

# Who is the Mobility Authority?

## Who We Are:

Independent government agency created in 2002, governed by a seven-member board of directors.

## What We Do:

Enhance quality of life and economic vitality by improving the regional transportation system in Travis and Williamson counties.

## Corridors we Manage:



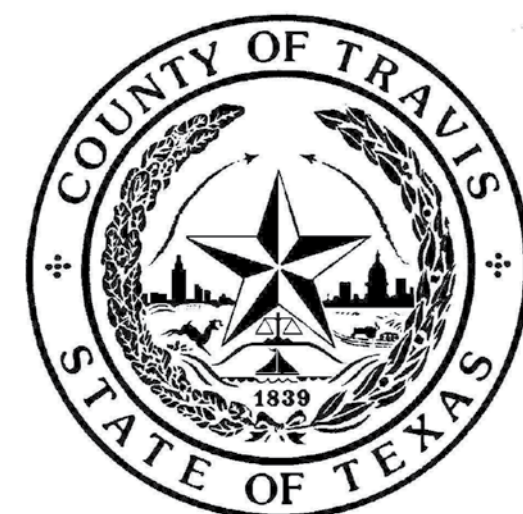
## Projects under Construction:



## Our Partners:



### FOUNDING COUNTIES:



# What is the MoPac South Environmental Study?

The MoPac Expressway south of Cesar Chavez Street is a vital artery, providing a critical link from southwest Travis and Hays counties to downtown Austin.

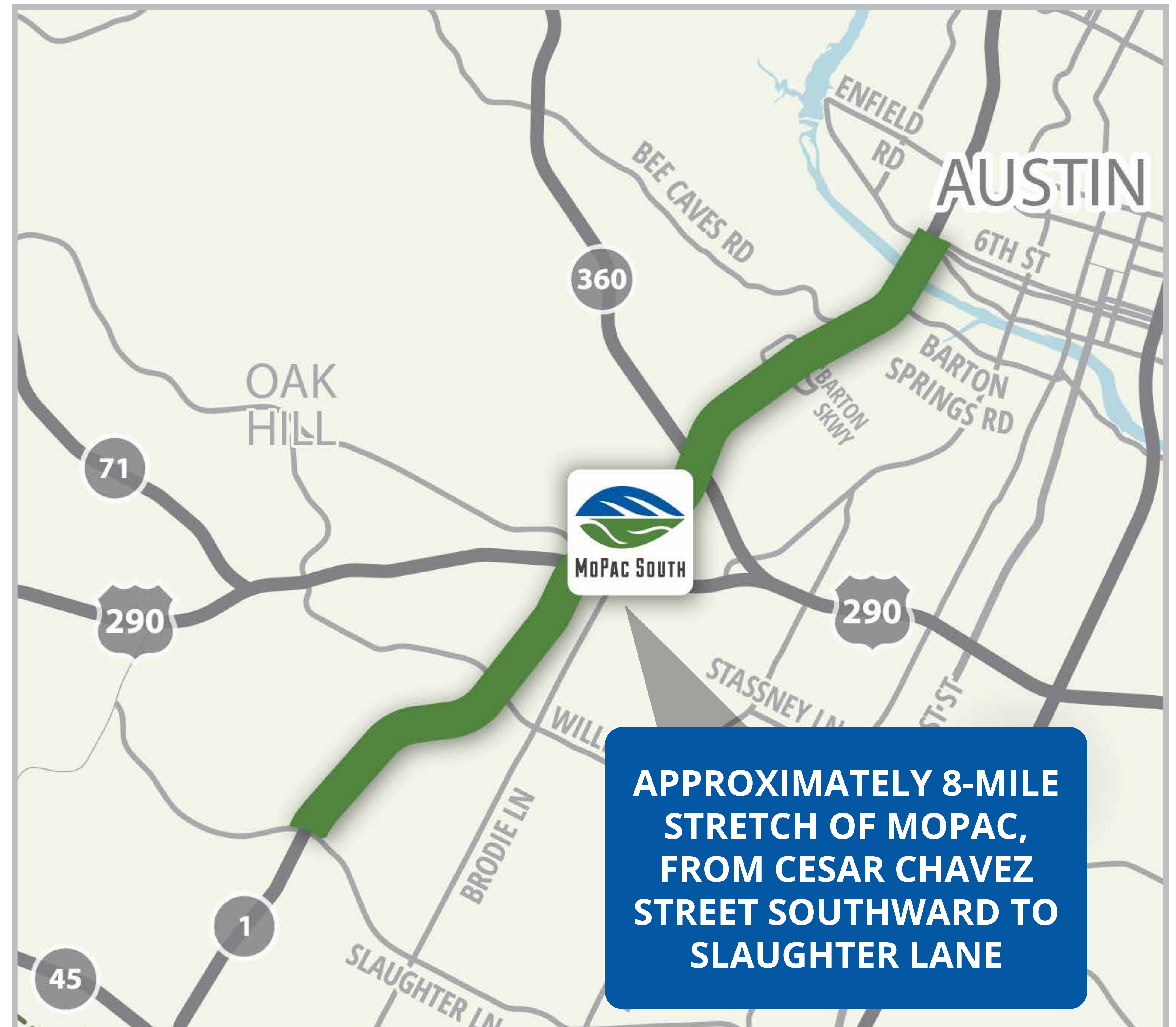
MoPac is ranked among the top 20 most congested corridors in the state.\*

The corridor attracts up to 179,000 cars and trucks per day.\*\*

Expanding population and development have led to increased traffic congestion, negatively impacting mobility and quality of life.

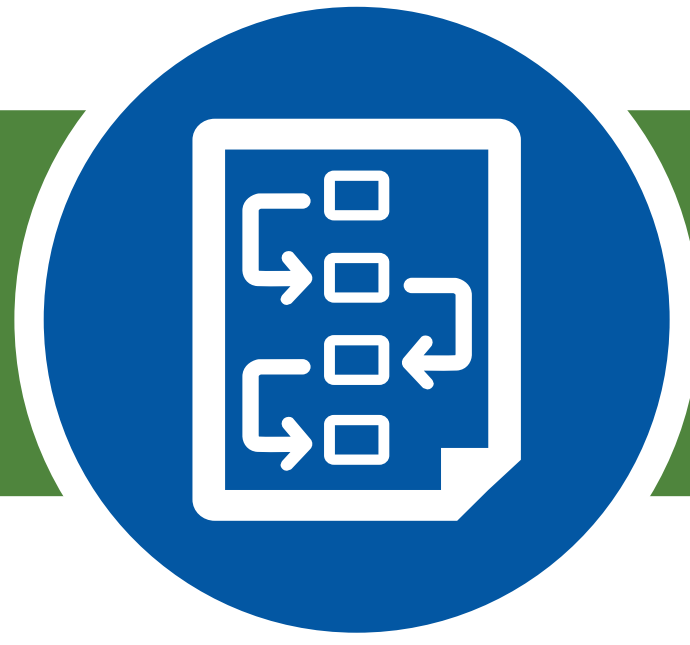
If we do nothing to address congestion, drivers could spend an additional 35 minutes traveling the corridor by 2035.\*\*\*

The Environmental Assessment (EA) is being conducted per the National Environmental Policy Act of 1969 (NEPA).



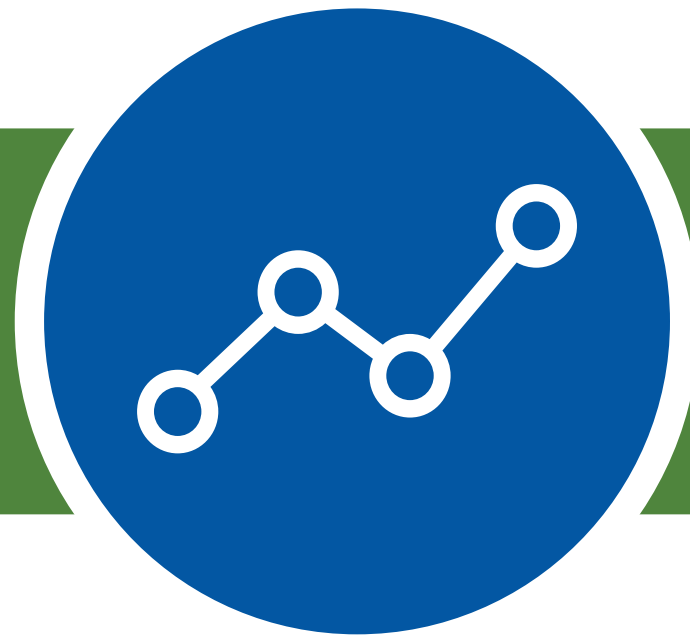
\*Texas Transportation Institute, 2020  
\*\*2019 STARS 2 - TxDOT Traffic Count Database  
\*\*\*CAMPO 2035 Travel Demand Model

# Purpose & Need



## PROJECT PURPOSE *(What we are trying to do)*

- Provide an opportunity for reliable travel times
- Improve operational efficiency
- Create a dependable and consistent route for transit
- Facilitate reliable emergency response



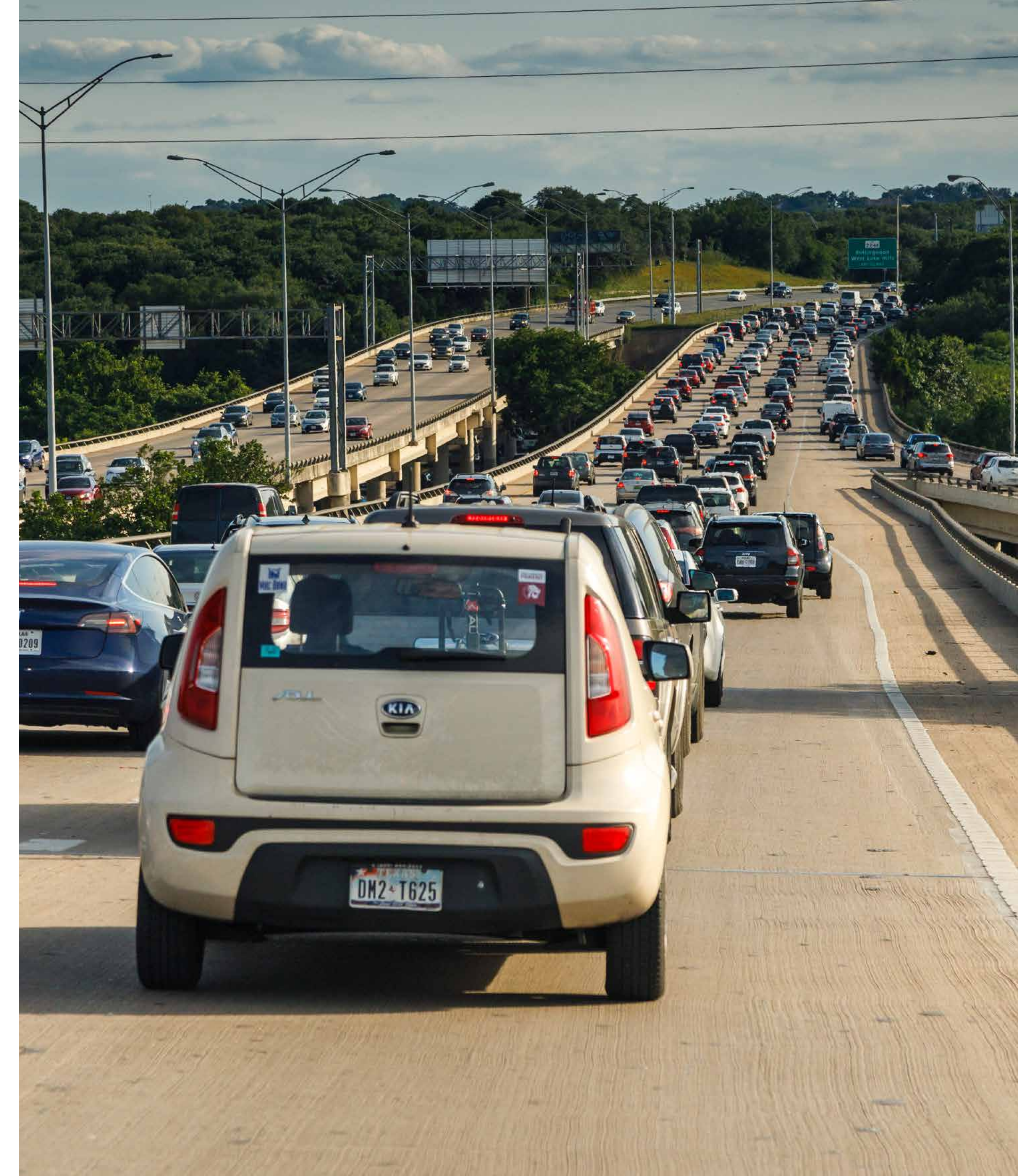
## PROJECT NEED *(What problems need to be addressed)*

- Current and forecasted congestion levels are creating unreliable travel times
- Under the No-Build Alternative (Do Nothing), it could take an additional 35 minutes to travel between Cesar Chavez Street and Slaughter Lane by 2035
- Emergency response times are impacted by traffic congestion



## PROJECT GOALS AND OBJECTIVES



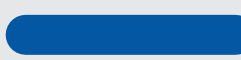




- Provide consistency with local and regional plans
- Reduce congestion delays and provide travel time savings for all roadway users
- Be constructible while minimizing impacts to the natural and human environment
- Avoid and minimize impacts to water quality
- Deliver relief in a timely manner
- Facilitate congestion management
  - Increase opportunities for transit and ridesharing
  - Increase opportunities for pedestrians and bicyclists

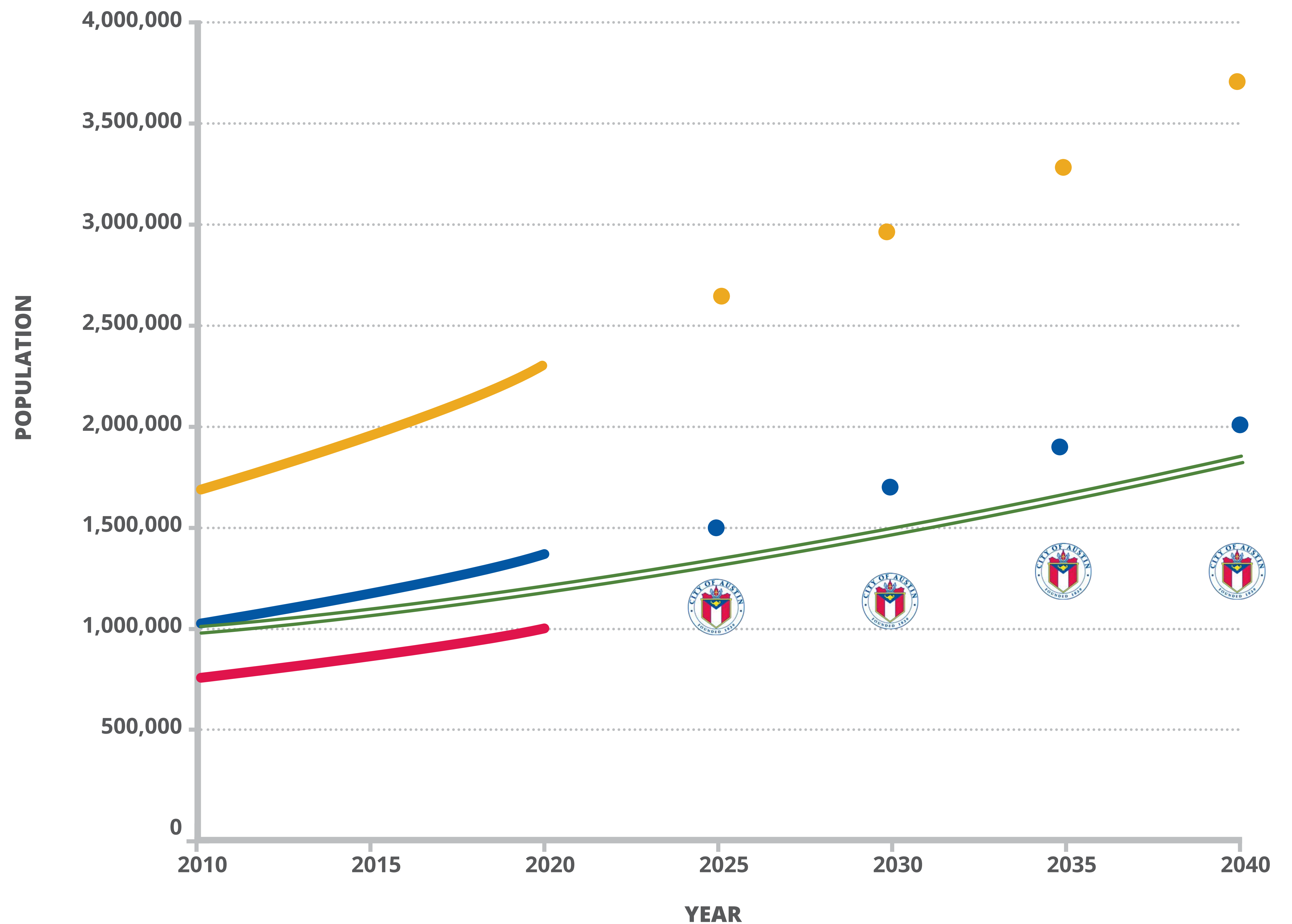


# Population and Jobs Forecast

- Demand for Austin roadways is growing at a rapid pace.
- Projects a population increase of 750,000 people and 350,000 new jobs by 2040.

