turn and combination straight/right.
38	While the cost is potentially \$30M more, in the context of the overall project cost and considering the long term value of preserving the scenic look and feel of the highway this is the only viable option.
39	Nothing... I like this option a lot.
40	Nothing - this is the way to go!
41	Not much
42	Nothing
43	access to cedar is not sufficient with only one left turn lane for amount of school/church traffic. overpass seems to have much greater potential for flooding. presumably option 2 is much more expensive and takes more time for construction.
44	Nothing.
45	Doesn't solve Westlake-360 Left Turn traffic issues from Westlake going North as well as from 360 going east on Westlake into a single lane Doesn't solve traffic issues coming from office bldgs, St Stephens, as well as local residential traffic ... going east on Westlake across 360 to single lane on Westlake east of 360 Cedar left turn lanes (going N on 360 or E on Cedar to 360 N) will not handle traffic jams currently existing as well as Lake Austin Boat traffic
46	I guess it'll take longer and cost more. But I like it best anyway.
47	Cedar St light timing will be crucial to assure reasonable flow to Westlake Dr/SB Loop 360 during peak travel times
48	Nothing. I like it! Best of the three.
49	I wouldnt want to get rid of the grassy median
50	Very pedestrian/bike unfriendly. Ugly, unnecessarily expensive. Should not be considered.
51	Nothing other than it will look like a very urban highway and intersection. There is nothing rural about the planned upgrade.
52	Nothing. Great plan.
53	That the real problem is 183 and mopac intersections are over capacity and at peak demand time these fixes will get you to the parking lot faster. ( from spicewood to 183 needs additional lanes to avoid the parking lot this will cause. The problem is overcapacity and population growth.
54	Still could be a back up for turning.. but should be ok
55	Seems to be more invasive to 360 traffic flow during construction.
56	worry about ability to u-turn south of Waymaker and still make it across the northbound lanes to enter Waymaker

**What other comments do you have about Option 3?**

1	Thank you for addressing.
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2	Shared use pathway is great. Also like the pedestrian/bike lane/area for crossing 360. This is good addition.
3	Excellent traffic flow.
4	I vote strongly for this option.
5	PLEASE DO IT SOONER
6	I like that the underpass will give Davenport Ranch, my community a more fluid traffic and hopefully this will stop drivers to cut thru our neighborhood to avoid the traffic on 360.
7	Please get this done ASAP....its painful having to factor in the current drive time getting to and from work.
8	360 is a beautiful mirror of Austin and its hills and water. This option keeps more of that gem in place by dropping the overpass to an underpass and keeping much of what brings visitors to Austin more in play. It keeps Cedar Street very usable and safe for all that need to access those places that were here first and built up this community in the first place. Bunny Run is not equipped to hold the massive traffic that will be funneled that way, just to make 360 flow better. These things should have been thought through before allowing all of the businesses and office buildings that have been allowed to be constructed. We that live in the area expect for our kids to be safe in their daily school activities, as well as maintaining our ability to live in the area without such traffic issues that set up dangerous scenarios dealing with traffic.
9	This is the best option of the 3 on the table. It would do more to preserve the scenic quality of the area, and better accommodate the residential nature of the Westlake Drive area. This is the preferred of the 3.
10	In my opinion this would be a better option because it seems to be the one that minimizes the aesthetic impact while accomplishing a better traffic flow
11	Keep shared use path!
12	ITS PRETTY BUT DO WE REALLY NEED THIS? NEED MORE INFO ON THE CONSTRUCTION PLANS.
13	I believe Options 1 and 2 will aggravate traffic issue due to the fact that Bridgepoint Elementary traffic is nearly 100% north in the AM
14	Please pick #3 for the people who live here!!!
15	This project is a long project not matter what option so we should spend the money, take the time and do it right with option 3.
16	Still concerned about parents racing up and down Bunny Run to take their kids to school.
17	It's the BEST OPTION to balance the needs of the people who live in this area, maintain the beauty of the roadway and preserve our views while addressing the congestion. I have lived behind Riverbend Church for 33 years and we have NO FIRE HYDRANTS IN MY NEIGHBORHOOD so EMERGENCY ACCESS IS IMPERATIVE to me.
18	I strongly support an underpass for this project.
19	This is by far the best option
20	360 is an Austin jewel. The traffic will come and go. The people will come and go. We are custodians of this beautiful peace of land and it is our responsibility to maintain it for future generations.
21	I think it is far and away the best option!
22	It's hard to see how this option helps the neighborhoods accessing Westlake Drive. The thru traffic will just become worse.
23	This would be my strong preference of the three options.

