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**MoPac South**  
ENVIRONMENTAL STUDY



## Join us Thursday, February 26th for a MoPac South Environmental Study Open House

The Central Texas Regional Mobility Authority and the Texas Department of Transportation want to hear from you about potential mobility improvements to MoPac South from Cesar Chavez Street to Slaughter Lane. Since the last Open House, the MoPac South Project Team used public input and collected additional data to narrow down the design alternatives and develop conceptual layouts of the recommended build alternative. We hope to see you on February 26th!

**WHAT:** Open House

**WHEN:** February 26, 2015  
4:30 p.m. - 7:30 p.m.

**WHERE:** Hill Country  
Middle School (cafeteria)  
1300 Walsh Tarlton Lane  
Austin, TX, 78746

[Learn more](#) about the Open House.



Take a [quick survey](#) and tell us your thoughts!

**UNABLE TO ATTEND ON**

**GET INVOLVED: CSS**

Purpose and Need for the study are appropriate.

- 76% of respondents agree or strongly agree that the evaluation criteria for the preliminary alternatives are appropriate.
- 71% of respondents agree or strongly agree that the evaluation criteria for the reasonable alternatives are appropriate.
- When asked what modes of transportation they use within the corridor, 100% said they drive a personal vehicle; 18% said they cycle; 17% said they walk; 13% said they participate in a carpool or rideshare; and 11% said they take the bus.
- 81% of respondents agree or strongly agree that a goal of any proposed improvement should be to avoid and minimize impacts to water quality.
- 82% of respondents agree or strongly agree that a goal of any proposed improvement should be to deliver relief in a timely manner.
- 72% of respondents agree or strongly agree that a goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for transit and ridesharing.
- 55% of respondents agree or strongly agree that a goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for pedestrians and bicyclists.

*Please note: The community survey is not a scientific poll. The results only reflect the views of those Open House and Virtual Open House attendees who chose to participate.*

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



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## REMINDER!

You are invited to join the Central Texas Regional Mobility Authority and the Texas Department of Transportation at our next MoPac South Environmental Study Open House to learn about potential mobility improvements along MoPac from Cesar Chavez Street to Slaughter Lane and share your feedback.

**WHAT:** Open House

**WHEN:** Thursday, February 26, 2015  
4:30 - 7:30 p.m.

**WHERE:** Hill Country Middle School (cafeteria) 1300 Walsh Tarlton Lane, Austin, TX 78746

Study team members will be on hand to answer questions and provide information. No formal presentation will be given, please come and go at your convenience.

Those who are unable to attend can visit the Virtual Open House between Friday, February 27 and Sunday, March 9, 2015 on the [project website](#).

For more information and to sign up for e-newsletters, please visit [www.MoPacSouth.com](http://www.MoPacSouth.com).

A separate study is also underway to evaluate improvements to MoPac South at the intersections of Slaughter Lane and La Crosse Avenue. Learn more about the [MoPac Intersections Environmental Study](#).

## OPEN HOUSE LOCATION



#### CONTACT US

3300 N. IH-35  
Suite 300  
Austin, TX 78705  
T: (512) 996-9778  
F: (512) 996-9784  
[Send us an email](#)

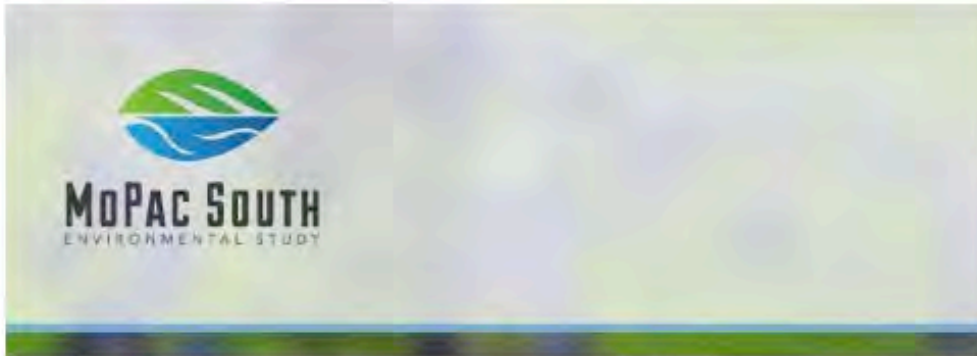


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## Visit the MoPac South Environmental Study Virtual Open House



**MoPac South**

**6** Days of Virtual Open House

2/26-3/1/2020

1. Welcome + Overview
2. Background and Timeline
3. Purpose, Needs, Goals, and Objectives
4. Preliminary Alternatives
5. Further Evaluation of Alternatives
6. Considerations, Environmental Considerations and Next Steps
7. Consider Specific Solutions
8. Conceptual Layouts
9. Consider Opportunities Map
10. Submit a Comment



**Welcome to the MoPac South Virtual Open House**

**ABOUT THE OPEN HOUSE**

The Open House is for the MoPac South Environmental Study and is held from February 26, 2020 to March 1, 2020. At the Open House you will be able to:

- Learn more about the MoPac South Environmental Study
- Review the results of the alternatives evaluation process
- Review and provide input on:
  - The recommended reasonable alternative
  - Overall Corridor Solutions (OCS)

**WE NEED YOUR INPUT**

Thanks to the 120 people who attended the MoPac South Environmental Study Open House last Thursday, Feb. 26<sup>th</sup>! We received a lot of great feedback, and there's still time to let us know what you think about the proposed mobility improvements by visiting our Virtual Open House at <http://www.mopacsouth.com/vofv/>.

### HERE'S A QUICK RECAP OF SOME OF THE INPUT WE RECEIVED AT THE OPEN HOUSE:

- Most people seemed to understand how the proposed Express Lanes would work and felt this mobility concept makes sense for the corridor.

- Many people wanted to know where they would be able to enter and exit the Express Lanes. Several people were particularly interested in how they could access the Express Lanes from Bee Cave Road.
- Several people expressed concerns that the elevated direct connection to downtown could create additional traffic noise and encouraged the team to consider an alternative to the elevated structure.
- Several people expressed concerns about how the proposed connections to downtown might impact access to and from Austin High School.
- At the Context Sensitive Solutions station, the three priorities the public indicated were the most important to them are (in this order): Water Quality Enhancements, Bicycle/Pedestrian Facilities and Landscaping.
- Many people would like to see this project provide more access to transit, including additional Park-and-Ride locations.
- We received a lot of positive feedback regarding the proposed relocation of the southbound Bee Cave Road exit ramp because the current condition is viewed as dangerous, and the change would benefit users who currently have to negotiate the three-lane shift in order to turn right on Bee Cave Road.
- Some people expressed an opposition to tolling.
- Some expressed a desire to see more capacity added quickly.