## LEGEND:

-  City of Austin
  City of Austin Forecast
-  Travis County
  Travis County Forecast
-  MSA
  MSA Forecast\*
-  Imagine Austin Study Area Forecast



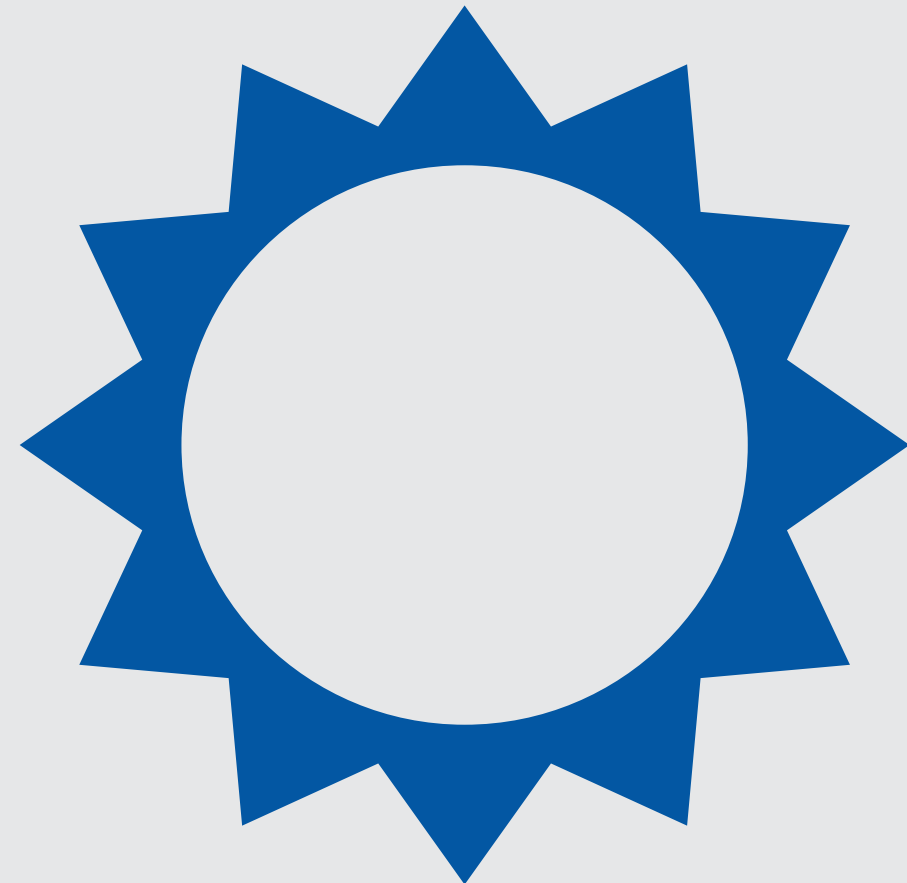





\*The Metropolitan Statistical Area (MSA) is a six-county metropolitan area including Bastrop, Caldwell, Hays, Travis, Burnet, and Williamson counties. As MoPac is a major artery connecting people at a regional level, the impacts of the project will be realized across the MSA.

Data provided by the City of Austin Department of Planning and Imagine Austin, the City's 30-year Comprehensive Plan



# Travel Time Comparison

**TRAVEL TIME:** between Cesar Chavez Street and Slaughter Lane

	2015	2035 (No Build)	Additional Travel Time
 <b>NORTHBOUND</b>	 <b>23 minutes</b>	 <b>52 minutes</b>	<b>+29</b> <b>No-Build</b>
 <b>SOUTHBOUND</b>	 <b>16 minutes</b>	 <b>51 minutes</b>	<b>+35</b> <b>No-Build</b>

 Morning Peak Period NB (7-9 a.m.)

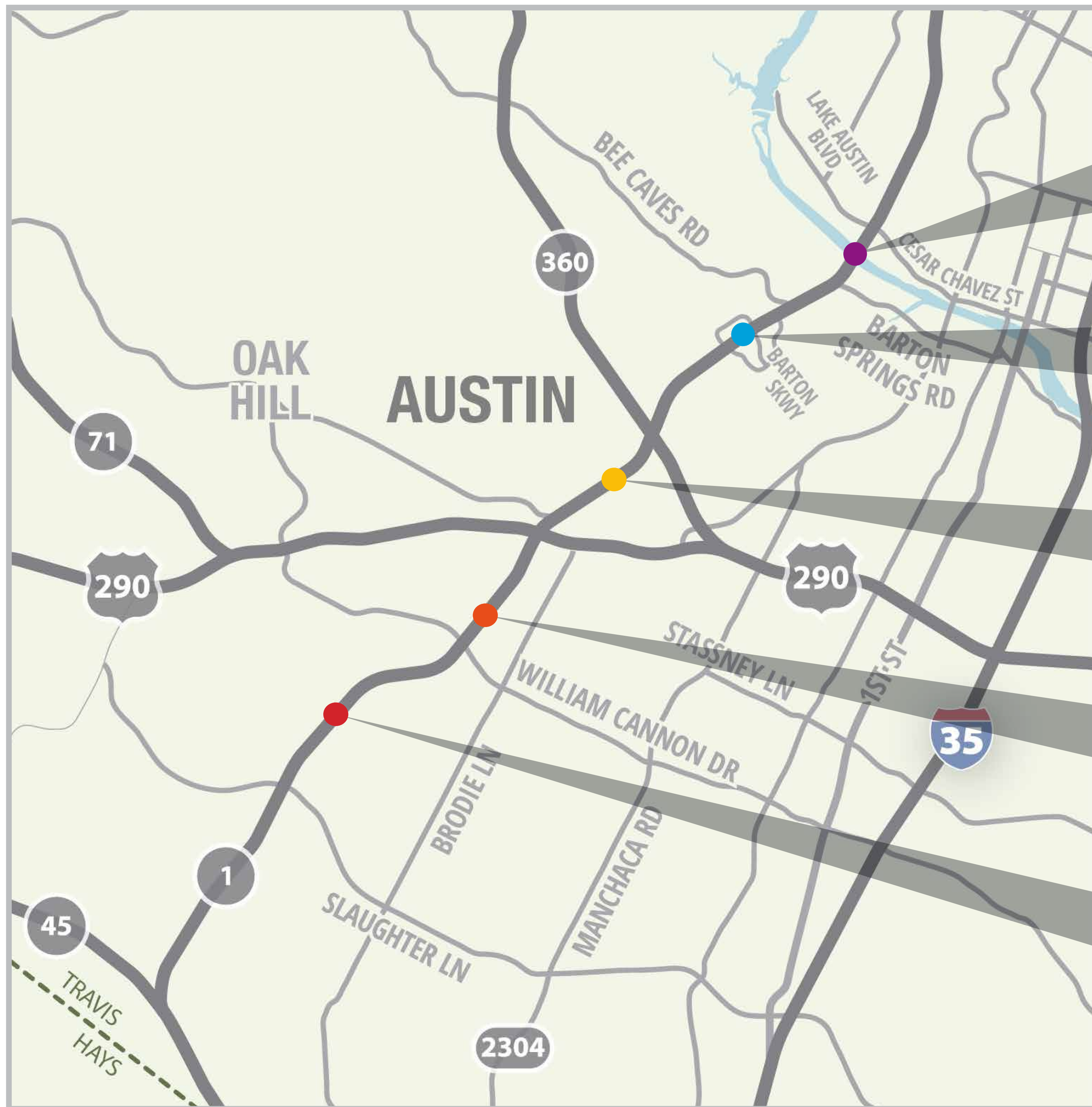
 Evening Peak Period SB (4-6:30 p.m.)














Travel times are based on CAMPO 2035 Travel Demand Model



# Demand for MoPac South

**AVERAGE DAILY TRAFFIC VOLUMES ARE PROJECTED TO INCREASE BY UP TO 105% BY 2049.\***

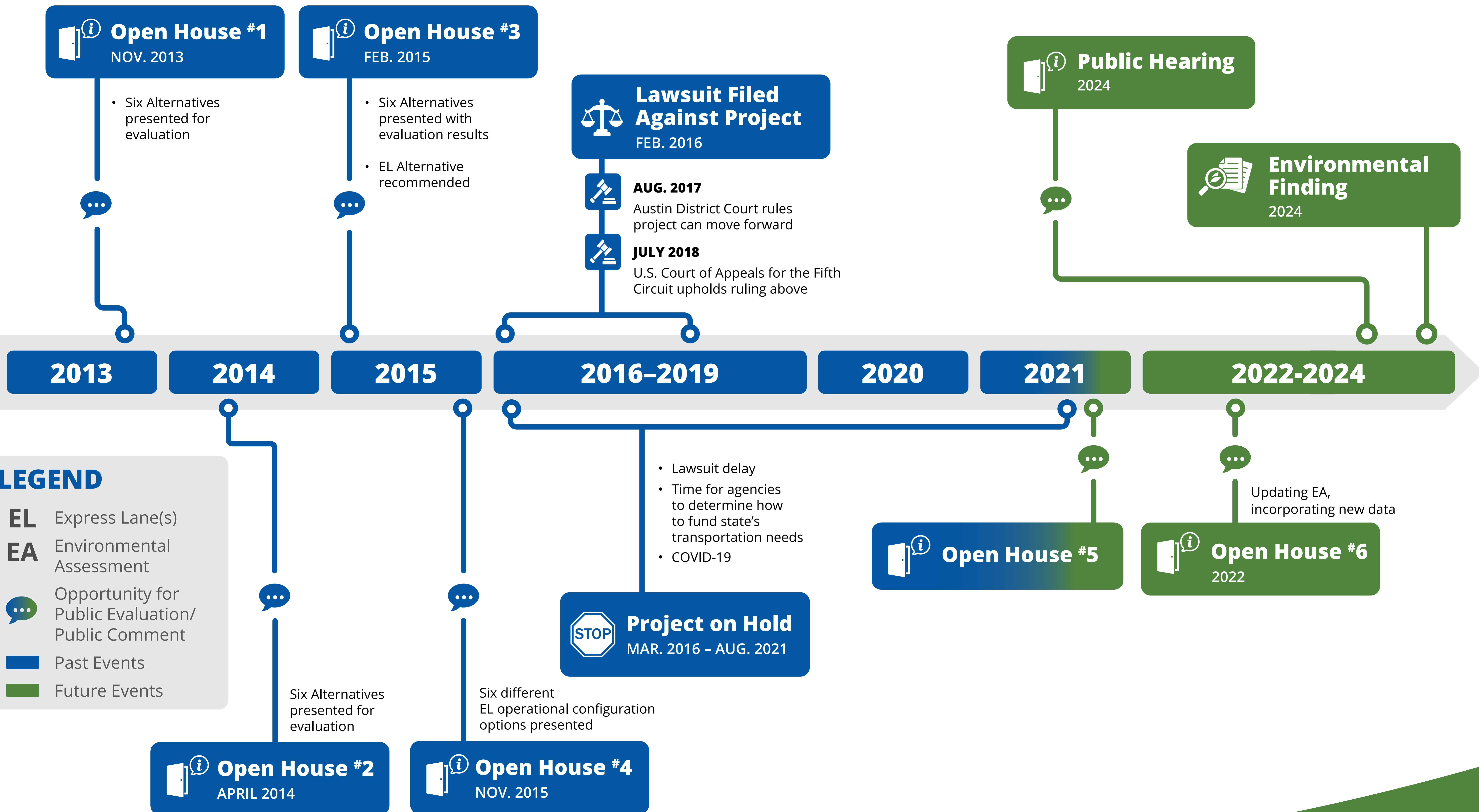


	 2018 Counts	 2049 Forecasts*	 Percent Growth
1 MoPac at Lady Bird Lake	179,400 	292,600 	<b>+63%</b>
2 MoPac at Barton Skyway	174,400 	296,500 	<b>+70%</b>
3 MoPac at South of Loop 360	125,500 	257,600 	<b>+105%</b>
4 MoPac North of William Cannon Drive	117,500 	214,400 	<b>+82%</b>
5 MoPac North of Davis Lane	77,300 	141,600 	<b>+83%</b>

\*Traffic forecast based on the 2035 CAMPO Travel Demand Model for opening year 2029 plus 20 years to 2049. A 20 year look ahead is the regulatory requirement.



# Project History and Next Steps



# Next Steps

*Open House #6  
2022*



Present Recommended Preferred Alternative for public input based on CAMPO 2045 Plan

*Public Hearing  
2024*



- Present Preferred Alternative for public input
- Submit Draft Environmental Assessment Document

*Finalize  
Environmental  
Studies  
2024*



- Submit Final Environmental Assessment Document
- Environmental Finding

*Construction  
2025\**



\*If approved for construction; contingent upon funding and environmental clearance

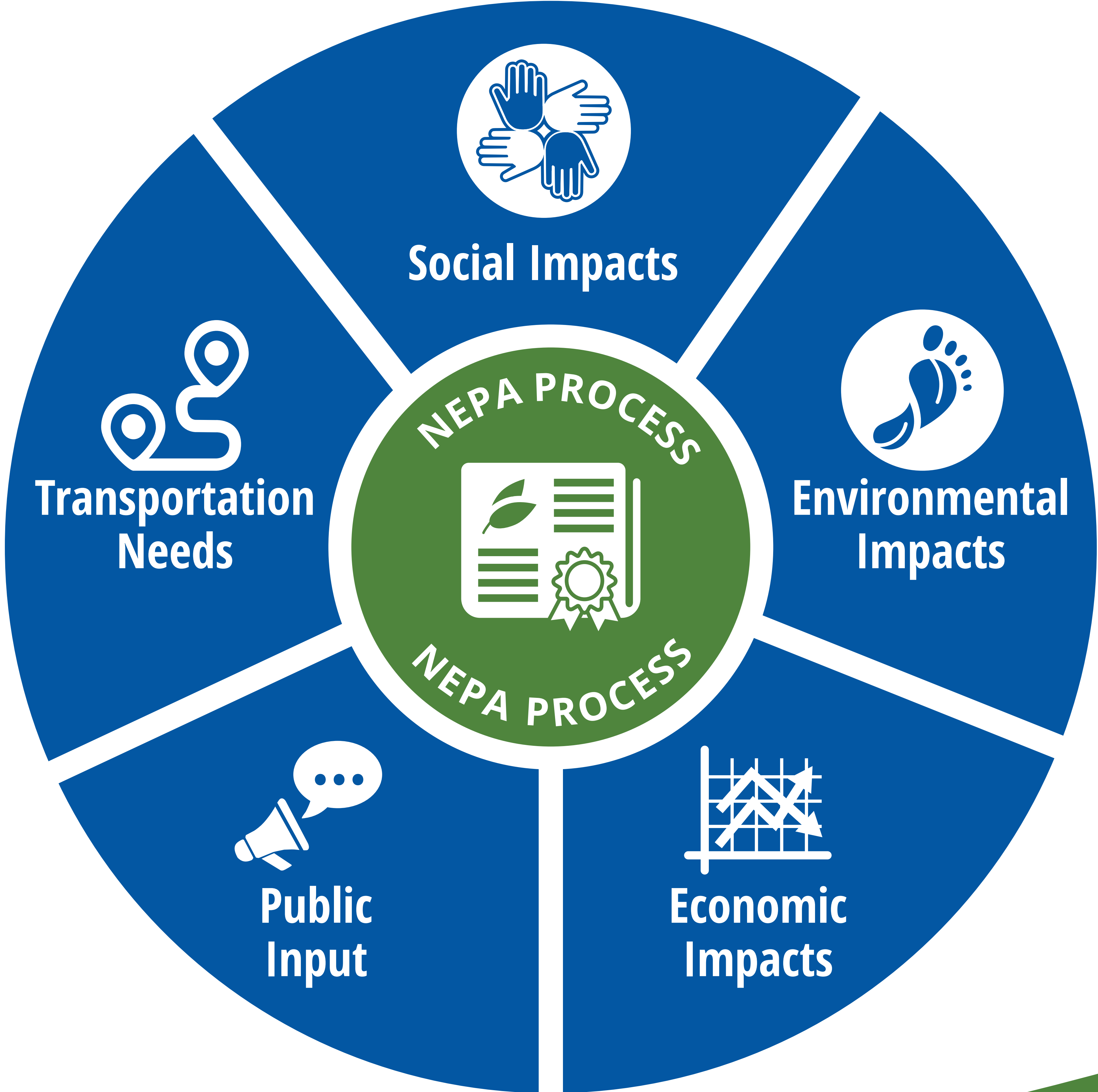




# What is the National Environmental Policy Act (NEPA)?



- NEPA is a federal law and is required when a project receives any federal funding or approval
- Establishes procedures followed by agencies in making decisions, but does not dictate the outcome
- Considers potential impacts of actions on the social, economic, and physical environment
- Requires public outreach to improve project outcomes
- Ensures informed decisions by forecasting, documenting, and disclosing what happens if a course of action is taken



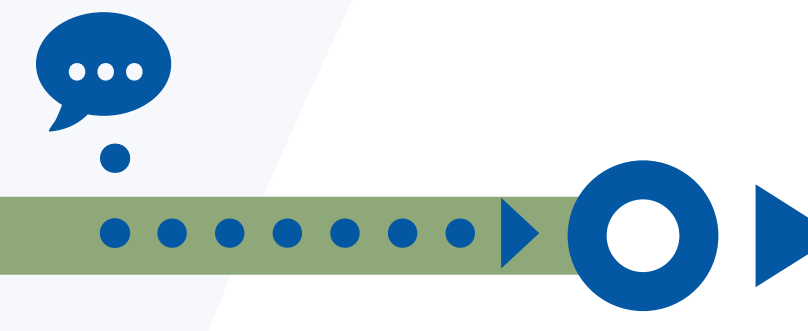
# The Mobility Authority Project Development Process

PUBLIC INPUT IS CONSIDERED AT EVERY STAGE OF PROJECT DEVELOPMENT

**PUBLIC INPUT**  
(Online, E-Mail, Mail, Phone, Open Houses, Stakeholder Meetings)



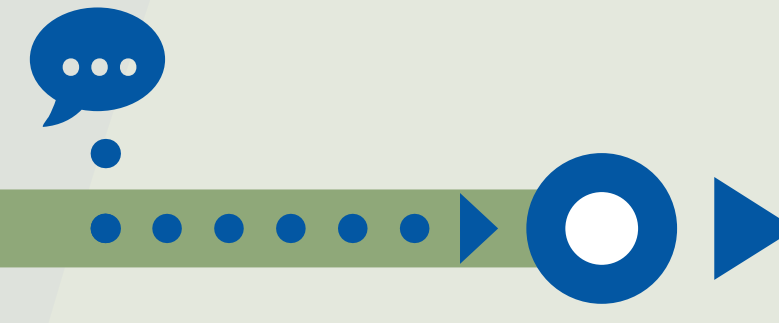
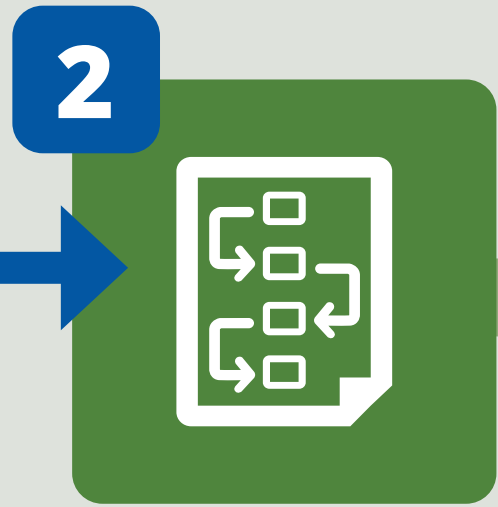
## INITIATION & SCOPING OF PROJECT