24	Of course cost is an unknown.
25	I prefer this option.
26	Divergent diamond interchange would be even more aesthetically pleasing, more efficient, and less expensive to build. Cost should not be an issue here. TxDOT spent a lot of money blasting out quarries in San Antonio. Don't cheap-out on our beloved Loop 360.
27	Much better than the other two – overpasses are unsightly.
28	Is there an option for an underpass at Westlake and U turns remain by the boat dock?
29	Seems to be the only option that keeps all traffic flowing.
30	this is the option that must be chosen.
31	I work near Parmer and SH45, and this option reminds me of what was done there... the shortcoming of that design is that there are no dedicated U-turn lanes for the traffic on the frontage roads, so they need to be incorporated into the Westlake/360 intersection design.
32	Are sidewalks added on all options? Do walkers share with bikes? I LIKE that option since the bikers make it really tough to maneuver during rush hour traffic.
33	Great plan!
34	Great option, especially compared to option 1.
35	The preferred option at this point
36	Option 2 seems to be best of all three options
37	Logically, The Court yard and 2222 should be the next intersection to be fixed. Courtyards so close to bridge it chokes 360 to one lane. Should work from the middle out addressing problems - so local traffic can get out of the way of the commuter traffic. Camelback project will exacerbate traffic issues at Courtyard & 2222. No not believe these have been addressed
38	Love it.
39	Best I've seen so far. Much better than 1 or 2.
40	I believe this keeps natural beauty of area best without having the raised overpasses.
41	Terrible option!
42	Below grade main traffic should reduce noise. This will not obstruct the view of the bridge. Less intrusive on both neighborhoods on each side of the highway. Easier for school bus traffic. I would rather wait longer and spend more in order to get a more aesthetically pleasing upgrade than spend less and get something very ugly and visually divisive sooner. I can deal with the bad traffic if I know something truly better will be coming. We are surviving the Bee Cave Road expansion because we know it will be much better once finished.
43	Do you really need to flare out the northbound service road along 360 from one to three lanes ? Why not one to two and combine either turn lane with the through lane. Westlake on the east side of 360 should have the same number of lanes and layout as on the west side.
44	Logically, The Court yard and 2222 should be the next intersection to be fixed. Courtyards so close to bridge it chokes 360 to one lane. Should work from the middle out addressing problems- so local traffic can get out of the way of the commuter traffic.
45	I like the most
46	Underpass is likely much more expensive than an overpass but may be a good choice to maintain continuity of neighborhood and general beauty and views of the area