Your input is critical to the success of the MoPac South Environmental Study. If you weren't at the Open House, please review the exhibits and materials at our [Virtual Open House](#), then provide your input by taking our [community survey](#) or submitting an [official comment](#). The Virtual Open House and official comment period will be open through March 9<sup>th</sup>.

## STAY INVOLVED

- Visit the [website](#)
- Sign up for the [e-newsletter](#)
- Follow us on [Twitter](#)
- [Contact Us](#)
- [Participate in meetings](#)
- + [Invite us](#) to meet with your group

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

### CONTACT US

3300 N. IH-35  
 Suite 300  
 Austin, TX 78705  
 T: (512) 996-9778  
 F: (512) 996-9784  
[Click here](#) to send us an email.



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**Attachment B**  
**Additional Notices and Outreach**



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News from the Central Texas Regional Mobility Authority [View this email in your browser](#)

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**MEDIA ALERT**



For Immediate Release:  
February 26, 2015  
Contact: Rick L'Amie  
Central Texas Regional Mobility Authority  
512-996-9778 (office)  
512-924-4000 (cell)

Contact: Kelli Reyna  
Texas Department of Transportation  
512-832-7060 (office)  
512-658-1487 (cell)

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**MoPac South Environmental Study  
Seeking Community Input at February 26th Open House**

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**(Austin, Texas)** –The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are seeking community input on possible mobility improvements to the MoPac Expressway from Cesar Chavez Street to Slaughter Lane. Input from this Open House will be incorporated into an ongoing environmental study to address traffic congestion on the eight-mile stretch of MoPac.

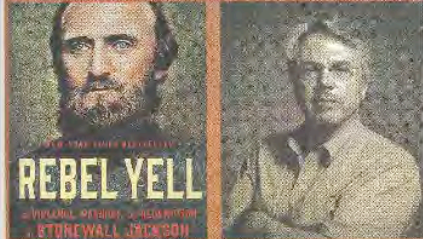
Since the last Open House, the MoPac South Project Team utilized public input and collected additional data in order to narrow down the design alternatives and refine a conceptual layout of the Recommended Build Alternative. Attendees will have the opportunity to review and comment on the preferred mobility improvements, talk with planners and engineers, ask questions and submit comments. No formal presentations will be given, and attendees are invited to come-and-go at their convenience.



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<p>Those unable to attend the Open House can provide input online at a Virtual Open House that will run from Friday, February 27 through Monday, March 9, 2015 at the project website, <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a>.</p> <p><b>WHAT:</b> MoPac South Environmental Study Open House</p> <p><b>WHO:</b> Mobility Authority and TxDOT officials, project planners and engineers</p> <p><b>WHEN:</b> Thursday, February 26, 2015, from 4:30pm-7:30pm</p> <p><b>WHERE:</b> Hill Country Middle School Cafeteria 1300 Walsh Tarlton Lane Austin, Texas, 78746</p> <p><b>MEDIA OPPORTUNITIES:</b> Interviews with project officials and community residents.</p> <p>- end -</p>			

Compiled by Kyle Webb

Featured Event



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AND A FUTURE WALL OF SOUND
FEB 17 Lake Travis reads St. Cyr's story...

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March

01 Be Healthy Lake Travis 5K
The Region's Founder and De
Healthy Lake Travis event is a fitness race...



07 Seton on the Loose Family Fun Day
Celebrate the 111th birthday of Dr. Seuss with stories, games, crafts and more...

09 Elder Cup Golf Tournament
The annual 18-hole charity golf tournament, hosted by Texas 400...

11 Voices of Appalachia Choir
The choir from Alice Lloyd College in Potosi, Missouri, presents a concert of hymns and songs...

Online Calendar
Find a note or submit Lake Travis Westlake events at:
https://www.lake-travis.com/online-calendar

HELP SHAPE MOBILITY IMPROVEMENTS ALONG MOPAC
Join the Central Texas Regional Mobility Authority and the Texas Department of Transportation...

OPEN HOUSE THURSDAY, FEBRUARY 26, 2015
6:30 p.m. - 7:30 p.m.
Hill Country Middle School (cafeteria)
600 Walnut Arbor Lane, Austin, TX 78746

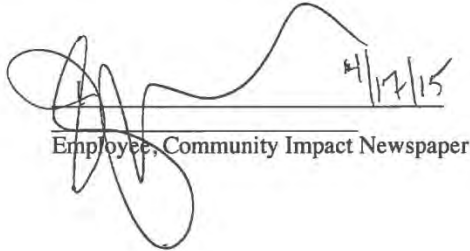
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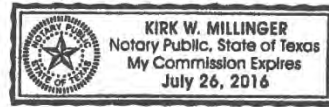
State of Texas County of Travis

BEFORE ME, the undersigned authority, on this day personally appeared Jenna Parsons, who being duly sworn on her oath stated as follows:

My name is Jenna Parsons. I certify that I am an employee of the publishers of Community Impact Newspaper. I certify that the attached ad was published in the Community Impact Newspaper Lake Travis / Westlake edition on February 12<sup>th</sup>, 2015 at the cost of \$925.00.  
I certify that the attached tear sheet is a true and accurate copy of the publications as they appeared in the Community Impact Newspaper on the above-specified date.

SUBSCRIBED AND SWORN TO BEFORE ME on this 17<sup>th</sup> date of April, 2015, to certify which witness my hand and official seal.

  
Employee, Community Impact Newspaper



Notary, State of Texas  
(seal)

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# HELP SHAPE MOBILITY IMPROVEMENTS ALONG MOPAC

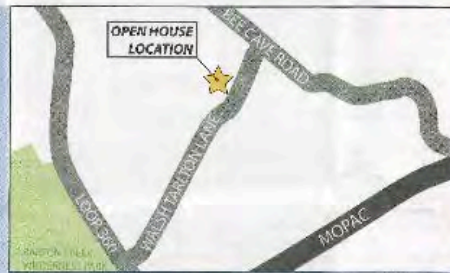
Join the Central Texas Regional Mobility Authority and the Texas Department of Transportation at our next MoPac South Environmental Study Open House to learn about potential mobility improvements along MoPac from Cesar Chavez Street to Slaughter Lane and share your feedback. Study team members will be on hand to answer questions and provide information. No formal presentation will be given. Please come and go at your convenience.