Adopt Regional Transportation Plan that includes CTRMA Project

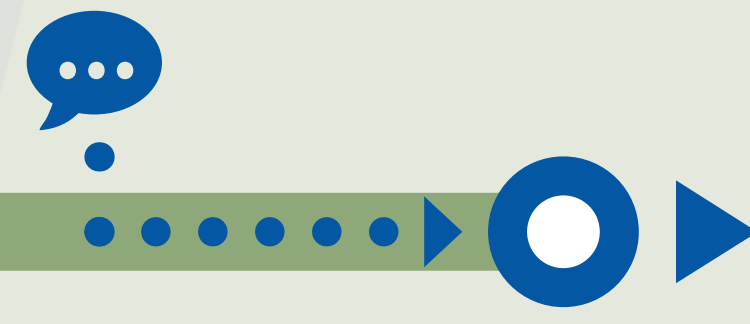
**CTRMA Board votes to initiate Environmental Study**

## PURPOSE & NEED



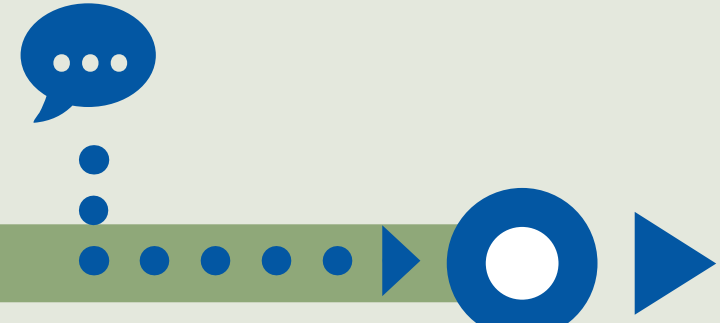
Establish Purpose and Need

## FULL RANGE OF POTENTIAL ALTERNATIVES



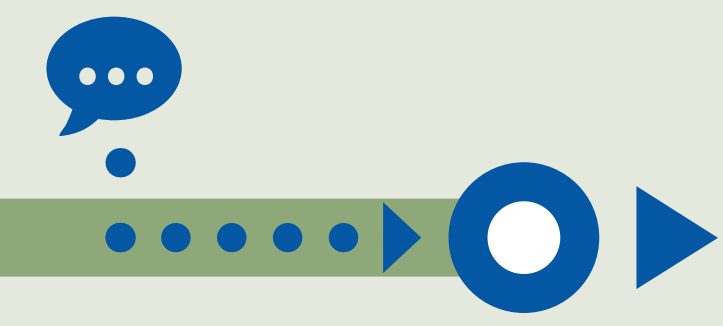
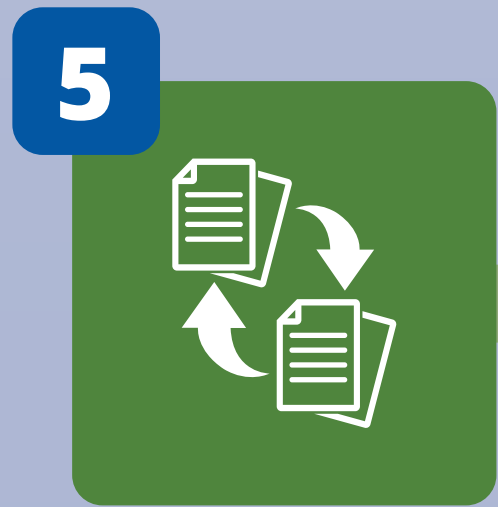
Evaluate Alternatives that meet the Purpose & Need

## PHASE I SCREENING: BASE CRITERIA



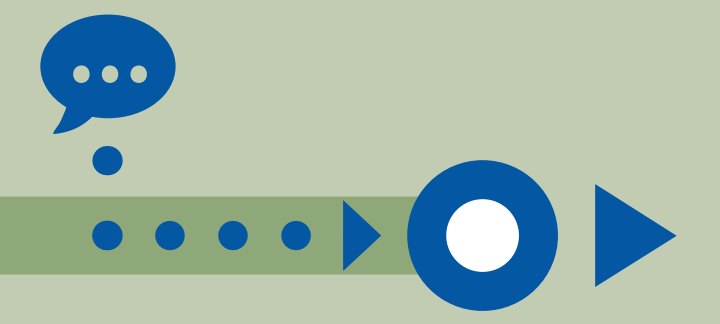
Measure Alternatives against criteria

## PHASE II SCREENING: REASONABLE ALTERNATIVES



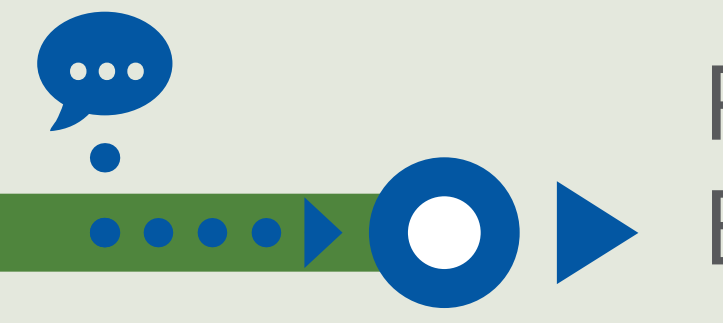
Select/refine Recommended Build Alternative

## ENVIRONMENTAL ANALYSIS OF ALTERNATIVES



Select Recommended Preferred Alternative

## RECOMMENDED PREFERRED ALTERNATIVE



Recommended Preferred Build and No-Build Alternatives move forward

## PUBLIC HEARING

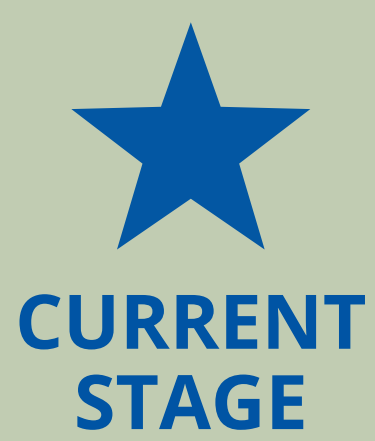


Review Draft Environmental Assessment (EA) submittal to TxDOT

## FINAL EA PUBLISHED

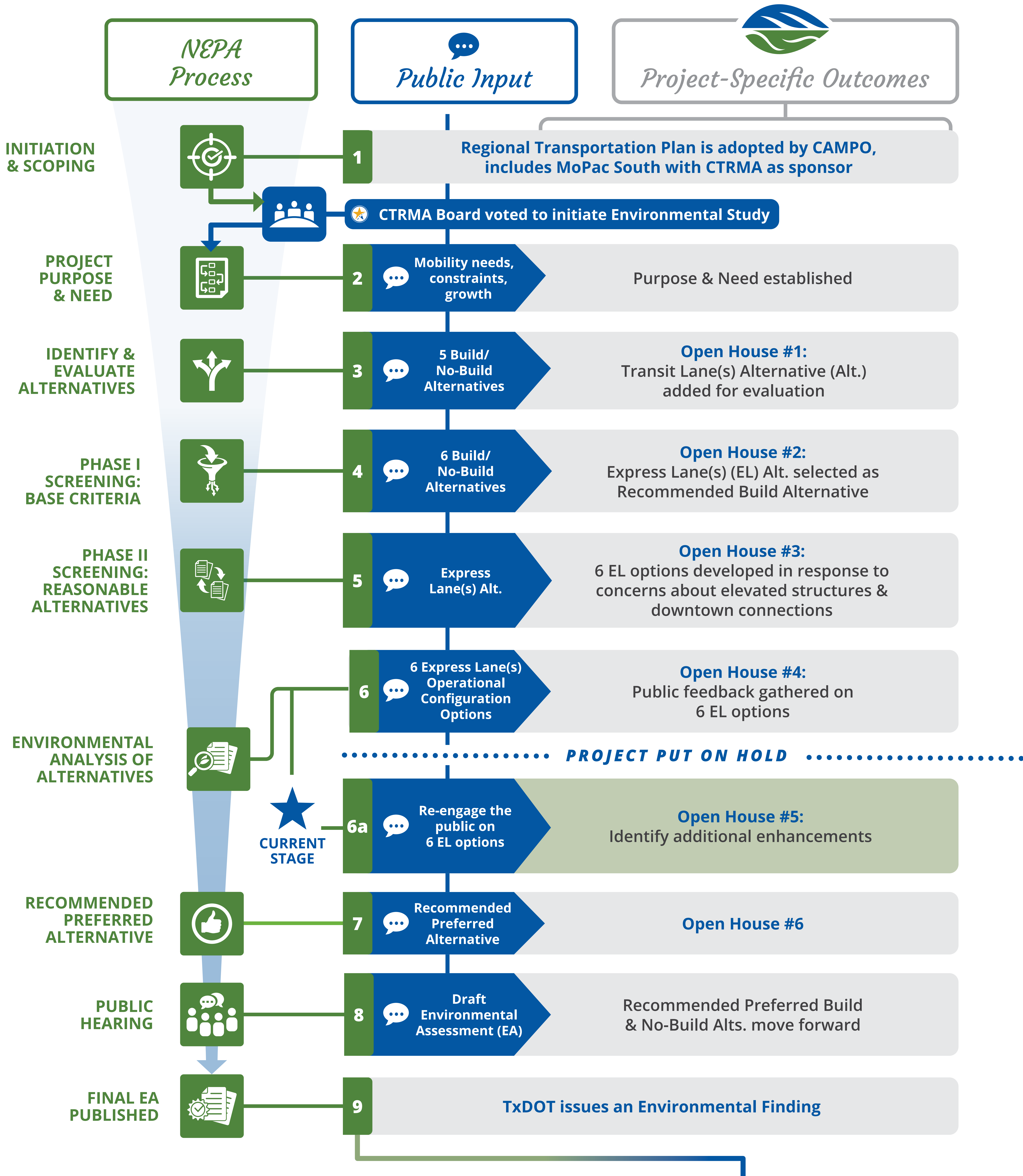


TxDOT issues an Environmental Finding



**If Build Alternative is approved, CTRMA Board votes to fund next phase of project development work**

# MoPac South Project and the NEPA Process



# Long Range Transportation Planning

WE'RE UPDATING TO CAMPO 2045



CAMPO's Regional Transportation Plan (RTP) is the blueprint that guides the planning, design, and funding of infrastructure projects



RTP is updated every 5 years to:

- Confirm validity
- Ensure consistency with current and forecasted transportation conditions and trends
- Balance needs with available resources

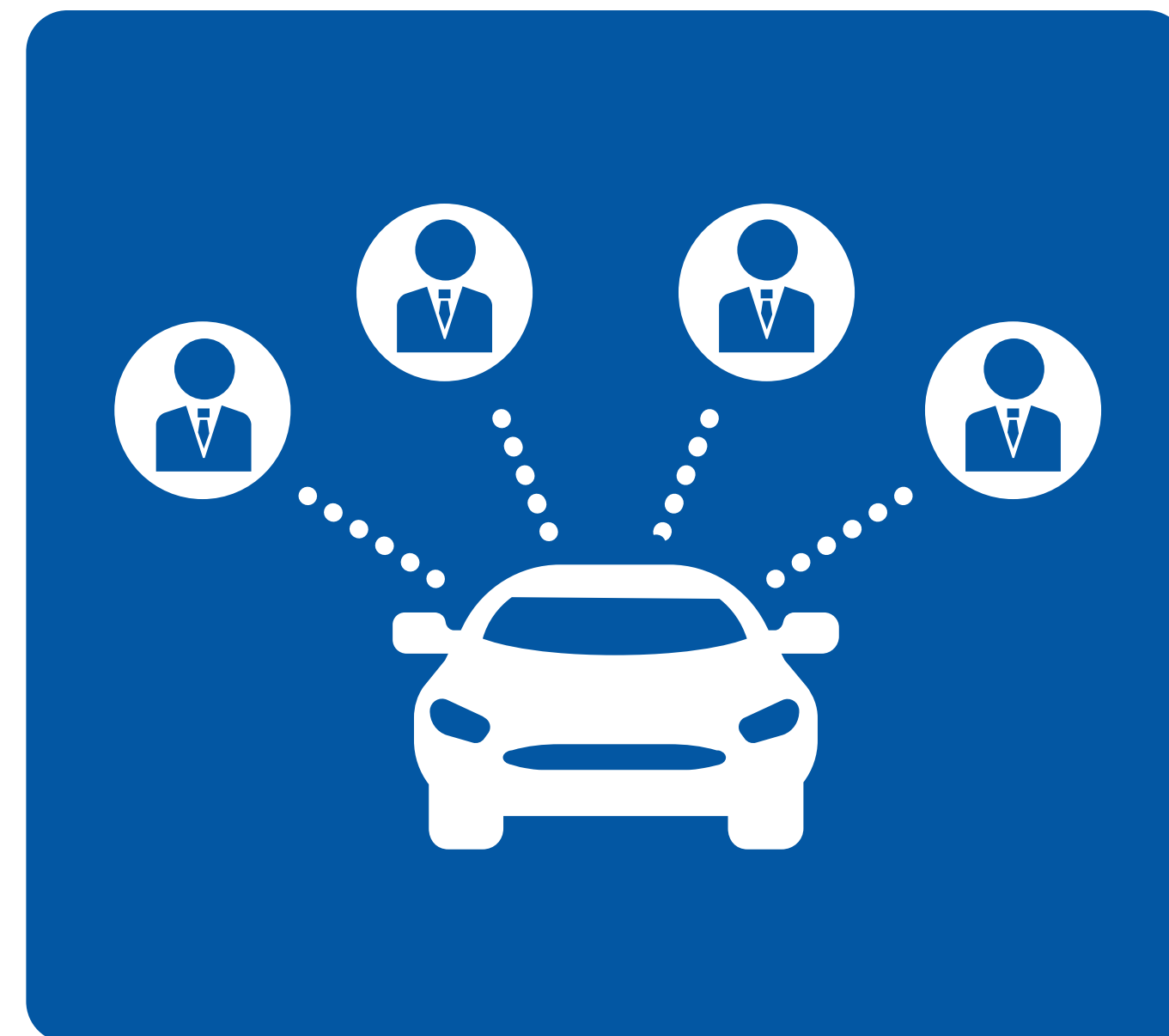


The update extends the plan 25 years into the future and includes all regionally significant road and transit projects expected to be implemented during that time.



# We Are Updating to CAMPO 2045

Reflects projected changes to travel behavior and effects of development and transportation facilities completed since the CAMPO 2035 model



Considers future developments and future roadway and transit improvements



Incorporates revised demographics



Insights further refine proposed project design



**MoPac South data will be re-evaluated against the CAMPO 2045 Travel Demand Model to identify the Recommended Preferred Alternative.**



Project data is required to be evaluated against the most recent Regional Transportation Plan, which is CAMPO 2045

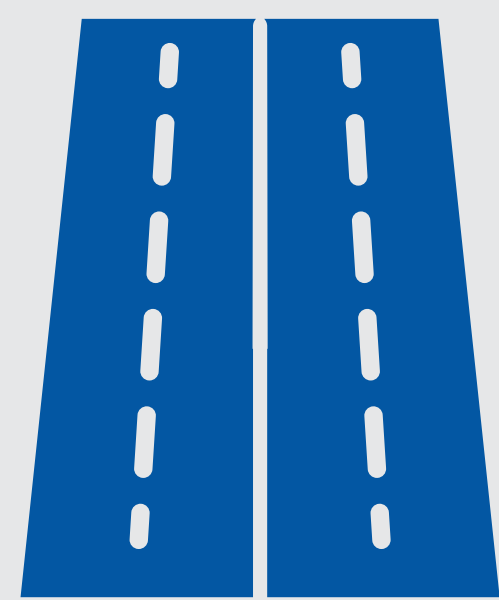
# Alternatives Considered

## PRELIMINARY ALTERNATIVES PROPOSED FOR THE MOPAC SOUTH ENVIRONMENTAL STUDY:

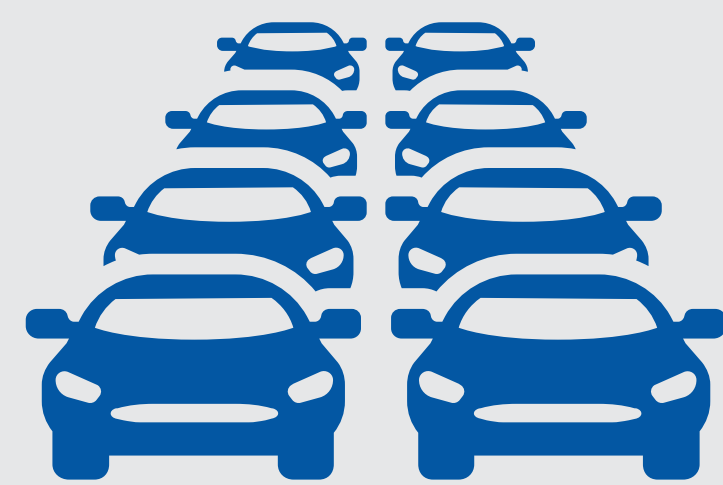
### Build Alternatives



### No Build ("Do Nothing") Alternative



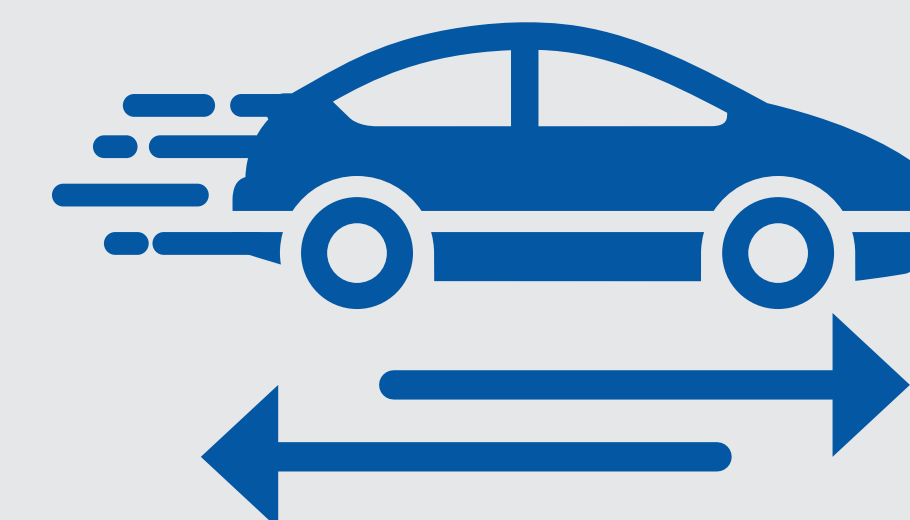
Add general-purpose lane(s) in each direction