**Do you use Loop 360 for recreational purposes? If so, please tell us how.**

1	no, but I endorse dedicated bike ways.
2	used to bike but don't feel it is safe
3	Mu husband bikes every weekday...probably 100,000 miles of biking over 30 years!
4	Yes. We frequent Davenport Village businesses.
5	Boating and water activities
6	Yes, cycling
7	usually mainly work
8	Yes - I use the boat ramp below 360.
9	I live off of Loop 360 at Lost Creek Blvd, so I use it for everything -- recreational, business, education, etc.
10	Please keep 360 beautiful. 360 is one of the best looking stretches of city highway in Texas. During the Mopac "upgrade", the designers built the wall too high in places that were unnecessary. For example, if you are headed south on Mopac, we used to have a view of grass and oak trees just before you crossed over Lady Bird Lake. w it's a 20 foot wall, that doesn't directly back to residential. The view is completely blocked. Wither it's an overpass or an underpass, I'd like to see a design solution that t only improves traffic flow, but also prioritizes beauty with green space, wild flowers, and minimizes the blocking of views.
11	I bike on Sat and Sun along 360 a couple times a year. I'd do it more if there was a dedicated bike lane or path.
12	Residence.
13	i USE 360 TO ACCESS THE BOAT RAMP AS WELL AS TO GET ANY ANY ACTIVITY
14	Loop 360 and Westlake Drive are the only routes I can take to get from my neighborhood (on Bunny Run) to other areas of Austin. We moved here 10 years ago and every year the traffic levels have grown worse.
15	My concern is that too much traffic is going to divert into the surrounding neighborhoods.
16	It should be designed only for vehicles. All bikers k w how to cut through St. Stephens and Rob Roy and prefer it.
17	just driving
18	I ride a bicycle on the shoulders (both ways), and also use it to get to several Barton Creek Greenbelt trailheads
19	Take the boat to the lake, watch the ACC fireworks, go to the golf tournament.
20	I live in Davenport Ranch and am very concerned about the visual nature of this project affecting home values. As I said earlier I strongly support what ever the least visually intrusive option might be which looks to be the underpass.
21	I use it to get everywhere as it is the only connector out of our neighborhood so this would include access to recreational activities for my kids, going to dinner,movies, etc.
22	Occasionally bike ride on it.
23	The amount of traffic entering the nearby neighborhoods is a major safety risk. Something must be done. Major concerns are noise pollution.
24	No, I'm a resident of the Rivercrest neighborhood.
25	Cycling

26	This comment applies to all three options. There is a significant amount of southbound left turn traffic at Westlake all day long. Doesn't look like this is addressed and it is probably a problem given the narrow entry into Westlake on the east side. You also haven't addressed the problems of the limited traffic exiting Westlake from that side. Have you considered removal of the trees and island? Some may object that that is going to remain a thorn after completion and will end up being a black mark on any of these solutions. That really needs to be addressed.
27	I used to. Then I felt it got to be too dangerous to cycle on.
28	For me, aesthetics are far more important than time or cost. This portion of Loop 360 appears on Austin postcards! Golf tournaments with Goodyear Blimp views are shown nationwide. Don't screw it up with some monstrously ugly build.
29	yes occasionally when I travel down to SA
30	too dangerous and only getting worse. Unfortunately, I see cycling on 360 as something that we need to move past if we are to solve this mobility challenge.
31	Definitely option 3 – overpasses are hideous.
32	Yes - walking, riding
33	I ride my bicycle on the shoulder and have for over 25 years.
34	I drive it about 4-6x per day and the traffic is miserable!!!! It's so sad that there isn't a way for those living along westlake drive to bypass some of the thru traffic.
35	Please strongly consider options 1 and 2 which incorporate removing cedar street. It wouldn't make sense to do all that work at westlake drive, just to have a silly light at cedar street.
36	My husband cycles on 360 several days a week. Safety for cyclists is critically important.
37	Access to Lake Austin, scenic drives into the Hill Country
38	I want traffic to improve but I also want 360 to stay beautiful.
39	occasionally I will bike or run on Loop 360.
40	in addition to living in area I use 360 boat ramp too, as do many, and trying to put a boat into the water with option 1 and 2 seem a near impossibility. Also I would think would be a lot more dangerous based on the added traffic going around and under near the bridge with boats, trailers, school buses, etc that would have to use this under scenario 1 and 2.
41	I use 360 to get anywhere in austin, Also the christmas trees and median and bluebonnets are very important to that area in which people live.
42	One of the worst things to happen could be to not have any kind of light at Cedar st and cause an over run of traffic on Bunny Run.
43	Please do t turn scenic loop 360 into the disaster of the north Mopac toll project.
44	if your question means do I use the boat ramp. Yes if you mean do I go to town for supper.
45	Use for every purpose - only access to area not so smart leading question
46	Just to drive kids to sports games.
47	No, it's too scary.
48	Used to ride my bike but w too busy and dangerous

**Do you have any additional comments or concerns about the Loop 360 at Westlake Drive intersection? If so, list them here:**