## OPEN HOUSE

THURSDAY, FEBRUARY 26, 2015  
4:30 p.m. – 7:30 p.m.

Hill Country Middle School  
(cafeteria)

1300 Walsh Tarlton Lane, Austin, TX 78746



### Can't Make the Meeting?

Visit us online at [www.MoPacSouth.com](http://www.MoPacSouth.com) for a Virtual Open House from February 27 through March 8, 2015.

A separate study is also underway to evaluate improvements to MoPac South at the intersections of Slaughter Lane and La Crosse Avenue. To learn more about that study, visit [www.mopacsouth.com/intersections](http://www.mopacsouth.com/intersections).



AFFIDAVIT OF PUBLICATION OF NEWSPAPER  
NOTICE OF OPEN HOUSE

THE STATE OF TEXAS

COUNTY OF TRAVIS

BEFORE ME, the undersigned authority, on this day personally appeared Kristal Clement, publisher of West Austin News, who, being by me duly sworn, upon oath deposes and says:

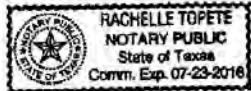
That the attached NOTICE OF OPEN HOUSE was published in West Austin News, a newspaper published in the English language and of general circulation in the City of Austin, Texas, which said territory is described in said NOTICE OF PUBLIC OPEN HOUSE, in the following issue: February 12, 2015, and that the attached newspaper clipping is a true and correct copy of said published notice.

Signed: \_\_\_\_\_

*Rachelle Topete*

SWORN TO AND SUBSCRIBED BEFORE ME, this the 12 day of February, 2015.

Notary Public in and for Travis County, Texas



(SEAL)

(AFFIX NEWSPAPER CLIPPING HERE)



# SPORTS

## Girls hoops

continued from B1

Westlake's offense also took a hit without Brooke Holte - who had a team-high 14 points - as the Warriors built a five-point lead and kept the Chaps scoreless until their wire 40 seconds left to play.

"These two teams were mirror images of each other," said Westwood head coach Doug Davalos. "We changed

defenses a lot, (Bailey and Brooke Holte) are tremendous players. We were trying to double-team them and get the ball out of their hands." That's exactly what Westwood did through the first 10 minutes as the Chaps were held without a field goal, scoring all four points in the first quarter from the free-throw line.

Brooke Holte hit a three-pointer at the 4:20 mark for Westlake's first field goal of the game,

but Mellor answered with her first two points of the game to flow Westwood a six-point lead. Westlake clipped away at the Warriors' lead, but traded by three at halftime.

But Brooke Holte was just waiting for her moment.

The 5-8 guard started an 8-0 run where she scored six straight points to give Westlake its first lead with 5:17 left in the third quarter. The Chaps held the lead until the end of the period. West-

wood trailed until Westlake's starters got into foul trouble.

Leading by three with 4:59 left, Holte picked up her fourth foul. Ellen Led Cunningham and Jesse Turner picked up their fourth on consecutive plays. Westwood made all five of its free throws to tie the game at 24.

After trading the lead, Westlake took a two-point lead on a pair of free throws from Cunningham with 30 seconds left.

Mellor answered on the other end with a layup, but on the ensuing play Thurston was sent to the free-throw line with a chance to win the game with five seconds left on the clock.

However, the junior forward missed both, sending the game into overtime.

"I told the girls after the game, it wasn't (Thurston's) set of free throws, we also missed a lot of the front ends of a 1-and-1," Hensle said. "A game like never comes down to one play, it comes down to all the easy plays."

Contact Michael Adameit 512-445-3682.

## Basketball

continued from B1

of a great shooting performance on Feb. 10 at Lehman. Adept three-point shooting guided the Chaparrals past Lehman 64-38.

Ten Westlake players recorded points, led by a 13-point effort from senior guard Isaac Reichle. Lehman senior forward Ja'Miah Windom scored a game high 14 points.

Westlake wasted no time in finding rhythm from long range. All 15 of Westlake's first quarter points came from beyond the three-point arc. The Chaps knocked down 13 three-pointers in the game.

PHOTO GALLERY  
See more photos from Westlake's game against Anderson online at [WestlakePicayune.com](http://WestlakePicayune.com).

'As long as we keep the ball moving, and take the extra pass, we'll take the three (pointer) if that's what they give us.'

Robert Lucero Head Coach, Westlake

the ball to Windom and senior post Ivan Melendez, who scored eleven points.

It was a far cry from the team's first meeting, where Lucero said the Chaps failed to score points in transition.

"If we could play out of flow and get into quick ball screens, and get a drive and kick, or post up and play for something in transition when they're not matched up, we stand a better chance of scoring," Lucero said.

The Chaps led 34-22 at intermission and continued to pour the offense on from there.

Westlake outscored Lehman 16-8 in the third period, guided by a pair of three-pointers from Reichle. They continued momentum into the fourth, outscoring Lehman 14-11.

Lehman guards struggled to deliver the ball into the paint. A scrappy and physical Westlake

Chaparral head coach Robert Lucero said the team attempted to take what Lehman's defense offered. He lauded his team's ability to find the open shooter against Lehman's rotating defense.

"As long as we keep the ball moving, and take the extra pass, we'll take the three (pointer) if that's what they give us," he said.

Westlake led 13-8 after a quarter of play. Lehman responded in the second frame by utilizing their size advantage.

Lehman focused on feeding the post, giving

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**MoPac South ENVIRONMENTAL STUDY**


## HELP SHAPE MOBILITY IMPROVEMENTS ALONG MOPAC

Join the Central Texas Regional Mobility Authority and the Texas Department of Transportation at our next MoPac South Environmental Study Open House to learn about potential mobility improvements along MoPac from Cesar Chavez Street to Slaughter Lane and share your feedback. Study team members will be on hand to answer questions and provide information. No formal presentation will be given. Please come and go at your convenience.

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4:30 p.m. - 7:30 p.m.