Add high occupancy vehicle (HOV) lane(s) in each direction



Add transit only lane(s) in each direction



Add express lane(s) in each direction



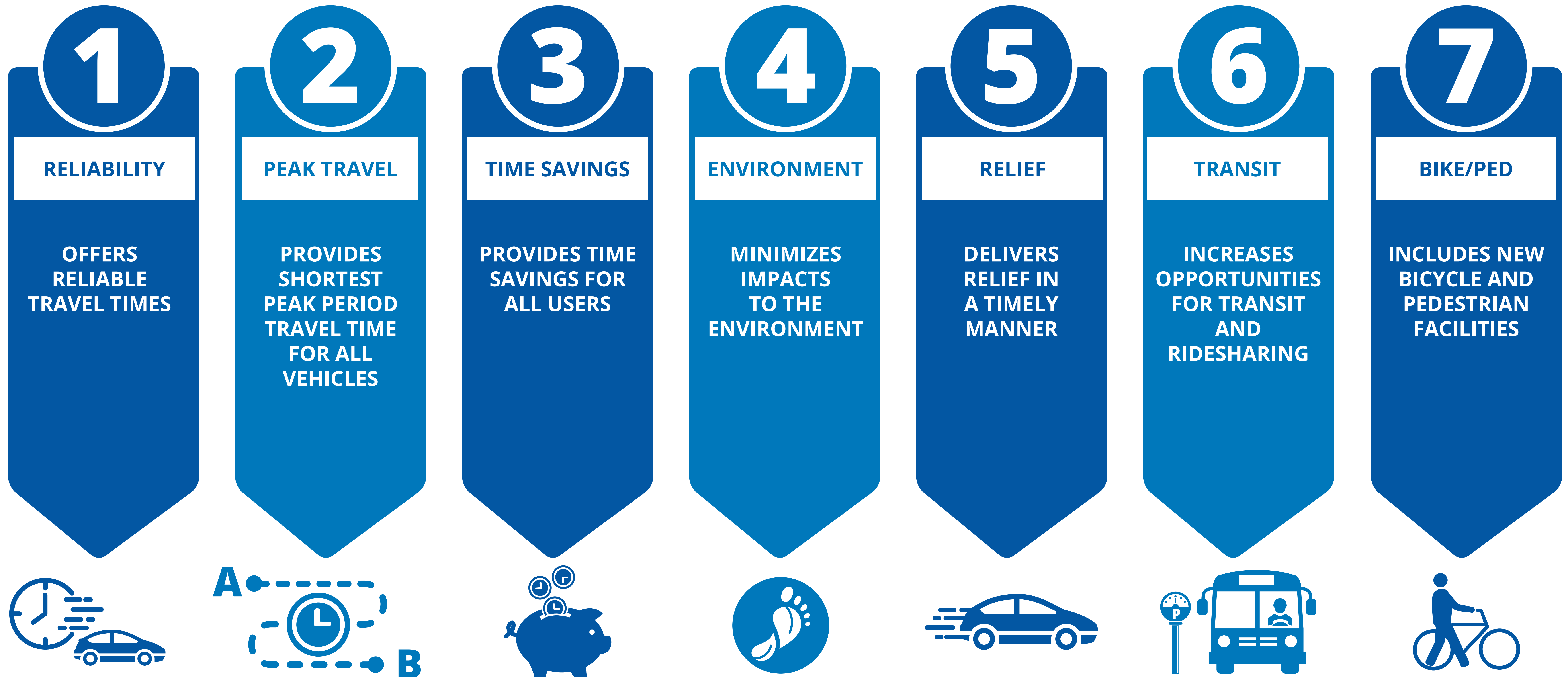
Use of Transportation Systems Management/Transportation Demand Management

These alternatives were presented and considered at Open Houses 1 and 2, in 2013 and 2014, respectively.



# Recommended Build Alternative

## Why Express Lane(s)?\*



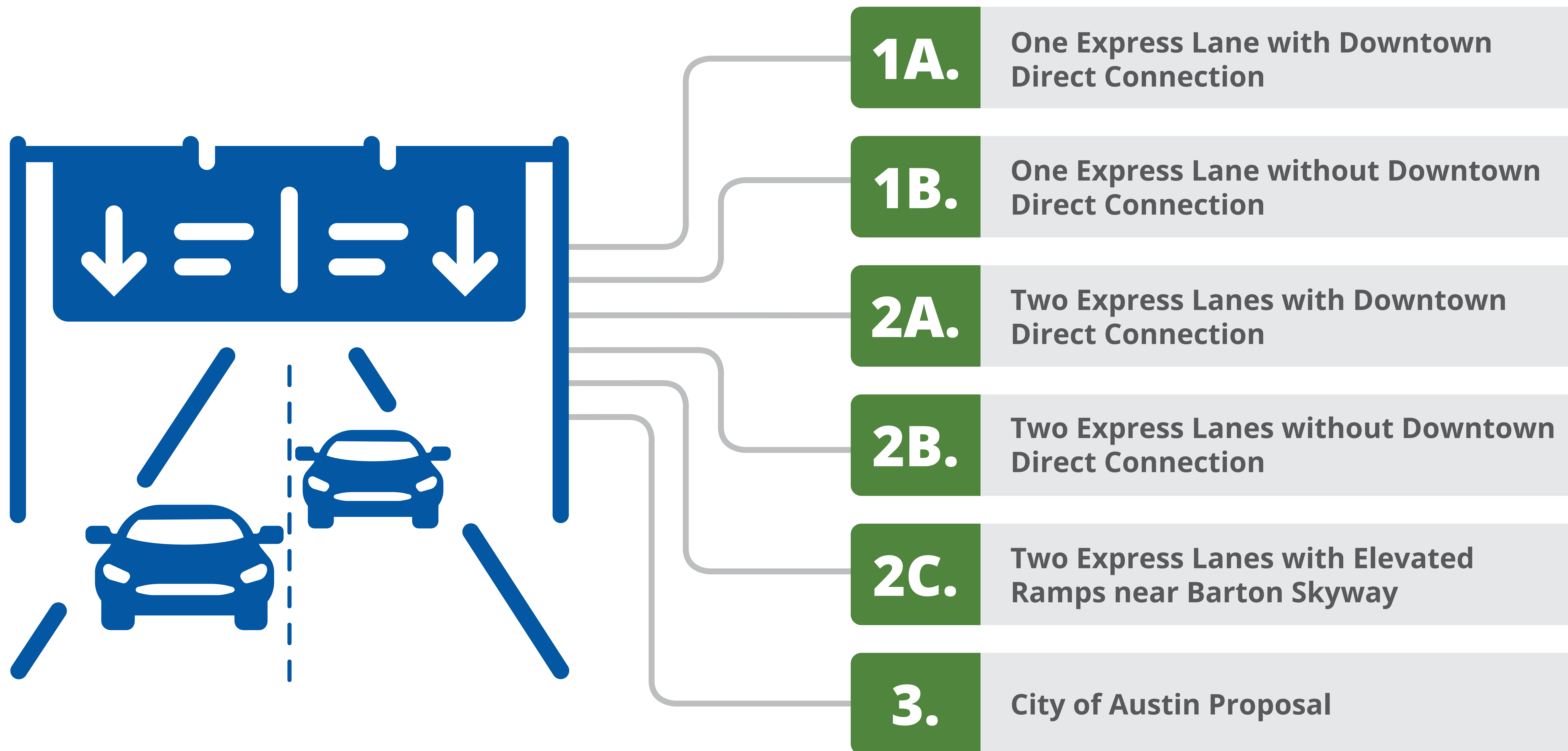
Express Lane(s) Alternative was identified as the Recommended Build Alternative at Open House #2 in 2014.

\*In accordance with the National Environmental Policy Act, the No Build Alternative will continue to move forward as a baseline for comparison.



# Express Lane(s) Operational Configuration Options

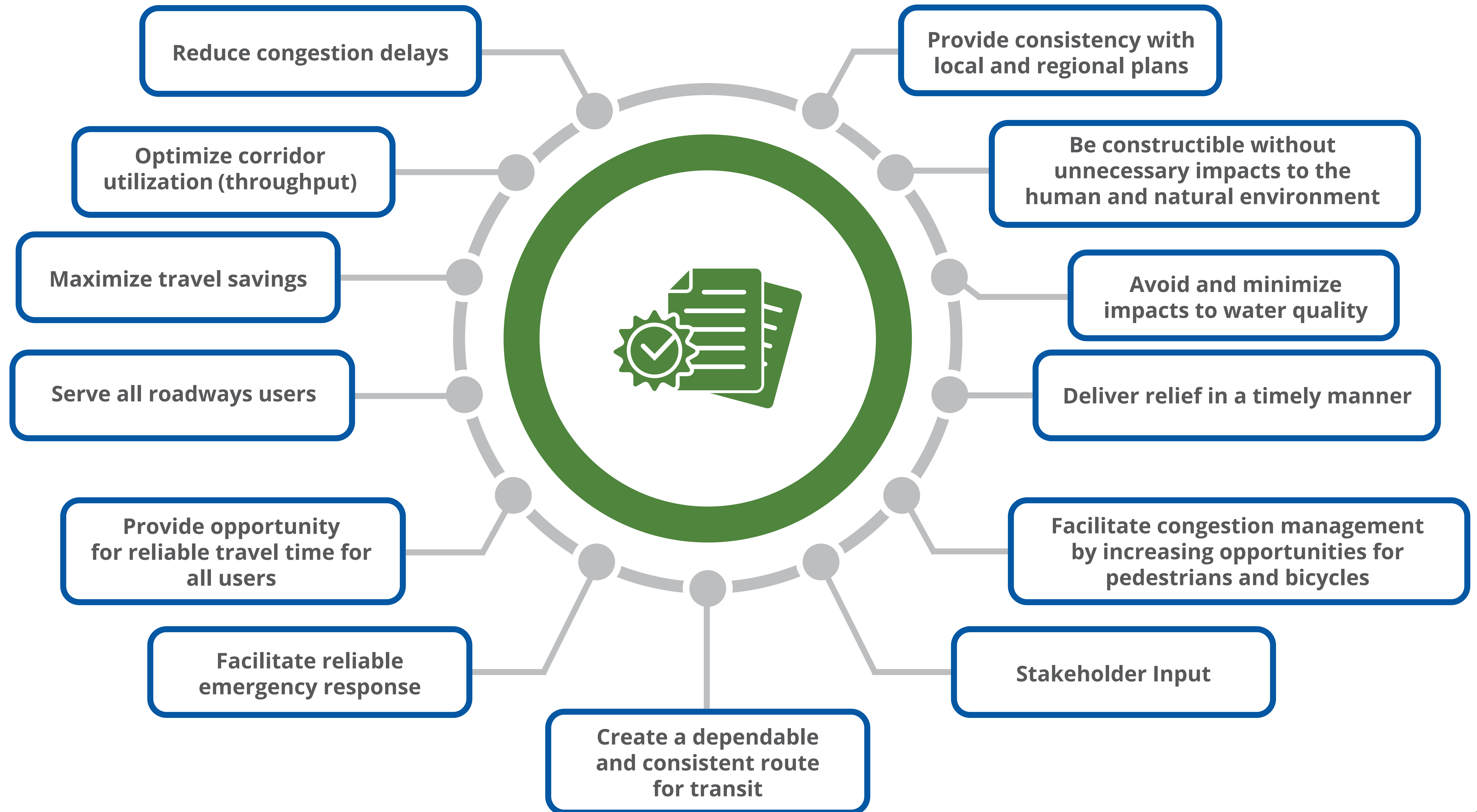
SIX VARIATIONS OF THE EXPRESS LANE(S) ALTERNATIVE ARE UNDER EVALUATION. THE KEY DIFFERENCES ARE HOW THE RAMPS ARE CONFIGURED NEAR LADY BIRD LAKE.





# Evaluation Criteria

EACH EXPRESS LANE(S) OPERATIONAL CONFIGURATION OPTION IS MEASURED AGAINST THE FOLLOWING CRITERIA



Criteria was developed collaboratively with stakeholders and using input gathered from Open Houses #1 and #2. Evaluation results will be presented at Open House #6 following the CAMPO 2045 Travel Demand Model Update.



# Public Input is Shaping MoPac South



**Community input has been a valuable part of the development process for Mopac South, with adjustments made based on public input, including:**

- Potential to add new direct connection at US 290
- Added new collector distributor road from Barton Skyway to Loop 360
- Added south to north Texas Turnaround at Barton Skyway
- Lengthen turn lane leading to Texas Turnaround at Loop 360
- Reconfigured Bee Cave Road/RM 2244 southbound exit ramp
- Ramp improvements at William Cannon Drive
- Added third southbound general-purpose lane south of William Cannon Drive



**We know the public values:**

- Downtown connectivity options
- No increased elevations over Lady Bird Lake
- No direct connector ramps near Austin High School

Each express lane(s) operational configuration option will be analyzed against a set of criteria developed based on this feedback, and the CAMPO 2045 Travel Demand Model. These operational performance scores, combined with public input, will determine the Recommend Preferred Alternative.



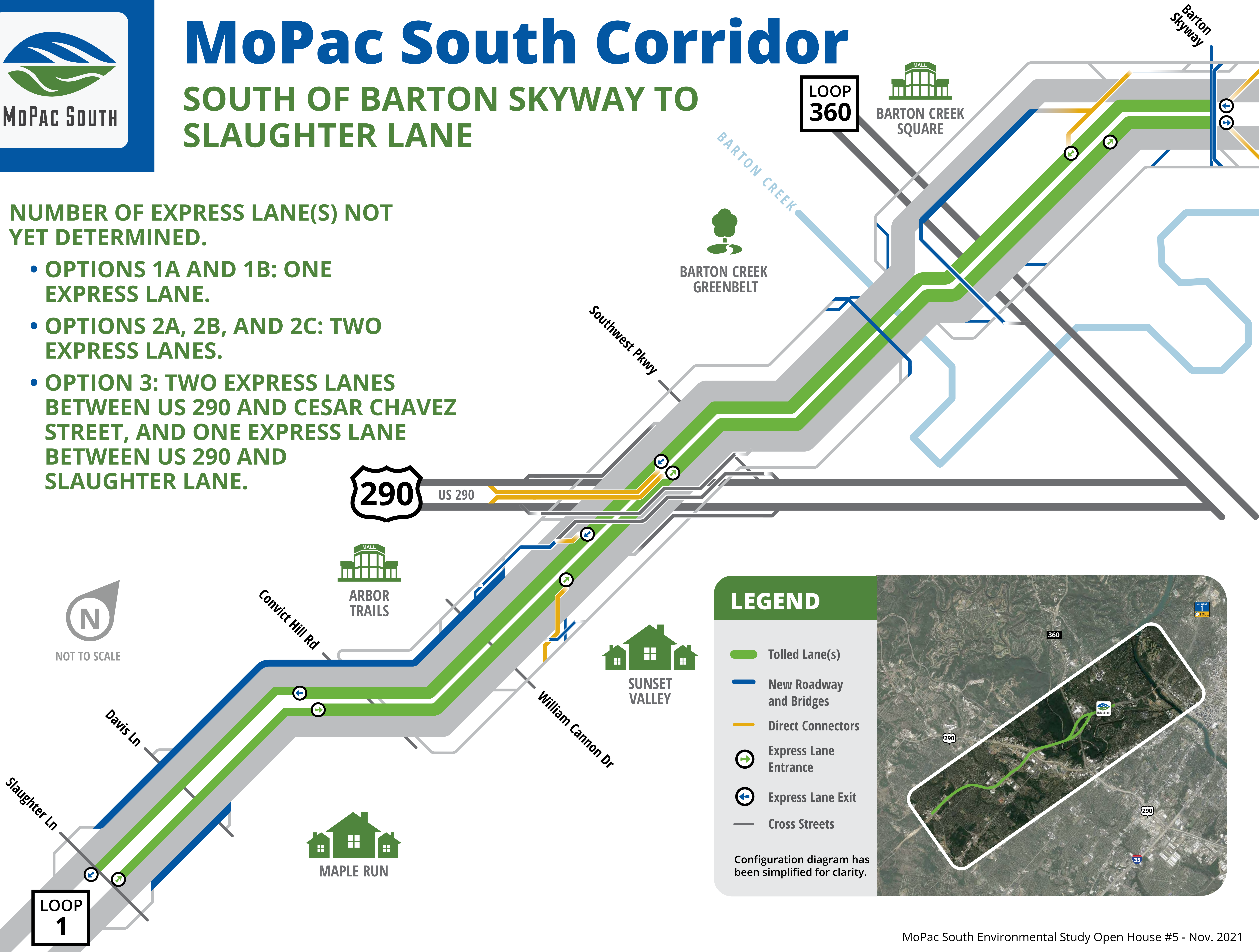


# MoPac South Corridor

## SOUTH OF BARTON SKYWAY TO SLAUGHTER LANE

### NUMBER OF EXPRESS LANE(S) NOT YET DETERMINED.

- OPTIONS 1A AND 1B: ONE EXPRESS LANE.
- OPTIONS 2A, 2B, AND 2C: TWO EXPRESS LANES.
- OPTION 3: TWO EXPRESS LANES BETWEEN US 290 AND CESAR CHAVEZ STREET, AND ONE EXPRESS LANE BETWEEN US 290 AND SLAUGHTER LANE.