1	immediate concern - address issue with all the people running red light at Westlake Dr (install cameras and give tickets)
2	I would like for the shoulders to be striped for right turn lanes at Bold Ruler and Waymaker for use during heavy commuter times, if a sign could say, "only for use 4:30-6:30 for instance.
3	Please make this a priority and make it happen ASAP! It is so frustrating to watch traffic build over time – we have been watching it for 30 years in this area. Feel free to think creatively – use the median of Loop 360 or add lanes. Get a creative engineer to add lanes or at least bike and pedestrian lanes – to the Pennybacker Bridge. These small lanes could be suspended below the bridge itself.
4	We live near 360 & Westlake Dr, The traffic is overwhelming & safety issues are a daily concern. We strongly support Option #3.
5	why not add a much longer right turn lane when heading north on 360 at Westlake? Seems like a quick, simple solution in the interim. Would cut down on cut through traffic in our neighborhood.
6	The cycling community is supportive of the share use paths, but we don't want to be limited to using that as the only option. Don't limit experienced cyclists to having to go through each intersection on the shared use paths--develop a safe means for cyclists to cross the ramps or put a path between the two main roads that would allow one to ride 360 end to end without going through a signalized intersection.
7	Consider the impact construction will have on shopping center
8	I much prefer the underpass option here, but if cost is an issue, overpass here and underpass at Cedar.
9	the timing must be soon. you should also add a dedicated right turn lane on West Courtyard Dr on to southbound 360
10	I would just state again how important it is that we don't become Dallas with all of the concrete. We want to preserve the beauty of our environment and protect the environment, too. We also need to make local people access the priority. We live here. We pay taxes here.
11	There should be a pedestrian walk way, too. Not sure if I saw one. If I lived in Davenport (I don't) I would want to walk to the restaurant/services across the street.
12	PARAMOUNT IS KEEPING TRAFFIC FROM SPILLING ONTO BUNNY RUN AND THROUGH DAVENPORT RANCH. ITS ALREADY A PROBLEM.
13	Any impact to diverting traffic from Cedar Street and causing a corresponding increase to Bunny Run is a huge concern. Currently, we have no side walks and at certain times of day it is unsafe to walk on Bunny Run. I would be concerned if any changes cause increased traffic to Bunny Run that the safety of our street would diminish further.
14	Please lower the speed limit.
15	need to add drive off turn lane at Davenport Village entrance on northbound side of 360
16	Parents continuously RACE up and down Bunny Run to take their children to and from school. St. Stephen's track team uses Bunny Run for practices, neighbors walk their dogs and push strollers along Bunny Run and San Clemente employees stroll

	Bunny Run before work, during lunch and after hours. Elementary traffic desperately needs to be routed down 360 and across Cedar to get to the school.
17	the office building on 360 creates major congestion. 2 schools on north side creates congestion in the AM and afternoon.
18	During rush hour, when traffic is backed up a long way, people use the shoulders as right-turn lanes, often pulling into them at high speed without checking for cyclists.
19	Please don't throw those of us who live here, pay high taxes and must use Loop 360 to go anywhere under the bus just to accommodate commuters. No matter how quickly you move the traffic on 360 it will still get bottled up at 183, MoPac, etc. I am begging you to preserve our views and the beauty of the roadway, easy access to our neighborhoods for residents AND EMERGENCY VEHICLES while preventing neighborhood cut through on Bunny Run (which will occur if you close the Cedar intersection and make northbound traffic go down to the boat ramp and u-turn to get back to Cedar.
20	My biggest concern is the significant increase in traffic this is going to cause to our bunny run neighborhood. Bunny Run is going to become a major access road for Bridge Point and Riverbend. It will become dangerous for the many families who walk/run as we don't have sidewalks and with increased traffic and such, possible decreased home values.
21	Concerns about traffic using Bunny Run, which is a neighborhood and has no sidewalks
22	How to navigate Westlake Drive. Increased through traffic on Westlake Drive. Safety of cyclist and stop-start riding on service road instead of on Loop 360, a favorite cyclist route. More burden on neighborhoods.
23	It is so close to many nice neighborhoods and close to the lake that it really needs to be as aesthetically pleasing as possible.
24	make it pretty (it's such a beautiful road) and be respectful of the traffic load on royal approach/bunny run if you make Cedar harder to get to.
25	I firmly believe that we need to quickly build a new u turn just north of the Waymaker intersection if we are to stop a couple fatal car accidents prior to construction being completed. Left turns from Waymaker onto southbound Loop 360 are dangerous enough without being surprised by someone making a U turn and not turning left onto Waymaker. Please, please, please help however you can to get this U turn built and save some lives, not to mention move traffic more efficiently.
26	Underpass is undoubtedly the best option
27	How much is each of the 3 options going to cost?
28	Option 3 is the only viable option that achieves the traffic abatement objective and preserves the scenic look and feel of the corridor.
29	The below-grade bypass would possibly keep people from using neighborhood shortcuts and would allow people in the neighborhoods to exit 360 and use the access road away from the slow commuter traffic. Right now we get stuck on 360 when we can see our turnoff two blocks ahead.
30	The emphasis needs to be on getting traffic in and out of the neighborhoods on the east side of 360. There should be two left turn lanes, a straight-thru lane, and a dedicated right turn lane that extend at least all the way back to the intersection with Carryback