**Hill Country Middle School**  
(cafeteria)  
1300 Walsh Tarlton Lane, Austin, TX 78746



**Can't Make the Meeting?**

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A separate study is also underway to evaluate improvements to MoPac South at the intersections of Slaughter Lane and La Crosse Avenue to learn more about that study, visit [www.mopacsouth.com/intersections](http://www.mopacsouth.com/intersections).



# Austin American-Statesman statesman.com

## AFFIDAVIT OF PUBLICATION

### THE STATE OF TEXAS COUNTY OF TRAVIS

Before me, the undersigned authority, a Notary Public in and for the County of Travis, State of Texas, on this day personally appeared:

Wendy Udave, Sales Coordinator

of the Austin American Statesman published in said County and State, who, being duly sworn by me, states that the Mopac South Environmental Study incurred charges for inserting ad in said newspaper (Westlake Picayune) on or about the following dates:

#376155 02/19/15

  
Representative's Signature

SWORN AND SUBSCRIBED TO BEFORE ME, THIS 19<sup>th</sup> day of February, 2015



Elaine Livingston  
Notary Public in and for  
TRAVIS COUNTY, TEXAS

305 S Congress Avenue, Austin, TX 78704 512/445-3742





# HELP SHAPE MOBILITY IMPROVEMENTS ALONG MOPAC

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A separate study is exclusively to evaluate access points to MoPac South at the intersection of Slaughter Lane and La Crosse Avenue. To learn more about that study visit [www.mopacsouth.com/larosse](http://www.mopacsouth.com/larosse).



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**PUBLISHER'S AFFIDAVIT**


I solemnly swear that the attached ad was published on the following date(s):

**February 20, 2015**

In *The Austin Chronicle*, a newspaper published in Austin, Travis County, Texas, and of general circulation in Travis County, Texas, and Williamson County, Texas, for service of citation or notice publication, and the date(s) of said newspaper bore in which the notice was published correspond to the following issue numbers:

**Volume 34, Issue 25      Page 13**

A copy of the ad(s) as published, clipped from the newspaper, is (are) attached hereto.

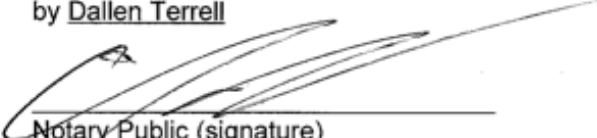


***The Austin Chronicle***

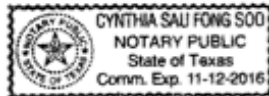
STATE OF TEXAS  
COUNTY OF TRAVIS

Sworn to and subscribed before me this  
23rd day of February, 2015.

by Dallen Terrell



Notary Public (signature)  
State of Texas



Printed Name and Seal

# PROMOTED TWITTER CAMPAIGN

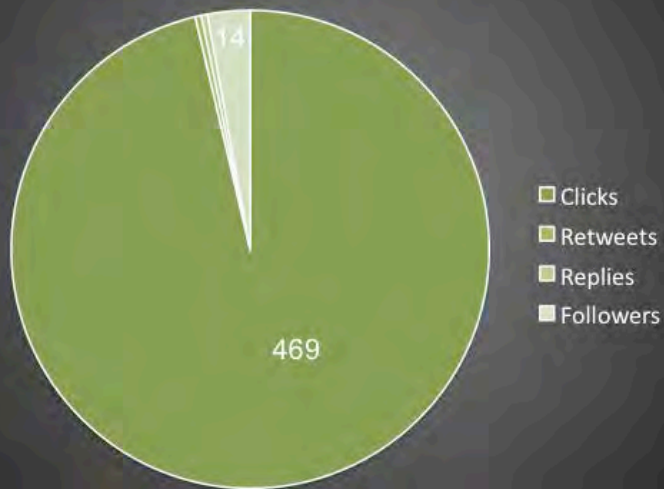
February 18 – March 9, 2015

Your Tweets earned **67.2K impressions** over this 20 day period



# ENGAGEMENTS BY TYPE

62,344 Impressions | 487 Engagements



# BEST ORGANIC TWEET



148 Impressions  
8.8% Engagement Rate

# BEST PROMOTED TWEET

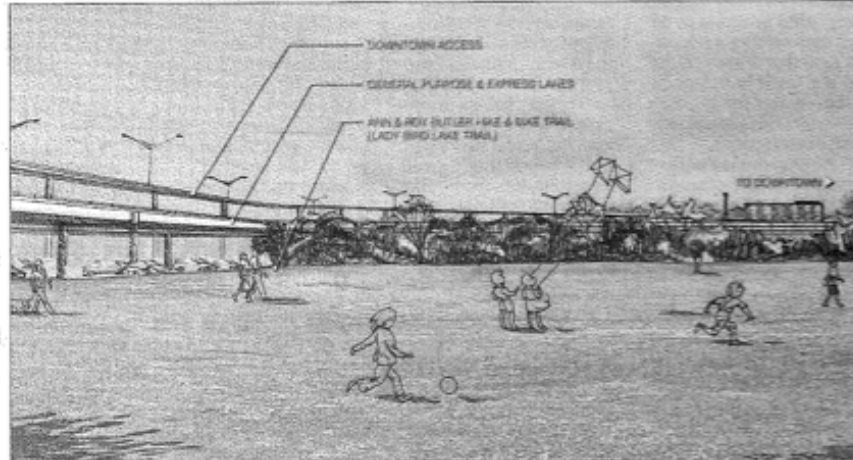


12,111 Impressions  
1.69% Engagement Rate



STATESMAN EXCLUSIVE TRAFFIC

# Expanded MoPac plan has flyovers, toll lanes



The plan's new construction would be between existing northbound and southbound lanes, so officials said they wouldn't need to condemn or buy Zilker Park land from Austin. CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

**Proposed \$350 million project could open to traffic as soon as 2020.**

By Ben Wear  
bwear@statesman.com

Two flyovers at Lady Bird Lake near Austin High School. Wider bridges over Barton Creek. New bridges at U.S. 290.

Central Texas Regional Mobility Authority officials on Wednesday unveiled details of how they might add two toll lanes to each side of Mo-

Pac Boulevard (Loop 1) from just north of the lake to near Circle C in Southwest Austin, a path that falls almost exclusively over the Barton Springs segment of the Edwards Aquifer. The \$350 million proposed project is in the middle of an environmental impact analysis and, if the schedule holds, could be open to traffic as soon as 2020.