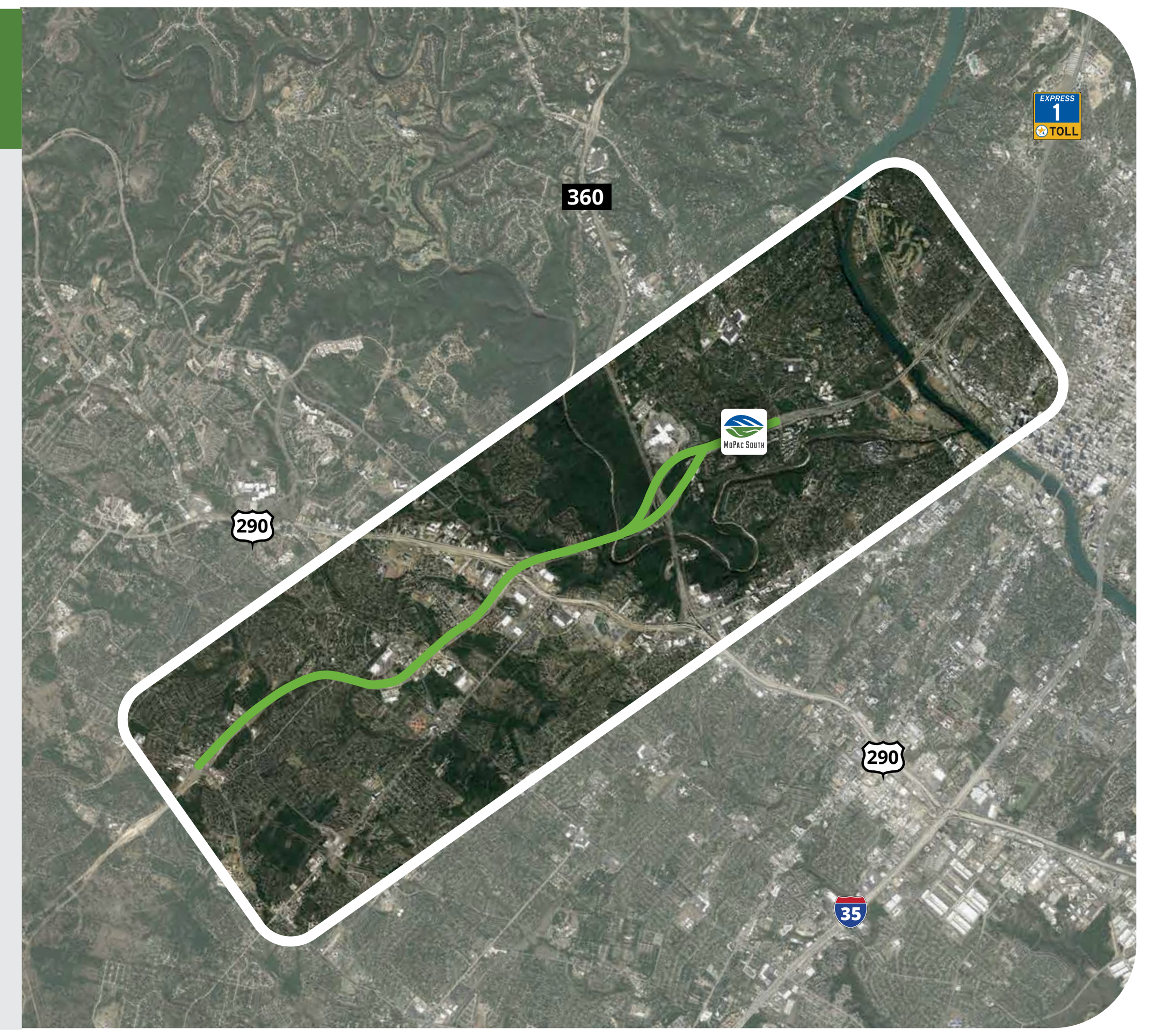


NOT TO SCALE

### LEGEND

- Tolled Lane(s)
- New Roadway and Bridges
- Direct Connectors
- Express Lane Entrance
- Express Lane Exit
- Cross Streets

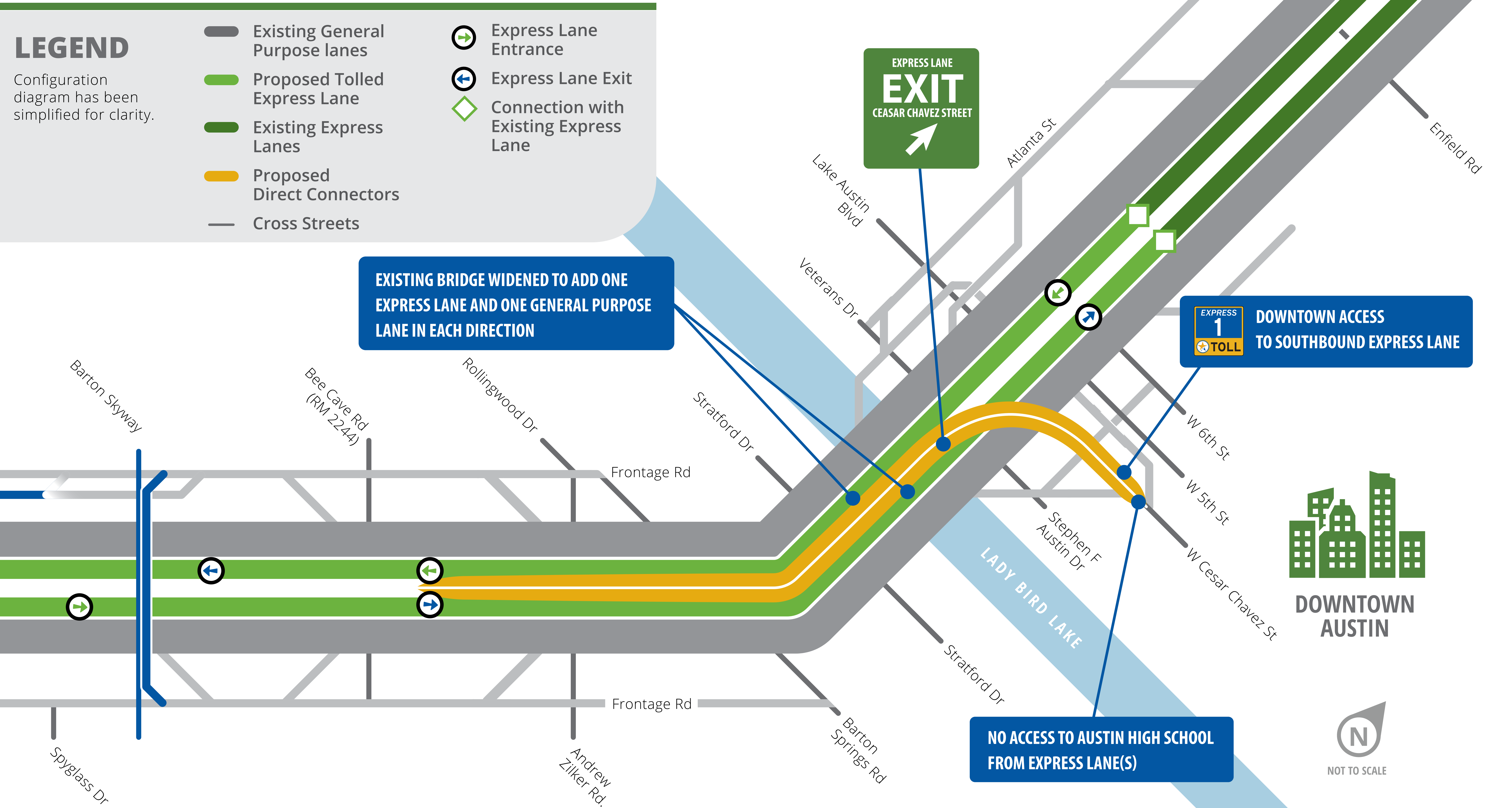
Configuration diagram has been simplified for clarity.





# 1A: One Express Lane with Downtown Direct Connection











ACCESS TO AND FROM DOWNTOWN: ONE-LANE, ELEVATED DIRECT CONNECT RAMP IN EACH DIRECTION, TO AND FROM CESAR CHAVEZ STREET



# 1A: 2035 Travel Times

BASED ON CAMPO 2035 TRAVEL DEMAND MODEL; WILL BE UPDATED TO CAMPO 2045 PLAN

## TRAVEL TIME: between Cesar Chavez Street and Slaughter Lane

	 NORTHBOUND	 SOUTHBOUND
2015	 23 minutes	 16 minutes
2035 NO BUILD	 52 minutes	 51 minutes
2035 GENERAL PURPOSE LANES	 38 minutes	 36 minutes
2035 EXPRESS LANES	 10 minutes	 10 minutes

 Morning Peak Period NB (7-9 a.m.)

 Evening Peak Period SB (4-6:30 p.m.)





MoPac South

# 1B: One Express Lane without Downtown Direct Connection

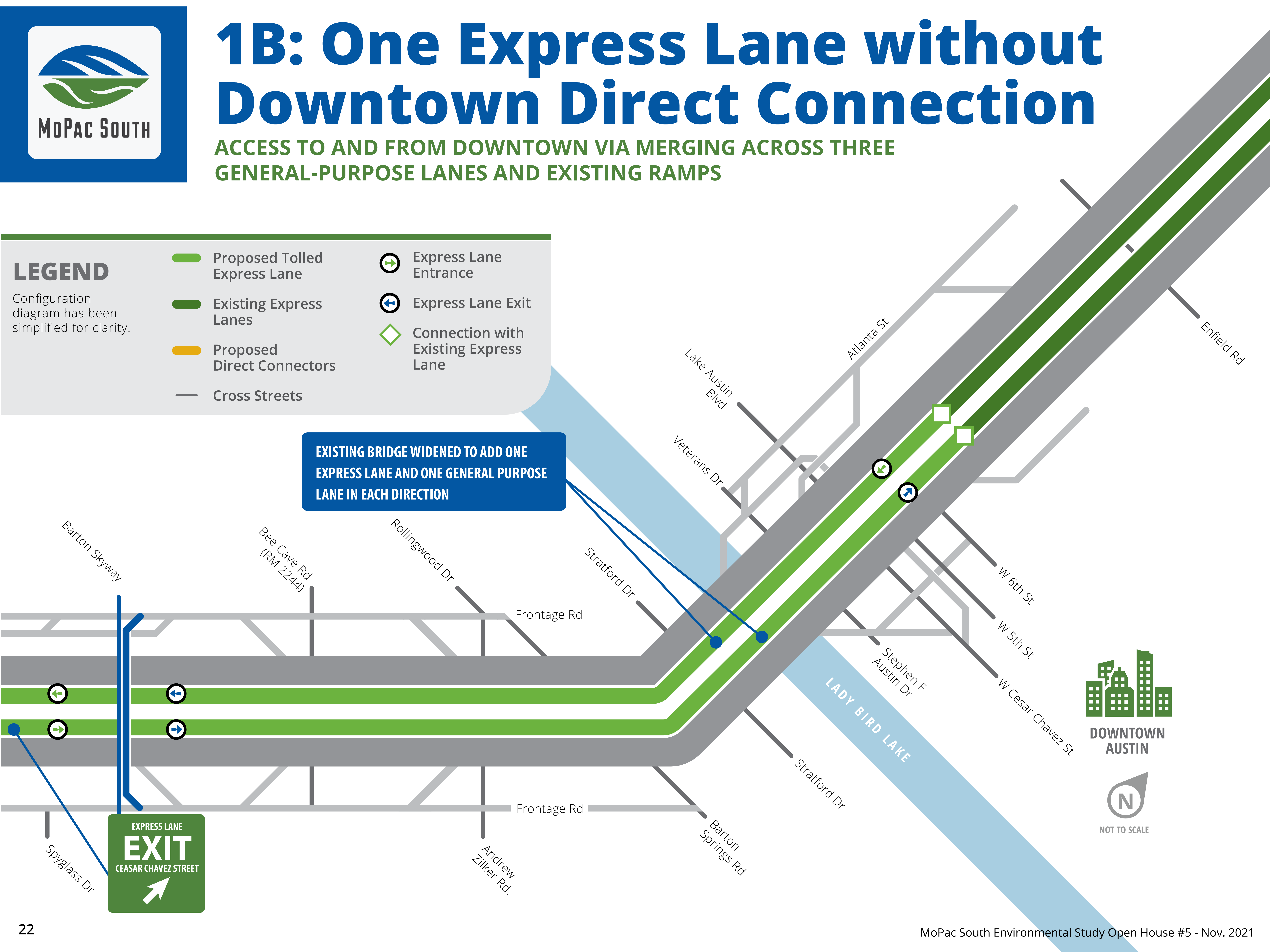
ACCESS TO AND FROM DOWNTOWN VIA MERGING ACROSS THREE GENERAL-PURPOSE LANES AND EXISTING RAMPS

## LEGEND

Configuration diagram has been simplified for clarity.

- Proposed Tolled Express Lane
- Existing Express Lanes
- Proposed Direct Connectors
- Cross Streets
- Express Lane Entrance
- Express Lane Exit
- Connection with Existing Express Lane











EXISTING BRIDGE WIDENED TO ADD ONE EXPRESS LANE AND ONE GENERAL PURPOSE LANE IN EACH DIRECTION



# 1B: 2035 Travel Times

BASED ON CAMPO 2035 TRAVEL DEMAND MODEL; WILL BE UPDATED TO CAMPO 2045 PLAN

## TRAVEL TIME: between Cesar Chavez Street and Slaughter Lane

	 NORTHBOUND	 SOUTHBOUND
<b>2015</b>	 <b>23 minutes</b>	 <b>16 minutes</b>
<b>2035 NO BUILD</b>	 <b>52 minutes</b>	 <b>51 minutes</b>
<b>2035 GENERAL PURPOSE LANES</b>	 <b>40 minutes</b>	 <b>42 minutes</b>
<b>2035 EXPRESS LANES</b>	 <b>14 minutes</b>	 <b>20 minutes</b>

 Morning Peak Period NB (7-9 a.m.)

 Evening Peak Period SB (4-6:30 p.m.)





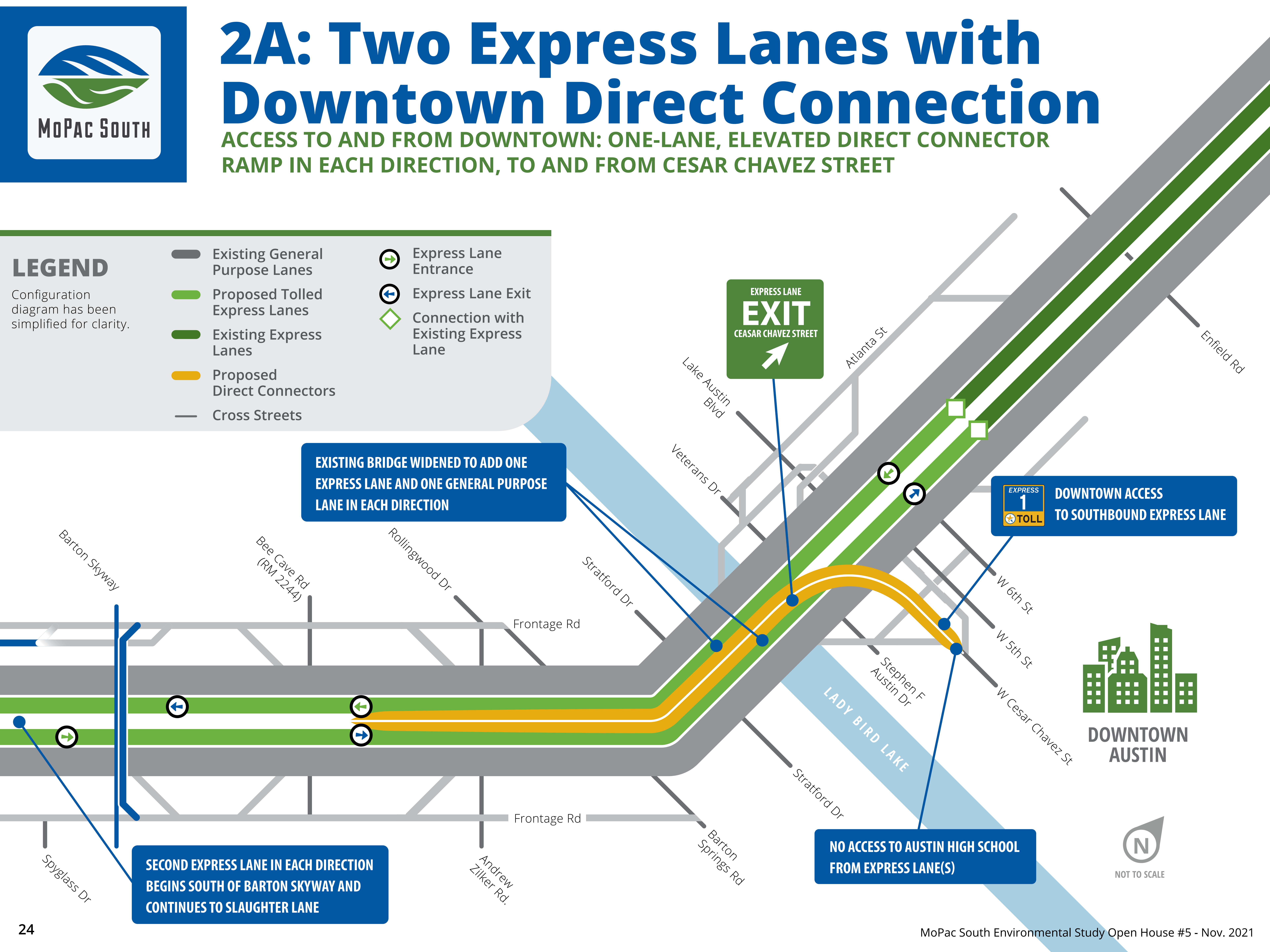
# 2A: Two Express Lanes with Downtown Direct Connection

ACCESS TO AND FROM DOWNTOWN: ONE-LANE, ELEVATED DIRECT CONNECTOR RAMP IN EACH DIRECTION, TO AND FROM CESAR CHAVEZ STREET

## LEGEND

Configuration diagram has been simplified for clarity.