31	Are there estimates to how much travel time each of these options will save? Have studies been done on the amount of traffic that turns on Cedar Street, uses the u-turn, etc? Have studies been done on what the backup traffic will look like coming from Davenport Village? It seems to me that timing studies and real simulations should have been sent along with these options. I saw some simulations from years back that were pretty simple. I think we need to understand times of day and light timing so we don't get backed up on Westlake Drive on the Davenport Village side. Even if we get the traffic on 360 moving better, if Westlake gets jammed up, residents are still not really seeing a huge benefit.
32	Minimize the diversion of traffic from 360 on to bunny run to access riverbend and bridgepoint. Bunny run is not designed for excessive traffic, there are no sidewalks, appropriate construction for traffic volume, etc. Appears option 2 is best by far as it minimizes disruption and solves 360 westlake traffic problem
33	Living in Davenport near Bold Ruler I'm not concerned about the traffic and safety of driving and trying to enter/exit 360 from Bold Ruler and Waymaker. I really feel endangered every day navigating traffic so my preference is whichever option will most alleviate the traffic while also not sending hundreds of cars per day through our neighborhood.
34	see previous comments under Options
35	At grade u-turn at southern limits of the project for access to Waymaker should be reconsidered as a below/above grade exit from the right (similar to opt. 2 for Cedar) to allow better flow/passing in main lanes
36	I like scenario 3 (the sunken highway) way better than 1 or 2.
37	Option 3 seems to be the best choice to keep the area beautiful and provide safe access to the Church, School, and area neighborhoods. The most important concern being safety and I think this is accomplished with option 3 as EMS personel should have better access through and to Cedar. In addition, school buses will not be having to go out of the way and adding extra time to commutes to and from school for area children. This will affect not only the elementary school but also the buses used in the neighborhood to go through and to the middle school and high school that would be lumped in with Westlake traffic under the first 2 options.
38	Westbound lanes need a third lane. Needs a free right. If a truck and trailer are in the right hand lane now, no one can get past the truck to get on the edge of the road to turn right. Westbound traffic on Westlake at Davenport is always backed up. The same truck and trailer can also keep a car from getting into the left turn southbound onto Loop 360. The current logjam means eastbound on Westlake wanting to turn left into the Davenport shopping center can't do so. Westbound cars block the entrance.
39	What if you just got rid of the light and made everyone do the Uturn either before the light or at the bridge? that may help traffic as well.
40	The east bound lane of Westlake Drive is too narrow. Going to one lane just east of the 360 intersection causes a lot of backup traffic. Plus, the turn lane from 360 from the S to Westlake Dr east backs up too much b/c you only have one lane going east.
41	Trying to maintaining the wildflowers would be a nice touch.

Live just off Waymaker and want to make sure its easy and safe to enter the neighborhood when traveling southbound via u-turn without having to turn on Westlake and wind through the neighborhood