The design remains a work in progress, officials said, subject to public input and continued engineering improvements.

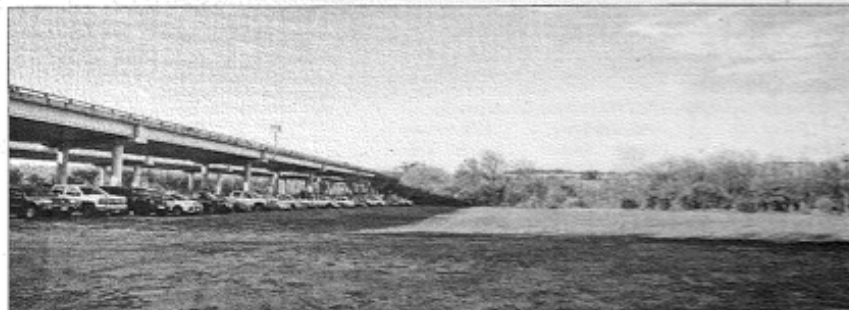
Bill Bunch, executive direc-

tor of the Save Our Springs Alliance, said the proposed toll lanes shouldn't be considered by the authority or the public in isolation.

"What they're really proposing is a loop" that would include the proposed Texas 45 Southwest and an extension of that road to Interstate 35 that has been on various area transportation plans for decades, he said. "They should come clean with the public and study it as a loop."

The Texas Department of

MoPac continued on A9



Flyovers would be constructed where MoPac Boulevard crosses Lady Bird Lake. JAY JANNER / AMERICAN-STATESMAN

## MoPac

continued from A1

Transportation, in a separate project, is considering adding MoPac underpasses at Slaughter Lane and La Crosse Avenue. MoPac wouldn't have toll lanes from just south of Davis Lane to Texas 45.

The added lanes on South MoPac, as is the case with the North MoPac project under construction now, would have tolls that vary from minute to minute based on the traffic intensity and vehicles' average speed. The tolls are necessary, the authority says, because it will probably have to borrow most, if not all, of the money needed to build the project.

But unlike the project to the north — which is hemmed in by a railroad track in its median for part of its length and thus limited to adding one lane per side — primarily six-lane South MoPac is roomier. The project would increase the road's capacity by two-thirds,

and there would be the same number of free lanes after the project as there are now, a requirement under state law.

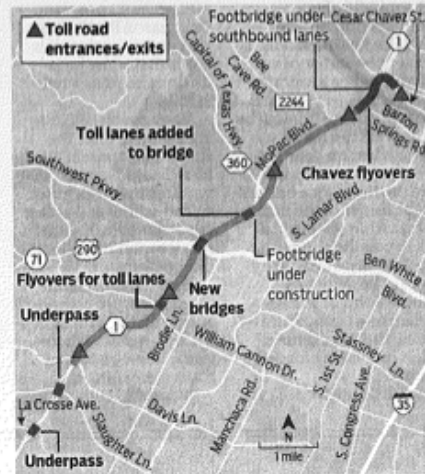
However, its 8-mile path has significant geographical and engineering challenges. Here's some of what the authority has in mind at this point:

**Flyovers at Zilker Park:** To provide direct access to and from West Cesar Chavez Street and thus downtown Austin, one of the two northbound toll lanes would begin to elevate just north of Bee Cave Road. The new bridge, located in the currently open space between the northbound and southbound bridges over the park and Lady Bird Lake, would make a right turn near the north side of the lake and return to earth on West Cesar Chavez north of Austin High. A flyover bridge from westbound West Cesar Chavez to southbound MoPac would parallel that bridge.

The second northbound toll lane would

## South MoPac toll plan

Toll agency officials are looking into adding two toll lanes on each side of South MoPac Boulevard. The proposed design of the 8-mile project includes flyovers, expanded bridges and new bridges.



Source: Central Texas Regional Mobility Authority ROBERT CALZADA / STAFF

continue across the bridge and blend into the toll lane under construction now on North Mo-

Pac. Similarly, the southbound lane from the current project would continue across the bridge as

an added lane.

Construction of the flyover bridges, officials said, wouldn't cause a problem with the Butler Hike and Bike Trail's concrete footbridge over the lake because that structure is under the existing southbound lanes. Because all of the new construction would be between the existing northbound and southbound lanes, officials said they wouldn't need to condemn or buy any Zilker Park land from the city of Austin.

**Crossing the green-belt:** The design includes adding two lanes on the inside of each of the two existing four-lane bridges that run high over Barton Creek and the slopes of cedar leading to it. A city project to add a footbridge over the creek, now under construction, would be under the east edge of the northbound bridge and thus out of harm's way.

**Getting over U.S. 290:** South MoPac currently has two-lane bridges southbound and northbound that cross

## There will be an open house on the project Thursday.

U.S. 290. Those bridges would become the toll lane bridges, and there would be two new bridges built (one northbound, one southbound, both with two lanes) to accommodate nontolled traffic.

Mobility authority officials said Wednesday that they have outlined the proposal to various neighborhood and other "stakeholder" groups. The project will be the subject of an open house Thursday from 4:30 p.m. to 7:30 p.m. at Hill Country Middle School, 1300 Walsh Tarlton Lane.

Other opportunities for public input are likely because, officials said, the project won't get final environmental clearance any sooner than early next year.

Contact Ben Wear at 512-445-3698.



# COMMUNITY NEWS

News: communitynews@statesman.com or 512-445-3863

ROLLINGWOOD

## Ideas sought to improve South MoPac Boulevard

Public invited to open house Thursday at Hill Country Middle School.

By Katie Urbaszewski  
kurbaszewski@acnnewspapers.com

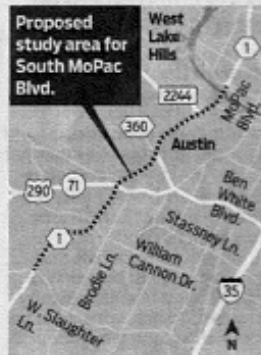
If you have an opinion about what could improve traffic flow on South MoPac Boulevard (Loop 1), now's your chance to share it with state transportation officials.

An open house will be held at Hill Country Middle School from 4:30 to 7 p.m. Thursday, during which the public can come and go at any time, said Melissa Hurst, outreach manager for the Central Texas Regional Mobility Authority.

Attendees can browse proposed road improvements and share their feedback. There will be no formal presentation.