- Existing General Purpose Lanes
- Proposed Tolloed Express Lanes
- Existing Express Lanes
- Proposed Direct Connectors
- Cross Streets
- Express Lane Entrance
- Express Lane Exit
- Connection with Existing Express Lane



SECOND EXPRESS LANE IN EACH DIRECTION BEGINS SOUTH OF BARTON SKYWAY AND CONTINUES TO SLAUGHTER LANE

EXISTING BRIDGE WIDENED TO ADD ONE EXPRESS LANE AND ONE GENERAL PURPOSE LANE IN EACH DIRECTION

EXPRESS 1 TOLL DOWNTOWN ACCESS TO SOUTHBOUND EXPRESS LANE

NO ACCESS TO AUSTIN HIGH SCHOOL FROM EXPRESS LANE(S)















# 2A: 2035 Travel Times

BASED ON CAMPO 2035 TRAVEL DEMAND MODEL; WILL BE UPDATED TO CAMPO 2045 PLAN

## TRAVEL TIME: between Cesar Chavez Street and Slaughter Lane

	 NORTHBOUND	 SOUTHBOUND
<b>2015</b>	 <b>23 minutes</b>	 <b>16 minutes</b>
<b>2035 NO BUILD</b>	 <b>52 minutes</b>	 <b>51 minutes</b>
<b>2035 GENERAL PURPOSE LANES</b>	 <b>32 minutes</b>	 <b>29 minutes</b>
<b>2035 EXPRESS LANES</b>	 <b>9 minutes</b>	 <b>9 minutes</b>

 Morning Peak Period NB (7-9 a.m.)

 Evening Peak Period SB (4-6:30 p.m.)





# 2B: Two Express Lanes without Downtown Direct Connection

ACCESS TO AND FROM DOWNTOWN VIA MERGING ACROSS THREE GENERAL-PURPOSE LANES AND EXISTING RAMPS

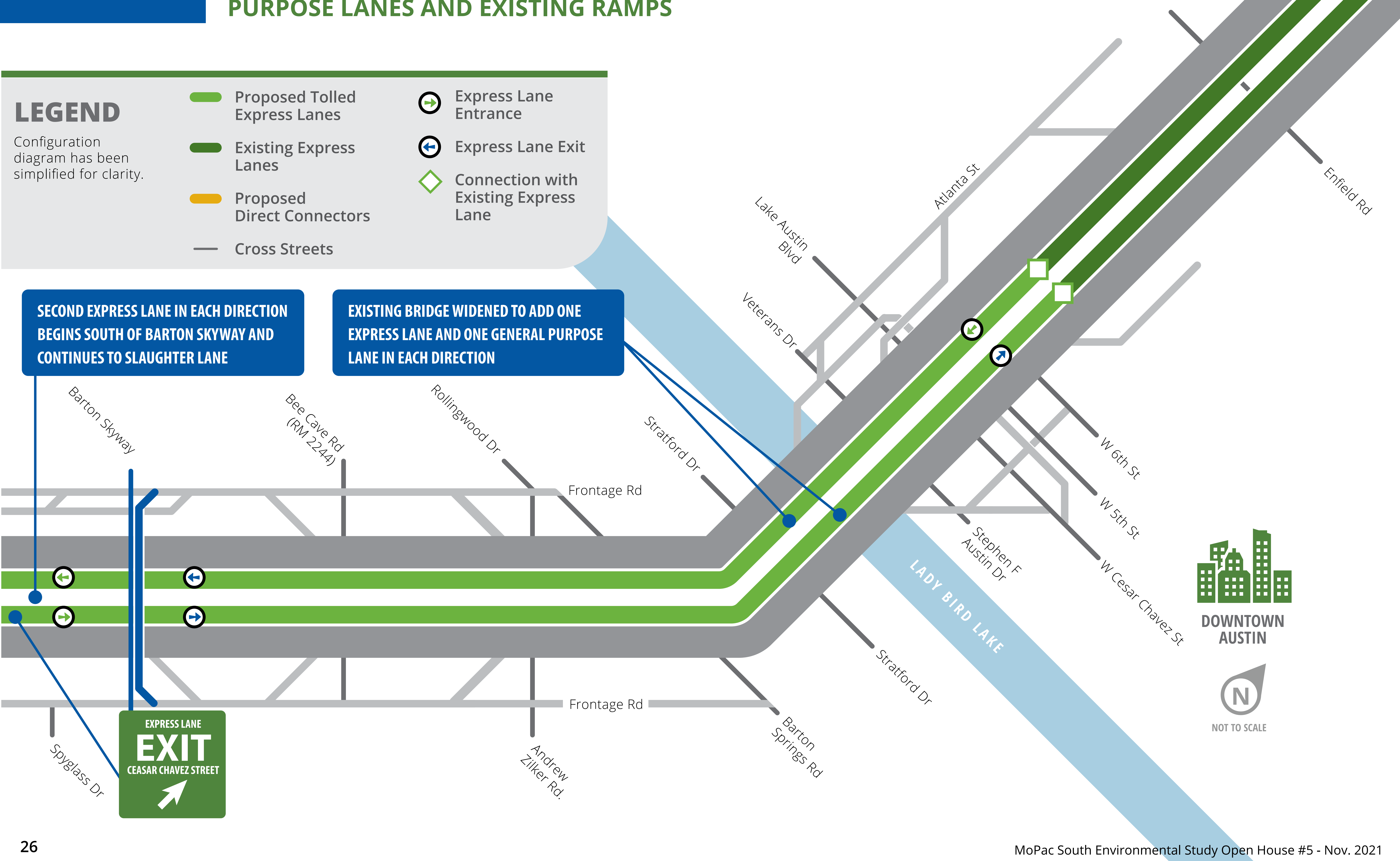
## LEGEND

Configuration diagram has been simplified for clarity.

- Proposed Tolled Express Lanes
- Existing Express Lanes
- Proposed Direct Connectors
- Cross Streets
- Express Lane Entrance
- Express Lane Exit
- Connection with Existing Express Lane

SECOND EXPRESS LANE IN EACH DIRECTION BEGINS SOUTH OF BARTON SKYWAY AND CONTINUES TO SLAUGHTER LANE

EXISTING BRIDGE WIDENED TO ADD ONE EXPRESS LANE AND ONE GENERAL PURPOSE LANE IN EACH DIRECTION



DOWNTOWN AUSTIN













NOT TO SCALE

# 2B: 2035 Travel Times

BASED ON CAMPO 2035 TRAVEL DEMAND MODEL; WILL BE UPDATED TO CAMPO 2045 PLAN

## TRAVEL TIME: between Cesar Chavez Street and Slaughter Lane

	 NORTHBOUND	 SOUTHBOUND
<b>2015</b>	 <b>23 minutes</b>	 <b>16 minutes</b>
<b>2035 NO BUILD</b>	 <b>52 minutes</b>	 <b>51 minutes</b>
<b>2035 GENERAL PURPOSE LANES</b>	 <b>32 minutes</b>	 <b>36 minutes</b>
<b>2035 EXPRESS LANES</b>	 <b>13 minutes</b>	 <b>13 minutes</b>

 Morning Peak Period NB (7-9 a.m.)

 Evening Peak Period SB (4-6:30 p.m.)





# 2C: Two Express Lanes with Elevated Ramps Near Barton Skyway

ACCESS TO AND FROM DOWNTOWN VIA MERGING ACROSS THREE GENERAL-PURPOSE LANES AND EXISTING RAMPS

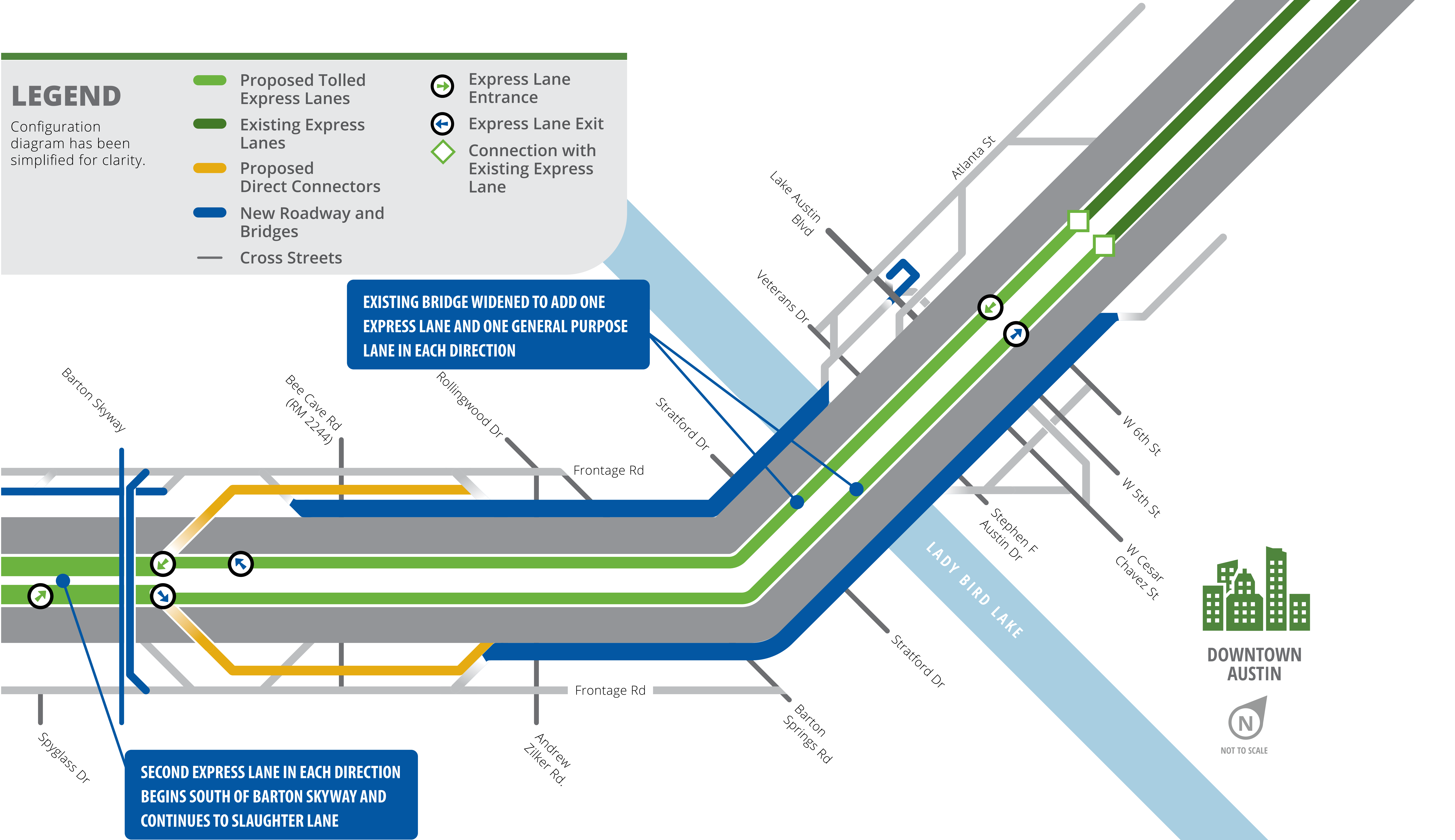
## LEGEND

Configuration diagram has been simplified for clarity.

- Proposed Tolled Express Lanes
- Existing Express Lanes
- Proposed Direct Connectors
- New Roadway and Bridges
- Cross Streets
- Express Lane Entrance
- Express Lane Exit
- Connection with Existing Express Lane

**EXISTING BRIDGE WIDENED TO ADD ONE EXPRESS LANE AND ONE GENERAL PURPOSE LANE IN EACH DIRECTION**

**SECOND EXPRESS LANE IN EACH DIRECTION BEGINS SOUTH OF BARTON SKYWAY AND CONTINUES TO SLAUGHTER LANE**



DOWNTOWN AUSTIN













NOT TO SCALE

# 2C: 2035 Travel Times

BASED ON CAMPO 2035 TRAVEL DEMAND MODEL; WILL BE UPDATED TO CAMPO 2045 PLAN

## TRAVEL TIME: between Cesar Chavez Street and Slaughter Lane

	 NORTHBOUND	 SOUTHBOUND
<b>2015</b>	 <b>23 minutes</b>	 <b>16 minutes</b>
<b>2035 NO BUILD</b>	 <b>52 minutes</b>	 <b>51 minutes</b>
<b>2035 GENERAL PURPOSE LANES</b>	 <b>33 minutes</b>	 <b>31 minutes</b>
<b>2035 EXPRESS LANES</b>	 <b>9 minutes</b>	 <b>9 minutes</b>

 Morning Peak Period NB (7-9 a.m.)

 Evening Peak Period SB (4-6:30 p.m.)





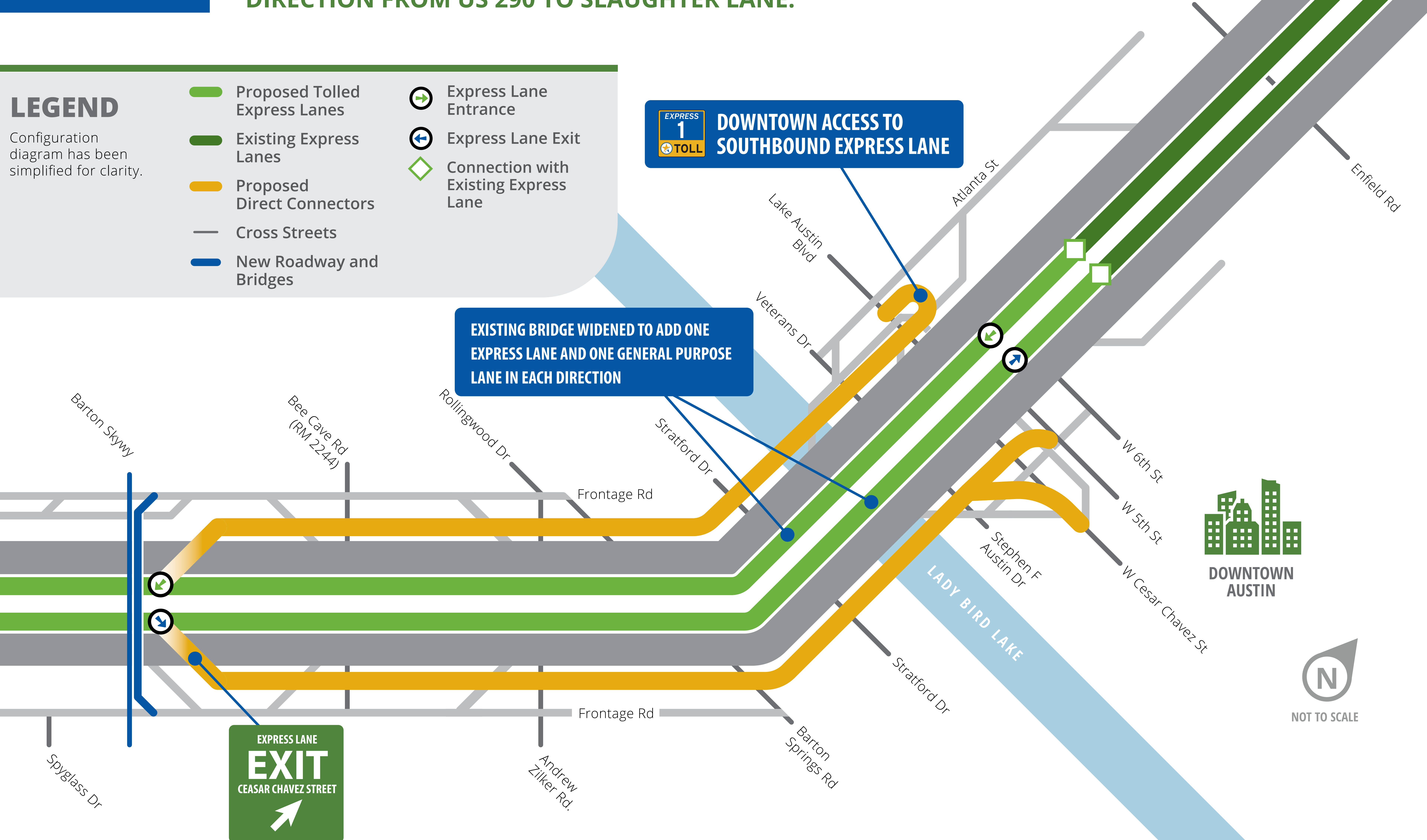
# 3: City of Austin Proposal

ACCESS TO AND FROM DOWNTOWN: ONE-LANE, ELEVATED DIRECT CONNECTOR RAMP IN EACH DIRECTION, TO AND FROM CESAR CHAVEZ STREET. TWO EXPRESS LANES IN EACH DIRECTION FROM CESAR CHAVEZ STREET TO US 290. ONE EXPRESS LANE IN EACH DIRECTION FROM US 290 TO SLAUGHTER LANE.

**LEGEND**

Configuration diagram has been simplified for clarity.