The open house is among several that the mobility authority has planned, Hurst said.

These plans are only in the beginning stages, Hurst said. Officials still aren't sure



LINDA SCOTT / STAFF

whether work on South MoPac is environmentally feasible. They're expected to complete an environmental impact study in early 2016.

Then comes the really difficult work: figuring out how to fund it.

If officials decide to add toll lanes, that plan will pay for itself to some extent, Hurst said. If officials decide that additional general-purpose lanes or HOV lanes are the way to go, there is not yet

### IF YOU GO

**What:** Open house about South MoPac (Loop 1) improvements  
**When:** Thursday, from 4:30 to 7 p.m.  
**Where:** Hill Country Middle School, 1300 Walsh Tarlton Lane

funding secured for that option.

Representatives from the cities of West Lake Hills and Rollingwood plan to be there Thursday.

Rollingwood Council Member Amy Pattillo has said in past meetings that Westbank residents need to present a united front if they want to see improvements to MoPac around Bee Cave Road.

"This is the time for us to ask for improvements that impact Bee Cave and MoPac," said Pattillo, who has attended the past open houses.

Contact Katie Urbaszewski at 512-445-3707.



STATESMAN EXCLUSIVE TRAFFIC

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# Toll lanes on South MoPac? Mobility authority unveils expansion plans

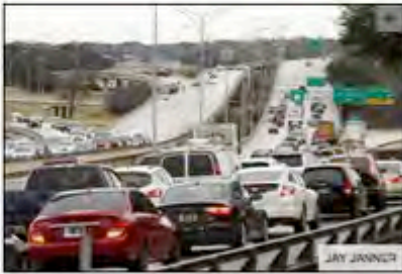
Posted: 7:39 p.m. Wednesday, Feb. 25, 2015

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By Ben Wear - American-Statesman Staff

Two flyovers at Lady Bird Lake near Austin High School. Wider bridges over Barton Creek. New bridges at U.S. 290.

Central Texas Regional Mobility Authority officials on Wednesday unveiled details of how they might add two toll lanes to each side of MoPac Boulevard (Loop 1) from just north of the lake to near Circle C in Southwest Austin, a path that falls almost exclusively over the Barton Springs segment of the Edwards Aquifer. The \$350 million proposed project is in the middle of an environmental impact analysis and, if the schedule holds, could be open to traffic as soon as 2020.



Traffic comes to a stop on MoPac Boulevard at Lady Bird Lake during an ice storm in 2014. The Central Texas ... [Read More](#)

The design remains a work in progress, officials said, subject to public input and continued engineering improvements.

Bill Bunch, executive director of the Save Our Springs Alliance, said the proposed toll lanes shouldn't be considered by the authority or the public in isolation.

"What they're really proposing is a loop" that would include the proposed Texas 45 Southwest and an extension of that road to Interstate 35 that has been on various area transportation plans for decades, he said. "They should come clean with the public and study it as a loop."

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In this Section

### South MoPac toll plan

Toll agency officials are looking into adding two toll lanes on each side of South MoPac Boulevard. The proposed design of the 8-mile project includes flyovers, expanded bridges and new bridges.



Proposed widening of South MoPac would include two toll lanes in each direction.

The Texas Department of Transportation, in a separate project, is considering adding MoPac underpasses at Slaughter Lane and La Crosse Avenue. MoPac wouldn't have toll lanes from just south of Davis Lane to Texas 45.

The added lanes on South MoPac, as is the case with the [North MoPac project under construction now](#), would have tolls that vary from minute to minute based on the traffic intensity and vehicles' average speed. The tolls are necessary, the authority says, because it will probably have to borrow most, if not all, of the money needed to build the project.

But unlike the project to the north – which is hemmed in by a railroad track in its median for part of its length and thus limited to adding one lane per side – primarily six-lane South MoPac is

roomier. The project would increase the road's capacity by two-thirds, and there would be the same number of free lanes after the project as there are now, a requirement under state law.

- End of MoPac toll project likely delayed to end of year
- Herman: What IS that? MoPac's mystery doors
- MoPac, downtown street expansion lead 2014 road update

However, its 8-mile path has significant geographical and engineering challenges. Here's some of what the authority has in mind at this point:

**Flyovers at Zilker Park:** To provide direct access to and from West Cesar Chavez Street and thus downtown Austin, one of the two northbound toll lanes would begin to elevate just north of Bee Cave Road. The new bridge, located in the currently open space between the northbound and southbound bridges over the park and Lady Bird Lake, would make a right turn near the north side of the lake and return to earth on West Cesar Chavez north of Austin High. A flyover bridge from westbound West Cesar Chavez to southbound MoPac would parallel that bridge.



The second northbound toll lane would continue across the bridge and blend into the toll lane under construction now on North MoPac. Similarly, the southbound lane from the current project would continue across the bridge as an added lane.



Rendering of proposed elevated toll lanes as they extend north over Lady Bird Lake toward Cesar Chavez Street.

Construction of the flyover bridges, officials said, wouldn't cause a problem with the Butler Hike and Bike Trail's concrete footbridge over the lake because that structure is under the existing southbound lanes. Because all of the new construction would be between the existing northbound and southbound lanes, officials said they wouldn't need to condemn or buy any Zilker Park land from the city of Austin.

**Crossing the greenbelt:** The design includes adding two lanes on the inside of each of the two existing four-lane bridges that run high over Barton Creek and the slopes of cedar leading to it. A city project to add a footbridge over the creek, now under construction, would be under the east edge of the northbound bridge and thus out of harm's way.

**Getting over U.S. 290:** South MoPac currently has two-lane bridges southbound and northbound that cross U.S. 290. Those bridges would become the toll lane bridges, and there would be two new bridges built (one northbound, one southbound, both with two lanes) to accommodate nontolled traffic.



Conceptual rendering showing proposed toll lane additions to MoPac Boulevard at Zilker Park.

Mobility authority officials said Wednesday that they have outlined the proposal to various neighborhood and other "stakeholder" groups in recent weeks. The project will be the subject of an open house Thursday from 4:30 p.m. to 7:30 p.m. at Hill Country Middle School, 1300 Walsh Tarlton Lane.

Other opportunities for public input are likely because, officials said, the project won't get final environmental clearance any sooner than early next year.

Two flyovers at Lady Bird Lake near Austin High School. Wider bridges over Barton Creek. New bridges at U.S. 290.