- Proposed Tolled Express Lanes
- Existing Express Lanes
- Proposed Direct Connectors
- Cross Streets
- New Roadway and Bridges
- Express Lane Entrance
- Express Lane Exit
- Connection with Existing Express Lane



# 3: 2035 Travel Times

BASED ON CAMPO 2035 TRAVEL DEMAND MODEL; WILL BE UPDATED TO CAMPO 2045 PLAN

## TRAVEL TIME: between Cesar Chavez Street and Slaughter Lane

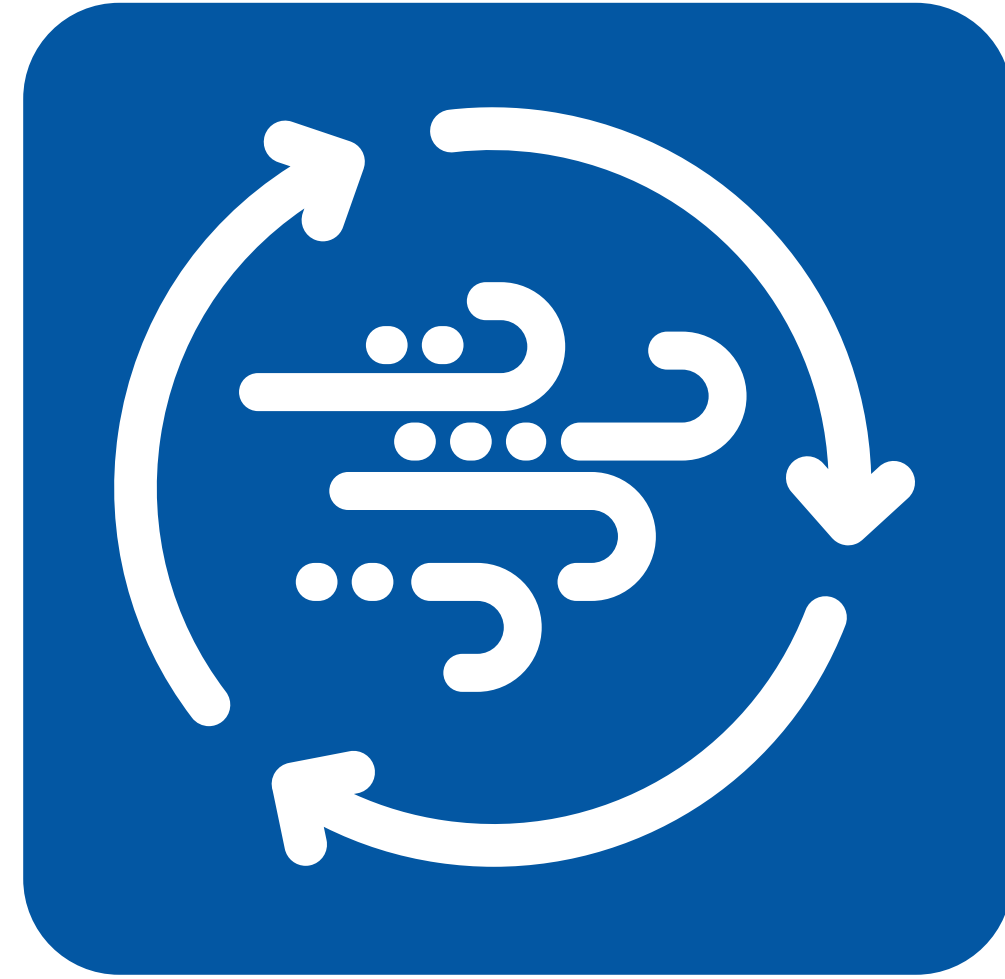
	 NORTHBOUND	 SOUTHBOUND
<b>2015</b>	 <b>23 minutes</b>	 <b>16 minutes</b>
<b>2035 NO BUILD</b>	 <b>52 minutes</b>	 <b>51 minutes</b>
<b>2035 GENERAL PURPOSE LANES</b>	 <b>41 minutes</b>	 <b>37 minutes</b>
<b>2035 EXPRESS LANES</b>	 <b>11 minutes</b>	 <b>11 minutes</b>

 Morning Peak Period NB (7-9 a.m.)

 Evening Peak Period SB (4-6:30 p.m.)



# Environmental Evaluations



*Air Quality*



*Traffic Noise*



*Hazardous  
Materials*



*Cultural  
Resources*



*Biological  
Resources*



*Land Use  
and Parkland*



*Ecological  
Resources*



*Water Quality &  
Water Resources*



*Indirect and  
Cumulative Impacts*



*Social and  
Community  
Impacts*



*Environmental  
Justice*





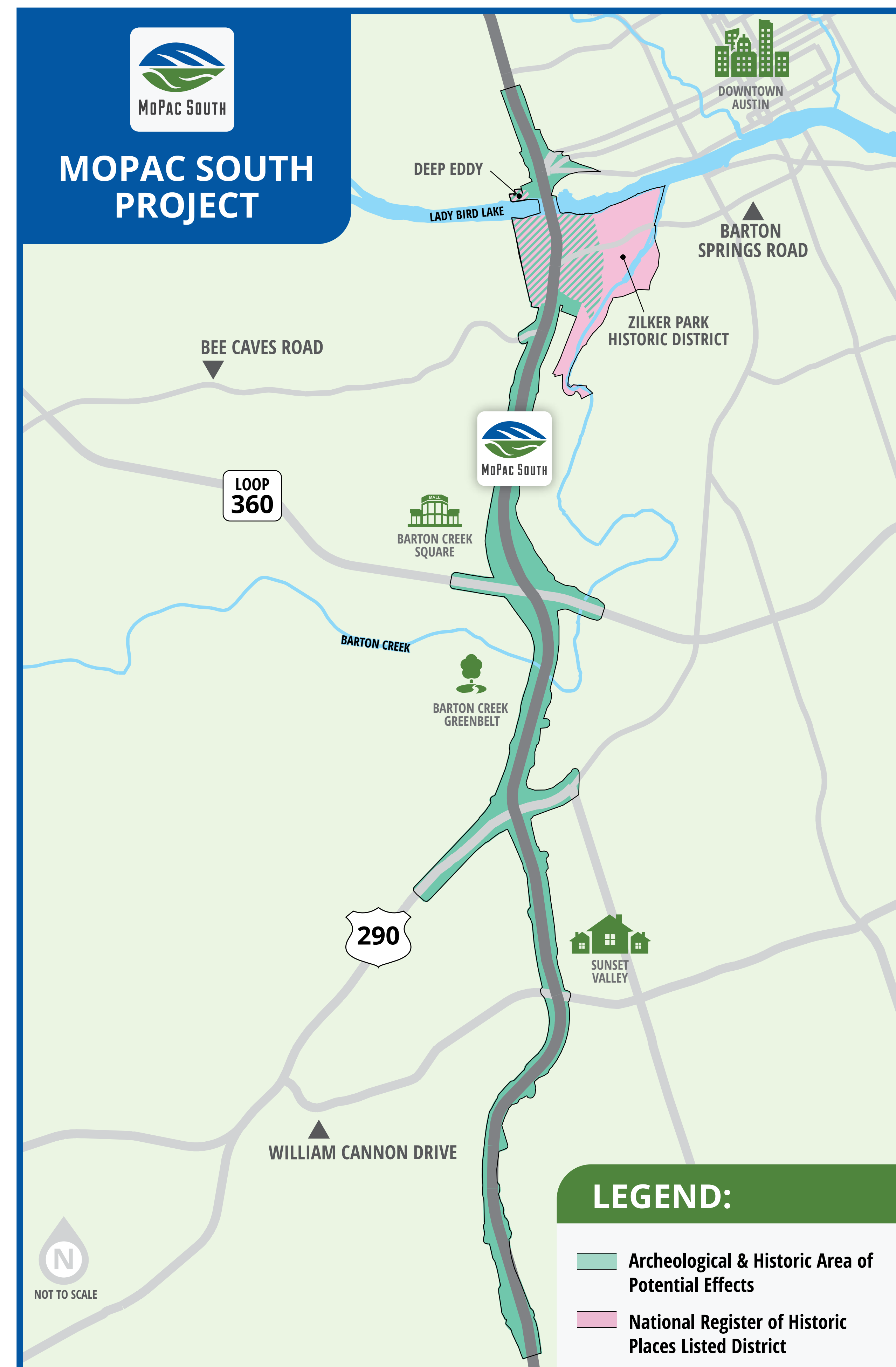
# Archeological & Historic Resources

## Section 106 of the National Historic Preservation Act (NHPA)

- Considers effects on Historic Properties including, Historic (45+ Years) and Archeological Resources in Area of Potential Effects (APE):
  - Identification of Cultural Resources and Historic Properties
  - Determine Effect on Historic Properties
  - Minimize Impact to Historic Properties
- Studies will address these types of effects within the APE:
  - Direct (Disturbance)
  - Indirect (Viewshed, Noise, Vibration)

## Known Cultural Resources in APE

- Zilker Park Historic District
- Deep Eddy Historic District
- Charles Johnson Homestead
- Archeological Sites





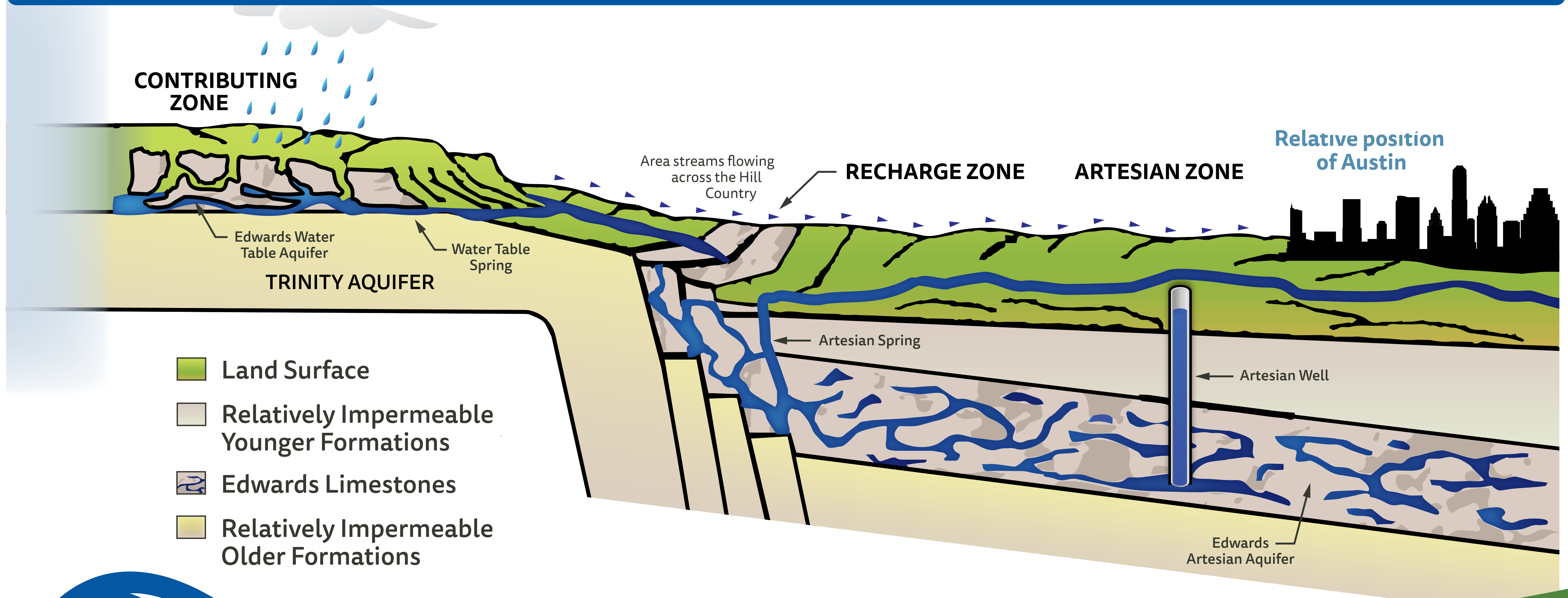
# Water Quality Protections

- Edwards Aquifer is a drinking water source for South Central Texas.
- Fractures, caves, sinking streams, and sinkholes act as conduits to the aquifer.
- Karst is a type of landscape formed by the dissolution of rocks.
- Several diverse fauna rely upon the Aquifer.

- Texas Commission on Environmental Quality (TCEQ) Edwards Aquifer Protection Program Requirements:
  - Minimize erosion and sedimentation
  - Develop an Edwards Aquifer Protection Plan for contaminants
- Potential water quality treatment measures:
  - Permeable Friction Course (PFC) Pavement
  - Water quality ponds
  - Vegetative controls
  - Hazardous materials traps

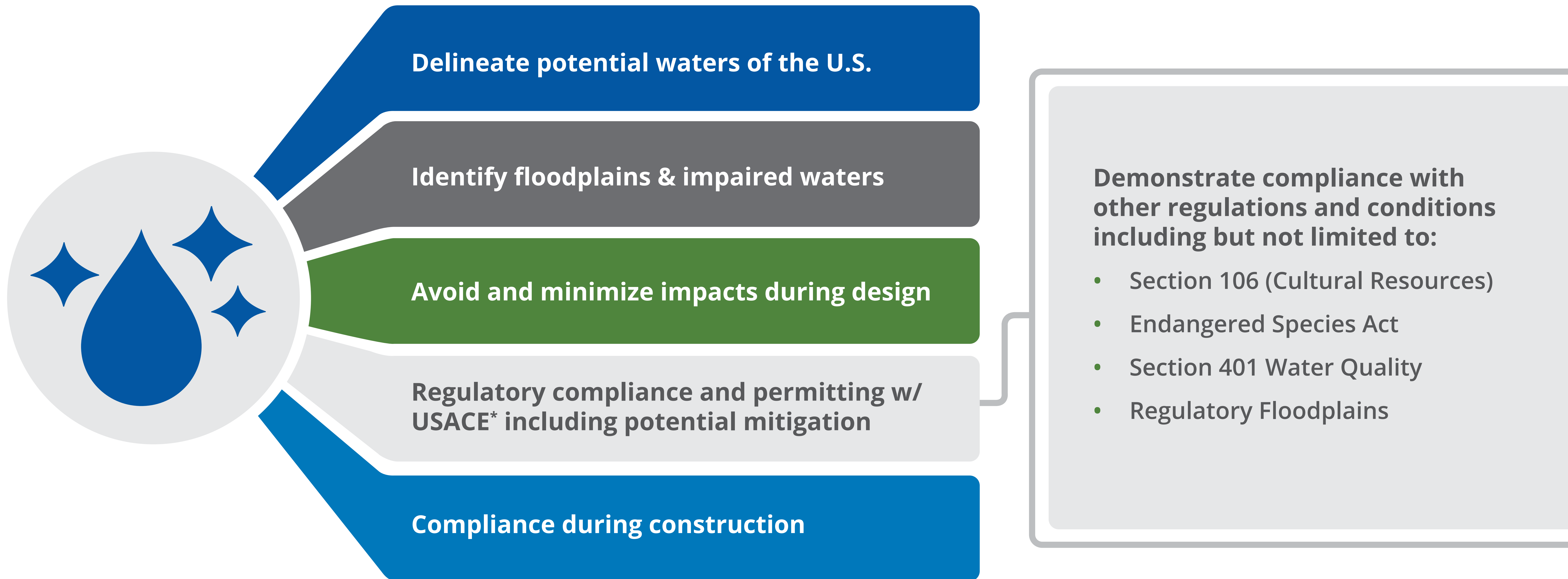
Due to the environmentally sensitive nature of the Edwards Aquifer Recharge Zone, the Mobility Authority exceeded the environmental protection requirements for construction of the 45SW Toll Road, resulting in 98% removal of the increase in Total Suspended Solids.

## WHAT IS THE EDWARDS AQUIFER RECHARGE ZONE?



# Water Resources

**IN ADDITION TO THE EDWARDS AQUIFER RULES, THE PROJECT WILL ALSO COMPLY WITH THE CLEAN WATER ACT.**



\*United States Army Corps of Engineers

# Threatened and Endangered Species

SPECIES OF INTEREST INCLUDE, BUT ARE NOT LIMITED TO:



*Golden-cheeked Warbler*  
*Setophaga chrysoparia*<sup>1</sup>



*Barton Springs Salamander*  
*Eurycea sosorum*<sup>2</sup>



*Tooth Cave Ground Beetle*  
*Rhadine persephone*<sup>3</sup>

## Environmental Efforts

- Potential Habitat Assessments including Presence-Absence Surveys
- 5 years of Golden-cheeked Warbler Surveys without presence
- Minimizing impacts during design process
- Incorporating conservation and recovery measures
- Preparing a Biological Assessment for consultation with the USFWS
- Consulting with resource agencies, U.S. Fish and Wildlife Service (USFWS) and Texas Parks and Wildlife Department (TPWD).