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More on this story: <http://www.mystatesman.com/news/news/local/toll-lanes-on-south-mopac-mob...>

### South MoPac toll plan

Toll agency officials are looking into adding two toll lanes on each side of South MoPac Boulevard. The proposed design of the 8-mile project includes flyovers, expanded bridges and new bridges.





# MoPac South Holds Open House on Traffic Congestion

By TWC News Staff  
Friday, February 27, 2015 at 11:20 AM EST



0 0 0

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The MoPac South Environmental Study team held an open house Thursday.

The group studies MoPac from Cesar Chavez Street to Slaughter Lane. Any construction, improvements or design changes must be thoroughly vetted before plans are put into place. Beyond the obvious traffic congestion problems, it's the public's chance to share their own ideas.

"If we see things that are trending, that makes sense to make changes in a particular alignment," Rick L'Amie with Mobile Authority said. "Maybe where there's an exit? Maybe there's feedback citizens have on how the road operates? That is taken into account, and engineers may actually change the project in a way that meets the community's needs, based on these open houses."

A decision on the environmental impact of planned work on MoPac at the intersections of Slaughter and LaCrosse is expected early next year. For more information, head to [MoPacSouth.com](http://MoPacSouth.com).

# New MoPac plan could relieve traffic in South Austin

By KXAN News

Published: March 4, 2015, 7:03 am | Updated: March 4, 2015, 4:26 pm



## Related Coverage

[MoPac plan would include toll lanes south of Lady Bird Lake](#)


AUSTIN (KXAN) — A new plan could relieve traffic for MoPac drivers, especially for those in South Austin, between Cesar Chavez Street and Slaughter Lane. The improvement plan is still in the early stages, while developers conduct an environmental study. And that's where they need your input.

There is an open house to talk about the project and share your thoughts on possible improvements. It happens at O. Henry Middle School on West 10th Street. The meeting starts at 5:30 p.m.



## MoPac South Environmental Study Open House

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Join the Central Texas Regional Mobility Authority and the Texas Department of Transportation at our next MoPac South Environmental Study Open House to learn about potential mobility improvements along MoPac from Cesar Chavez Street to Slaughter Lane and share your feedback. Study team members will be on hand to answer questions and provide information. No formal presentation will be given, please come and go at your convenience.

It will be held on Thursday, Feb. 26, 4:30–7:30 p.m. at Hill Country Middle School, 1300 Walsh Tarlton. Those who are unable to attend can visit the virtual open house between Friday, Feb. 27 and Sunday, March 9, 2015 on the project website, [www.MoPacSouth.com](http://www.MoPacSouth.com).

For more information and to sign up for e-newsletters, please visit [www.MoPacSouth.com](http://www.MoPacSouth.com).

A separate study is also underway to evaluate improvements to MoPac South at the intersections of Slaughter Lane and La Crosse Avenue. To learn more about that study, visit [www.mopacsouth.com/intersections](http://www.mopacsouth.com/intersections).

### Event Info

#### Location

Hill Country Middle School 1300 Walsh Tarlton, Austin, Texas 78746 [View Map](#)





#### Event Category

Meeting

#### Website

[Visit Event Website](#)


#### Date & Time

Feb 26, 2015 4:30 PM    

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Events Home / MoPac South Environmental Study Open House

## MoPac South Environmental Study Open House



Thursday  
Feb 26, 2015 – 4:30 PM - 7:30 PM

### Hill Country Middle School

1300 Walsh Terillon  
Austin, TX 78746 [Map](#)




### MORE INFO

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MOPAC SOUTH ENVIRONMENTAL STUDY OPEN HOUSE IN AUSTIN



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**February 26, 2015**  
Thursday 4:30 PM - 7:30 PM


**Hill Country Middle School**  
1300 Walsh Termon  
Austin, Texas 78746  
[Map](#)

**PERFORMERS:**  
No performers listed

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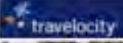

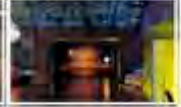
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EVENT DETAILS

**MOPAC SOUTH ENVIRONMENTAL STUDY OPEN HOUSE**

Join the Central Texas Regional Mobility Authority and the Texas Department of Transportation at our next MoPac South Environmental Study Open House to learn about potential mobility improvements along MoPac from Cesar Chavez Street to Slaughter Lane and share your feedback. Study team members will be on hand to answer questions and provide information. No formal presentation will be given, please come and go at your convenience. Those who are unable to attend can visit the virtual open house between Friday, February 27 and Sunday, March 9, 2015 on the project website, [www.MoPacSouth.com](http://www.MoPacSouth.com). For more information and to sign up for e-newsletters, please visit [www.MoPacSouth.com](http://www.MoPacSouth.com).

Categories: [Education](#) | [Neighborhood](#)

Event details may change at any time, always check with the event organizer when planning to attend this event or purchase tickets.

Statesman

Local

Westbankers weigh in on MoPac improvements

By Kelli Wilkinson

02:05 a.m. Wednesday, Dec. 31, 2014. (Photo by Local)

State officials are planning to make improvements to South MoPac Boulevard, and Rottgenweber officials said they should present a uniform with other Westbankers to lobby for changes that will benefit the area.

"This is the time for us to ask for improvements that impact Bee Cave and MoPac," said Councilwoman Amy Patrick, who has been following the state MoPac provisions. "Unless we comment, they're not really thinking about it."

The Central Texas Regional Mobility Authority is primarily looking at the possibility of installing an express lane on South MoPac that would extend the express lane currently being constructed on North MoPac, Patrick said. Preliminary plans show that entrance and exits are three or four stops away from Bee Cave Road.

Based on what she's hearing from the authority, "There is money and support" to build other improvements, and the authority has begun accepting public comment for suggestions, Patrick said.

The next scheduled meeting for public comment is Feb. 26 from 4:30-7:30 p.m. at Hill Country Middle School. Patrick suggested that the council come up with a list of requests for the mobility authority or simply just encourage people to go and comment.

"They discussed a lot of the public comment," Patrick said. "The public comment does matter."

One proposal related was to create a separate Bee Cave Point exit ramp on southbound MoPac, creating an overpass separate from the frontage road exit.

Mobility authority engineers also weren't thinking about fixing the back-ups that occur on MoPac as drivers quickly try to merge onto the southbound Loop 360 exit, a problem that a city of Austin official brought up, Patrick said.