## Karst Zones

**SOME THREATENED AND ENDANGERED SPECIES ARE FOUND IN KARST ZONES**

- **What are karst zones?**
  - Zone 1: Areas known to contain endangered cave fauna
  - Zone 2: Areas having a high probability of suitable habitat for endangered cave fauna
  - Zone 3: Areas that probably do not contain endangered cave fauna
- **These are established by U.S. Fish and Wildlife.**



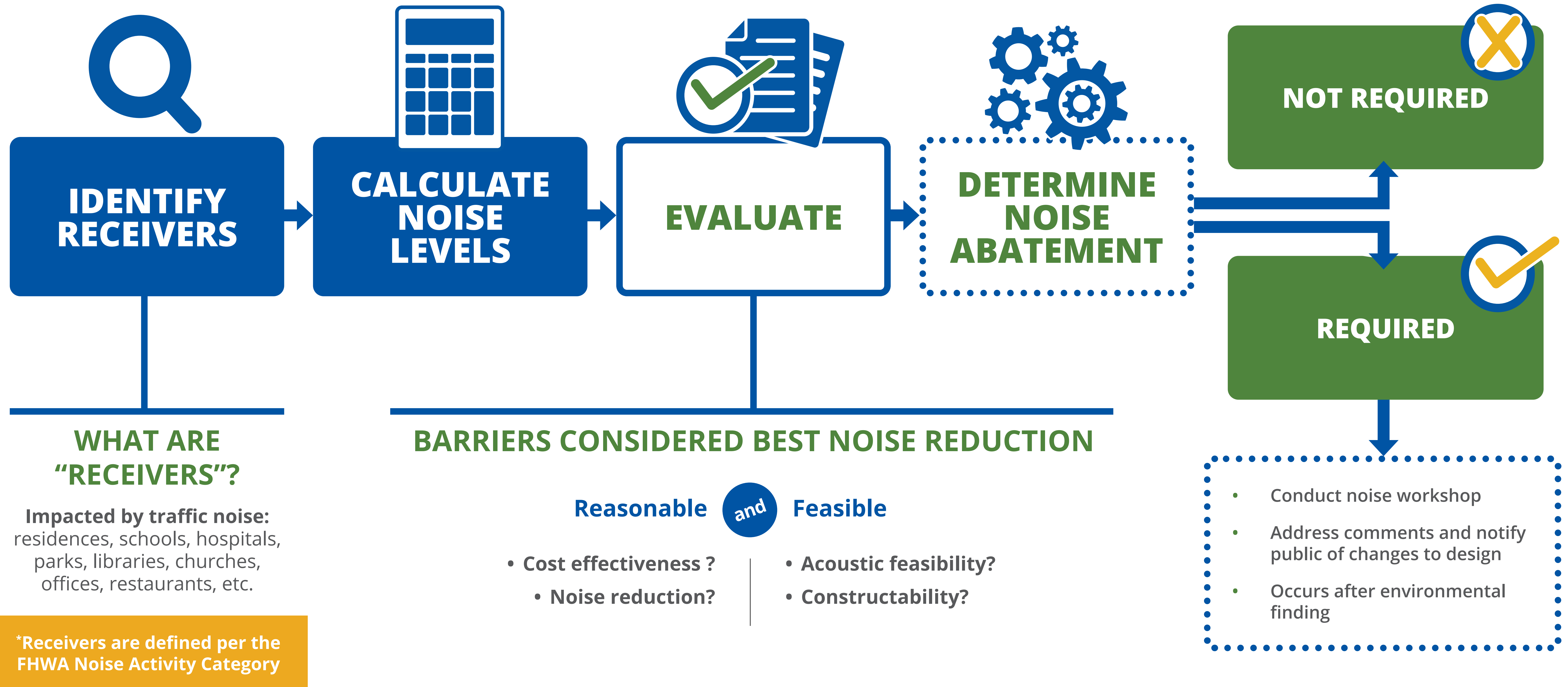
<sup>1</sup>Audubon.org

<sup>2</sup>U.S. Fish & Wildlife

<sup>3</sup>CommunityImpact.com

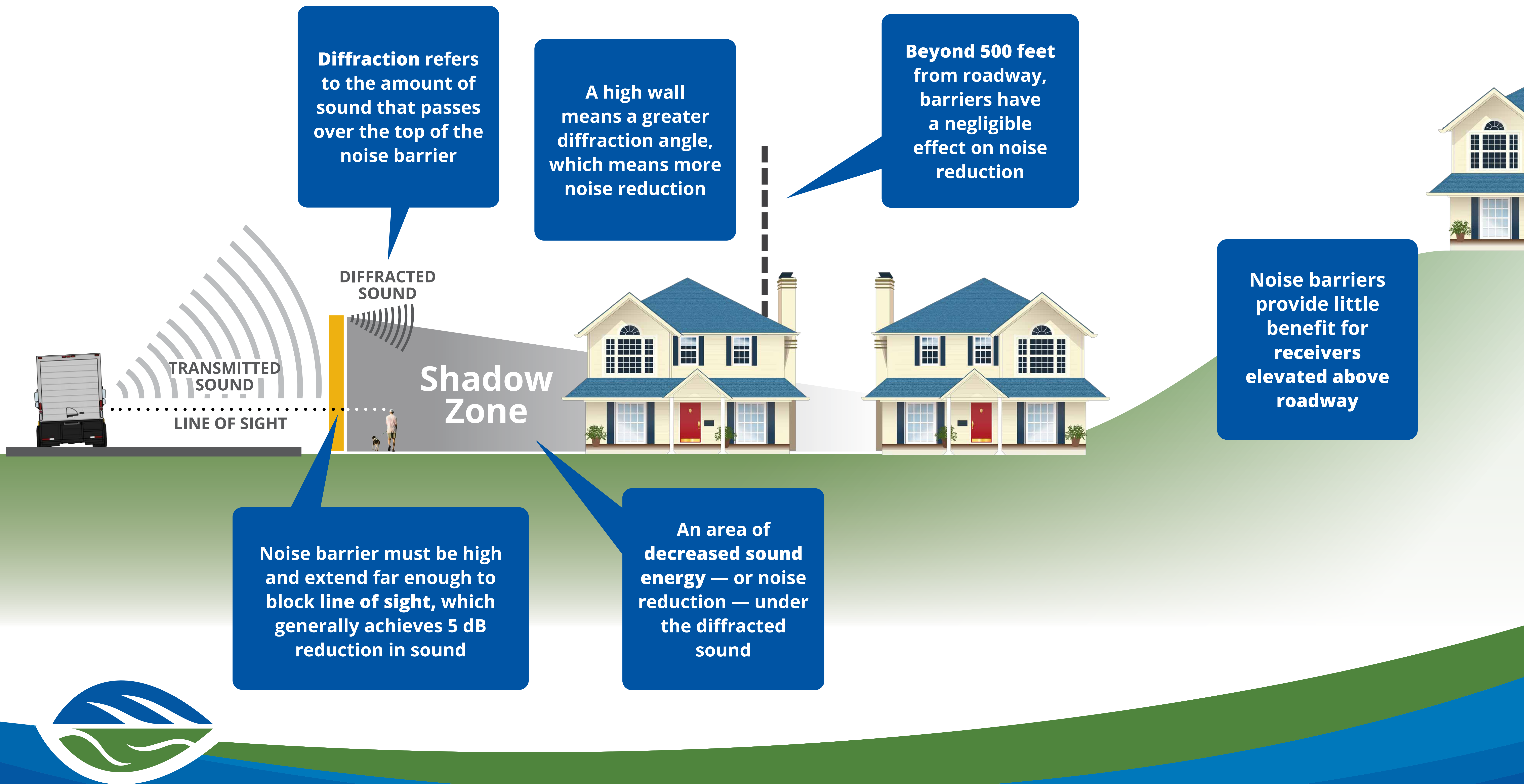
# Traffic Noise Evaluation

NOISE AND BARRIER ANALYSIS BEGINS BEFORE THE PUBLIC HEARING AND FINALIZES AFTER COMMUNITY NOISE WORKSHOPS. THIS INCLUDES MITIGATION.

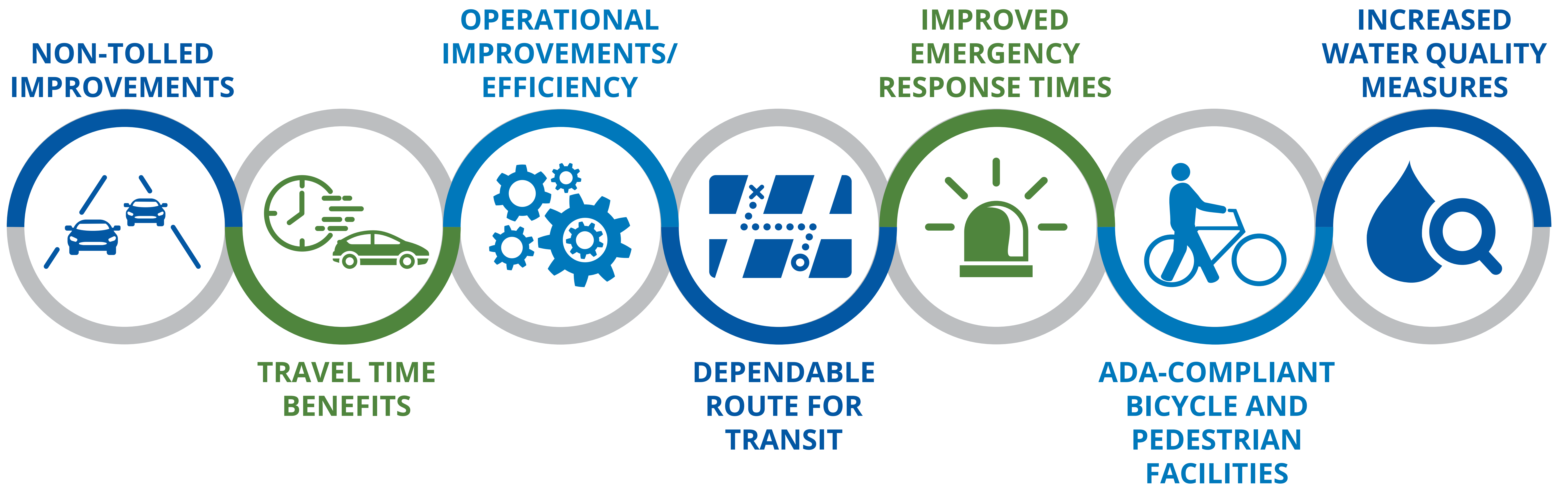


# Traffic Noise & Abatement

- Sound is generated from tires, engines, and heavy truck exhaust stack
- The majority of sound comes from friction of tires with road and increase with vehicle speed
- Heavy truck traffic is louder than standard automobile traffic noise



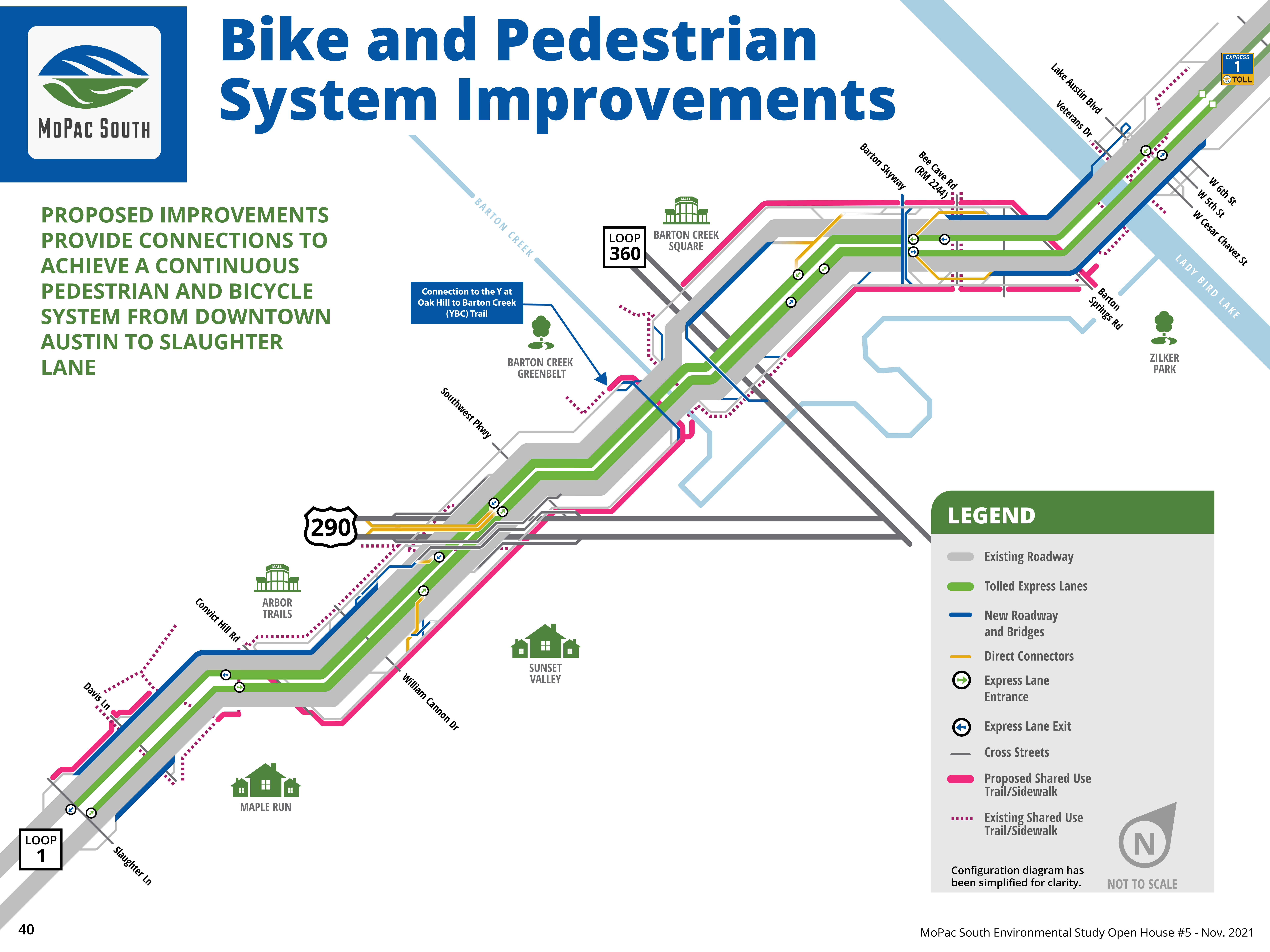
# Project Benefits





# Bike and Pedestrian System Improvements

PROPOSED IMPROVEMENTS PROVIDE CONNECTIONS TO ACHIEVE A CONTINUOUS PEDESTRIAN AND BICYCLE SYSTEM FROM DOWNTOWN AUSTIN TO SLAUGHTER LANE



### LEGEND

- Existing Roadway
- Tolled Express Lanes
- New Roadway and Bridges
- Direct Connectors
- Express Lane Entrance
- Express Lane Exit
- Cross Streets
- Proposed Shared Use Trail/Sidewalk
- Existing Shared Use Trail/Sidewalk

Configuration diagram has been simplified for clarity.

NOT TO SCALE



# Non-Tolled Improvements

First Street and Cesar Chavez Street entrance ramps to southbound MoPac

Widens existing bridge over Lady Bird Lake to five non-tolled general-purpose lanes in both directions

South-to-north non-signalized U-turn at Barton Skyway

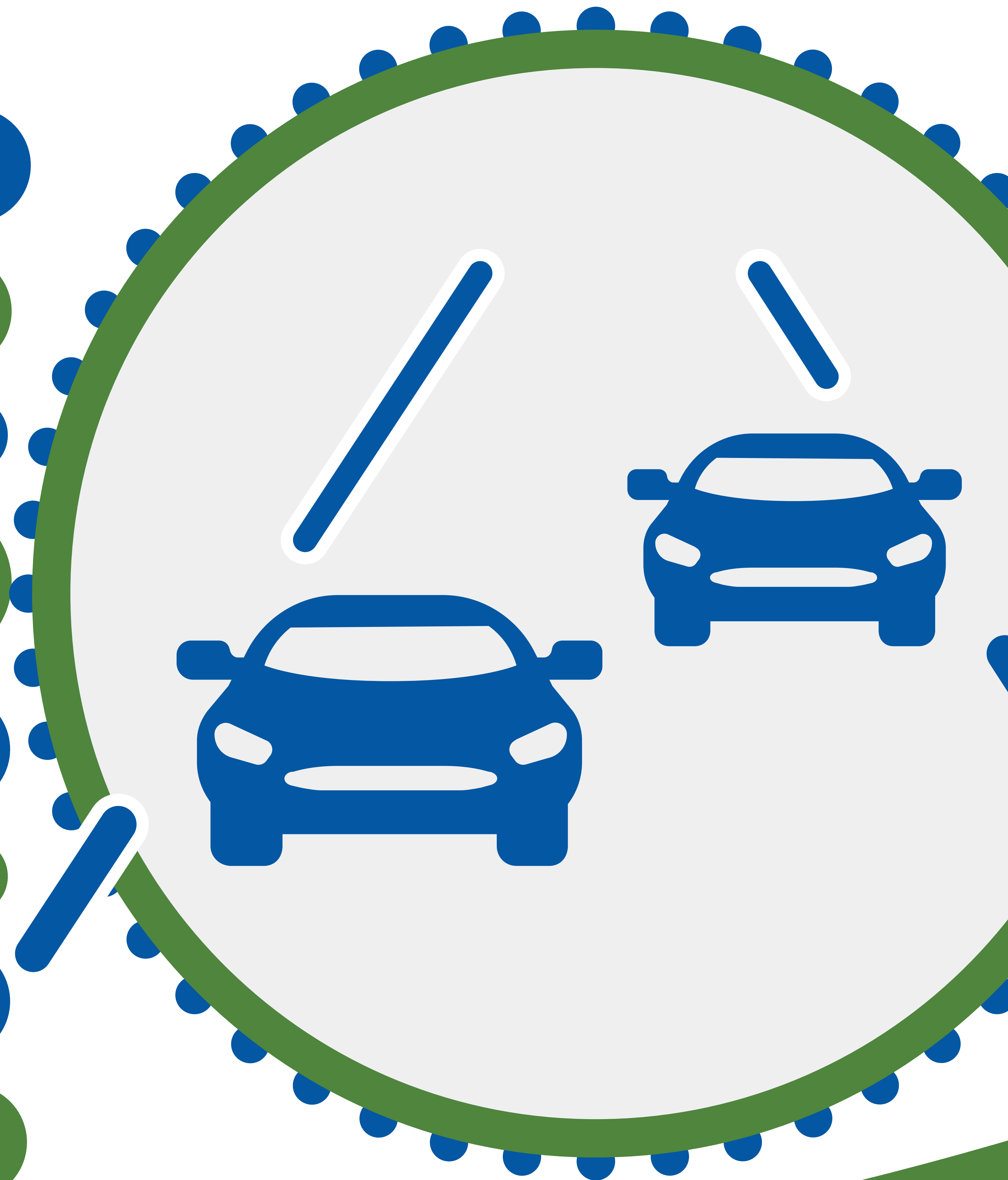
Southbound non-tolled collector distributor for Bee Cave Road and Barton Skyway entrance to southbound MoPac to bypass signals

Additional southbound non-tolled general-purpose lane south of William Cannon Drive

Repaved general-purpose lanes throughout corridor

Shift the southbound Bee Caves exit ramp further north to allow for safer weaving for westbound Bee Caves traffic

Ramp operational improvements on the northbound frontage road north of William Cannon



# Stay Involved



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By Phone*



# Official Comments Submittal

TO BE INCLUDED IN THE OFFICIAL RECORD FOR THE OPEN HOUSE,  
COMMENTS MUST BE RECEIVED BY JANUARY 7, 2022.

You may submit in many ways:



*Email*

MoPacSouth@ctrma.org



*Online*

voh.MoPacSouth.com



*Mail*

Central Texas Regional  
Mobility Authority

c/o MoPac South  
Environmental Study  
3300 North I-35, Suite 625  
Austin, Texas 78705

Comments submitted outside the official comment period or via other channels than those listed above will not be considered part of the record for this open house.