"Regardless, I feel like we need to do something to provide them with more input about potential issues with that intersection and how we can change it," she said. "Otherwise, we're going to have two years of that intersection torn up, and all we're going to get is an express lane."

Mayor Thom Farrel mentioned that traffic would likely increase when the tenants of the newly constructed Enterprise building, on Bee Cave Road at MoPac, move in.

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Two flyovers at Lady Bird Lake near Austin High School. Wider bridges over Barton Creek. New bridges at U.S. 290.

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More on this story: <http://www.mystatesman.com/news/news/local/toll-lanes-on-south-mopac-mob...>

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hosts the recurring series during the winter to help residents escape dreary weather. Join the Mardi Gras celebration during the performance of The Second Line Jazz Band. Noon-1 p.m. Free. Lakeway Activity Center, 105 Cross Creek, Lakeway. 512-261-1010. [www.lakeway-tx.gov](http://www.lakeway-tx.gov)



Courtesy Concordia University Texas

**19 Conversations With... speaker series**

This installment of the Concordia University Texas series features Sara Hickman, a singer/songwriter who has worked with artists such as Shawn Colvin, the Flatlanders, Robert Earl Keen, Willie Nelson and more. Hickman has released more than 15 albums and has been a guest performer on at least 25 albums by other artists. Noon-1 p.m. Free. Concordia University Texas, 11400 Concordia University Drive, Bldg. A, Austin. 512-313-3000. [www.concordia.edu](http://www.concordia.edu)

**20 Rockin' the Vineyard**

The Spicewood Arts Society holds its annual fundraiser to benefit the society's scholarship program, which awards scholarships to students in both the Lake Travis and Marble Falls ISDs. In 2014, SAS donated six \$1,500 scholarships. The event includes a silent auction, a buffet dinner provided by Buenos Aires Cafe and a musical performance by Duck Soup. 7-10 p.m. \$75. Spicewood Vineyards Event Center, 1419 CR 409, Spicewood. 512-264-2820. [www.spicewoodarts.org](http://www.spicewoodarts.org)



Courtesy One World Theatre

**20 Keiko Matsui concert**

The Tokyo-born musician is known for her jazz-fusion and keyboard compositions. Influenced by Stevie Wonder, Matsui's compositions are a mix of Western and Eastern styles. 7 p.m. 512-363-5793. [www.oneworldtheatre.com](http://www.oneworldtheatre.com)

Worth the **TRIP**



**FEB 24** (through March 1) **'Once'**

The musical that has won eight Tony Awards, including Best Musical, as well as the 2013 Grammy Award for Best Musical Theater Album comes to Bass Concert Hall. The show tells the story of an Irish musician and a Czech immigrant drawn together by their shared love of music. The musical features music and lyrics by Glen Hansard and Marketa Irglova and was written by Enda Walsh. 8 p.m. (Tue.-Sat.), 2 p.m. (Sat.), 1 p.m. and 7 p.m. (Sun.). \$45-\$120. Bass Concert Hall, 2350 Robert Dedman Drive, Austin. 512-477-6060. [www.texasperformingarts.org](http://www.texasperformingarts.org). [austin.groups@broadwayacrossamerica.com](mailto:austin.groups@broadwayacrossamerica.com)

Courtesy John Murray

book, "Empress of the Garden" signed. Classes are subject to change, so call to confirm. The class is held under an open-air canopy, participants should dress for outdoor conditions. 10 a.m. Free. The Natural Gardener, 8648 Old Bee Caves Road, Austin. 512-288-6113. [www.naturalgardeneraustin.com](http://www.naturalgardeneraustin.com). [rosina@naturalgardeneraustin.com](mailto:rosina@naturalgardeneraustin.com)

**21 Maker Fair**

The Bee Cave Public Library's Teen Advisory Board hosts a fair led by teens for teens and tweens. The fair includes teens teaching origami, jewelry-making, finger-weaving and more at pop-up stations. Participants are also invited to learn what the Teen Advisory Board is about. The event is open to grades 5-12. 2-3 p.m. Free. Bee Cave Public Library, 4000 Galleria Parkway, Bee Cave. 512-767-6620. [www.beecavetexas.gov](http://www.beecavetexas.gov)

**24 State of the District talk**

Eanes ISD Superintendent Tom Leonard speaks about the state of the district. 11:30 a.m.-1 p.m. \$30. Westlake Chamber of Commerce luncheon, 4408 Long Champ Drive. 512-327-3088

**25 Lakeway Men's Breakfast Club**

The breakfast club, which is available to men residing in the Greater Lakeway area, features University of Texas professor Sean Theriault, who speaks about party polarization in Congress. 7 a.m. (breakfast), 8 a.m. (speaker). \$1 (breakfast). Lakeway Activity Center, 105 Cross Creek. 512-363-5793. [speakers@thomasgcain.com](mailto:speakers@thomasgcain.com)



Activity Center, 105 Cross Creek, Lakeway. 512-261-1010. [www.lakeway-tx.gov](http://www.lakeway-tx.gov)

**26 MoPac South open house**

The Central Texas Regional Mobility Authority and the Texas Department of Transportation present an open house about the MoPac South Environmental Study to discuss the potential mobility improvements along MoPac from Cesar Chavez Street to Slaughter Lane. Team members are on hand to answer questions and provide information, but no formal presentation is given. Those unable to attend can visit the virtual open house between Feb. 27 and March 9 on the project website. 4:30-7:30 p.m. Free. Hill Country Middle School, 1300 Walsh Tarlton, Austin. [www.mopacsouth.com](http://www.mopacsouth.com)

**27 through 28, Marc 1 Sophocles' 'Antigone'**

The play tells the story of Oedipus' daughter, Antigone, who is facing death after defying her uncle, King Creon, and burying her dead brother. The play deals with topics such as the laws of society against the rights of individuals. 3 p.m. (Feb. 27), 7:30 p.m. (Feb. 27 and 28), 2 p.m. (March 1), \$7 (in advance), \$10 (at the door). Concordia University Texas Black Box Theater, 11400 Concordia University Drive, Austin. 512-313-7529. [www.concordia.edu](http://www.concordia.edu)



# Locals want input on MoPac

Rollingwood, Westlake should present united front, officials say.

By Katie Urbaszewski  
kurbaszewski@acornnewspapers.com

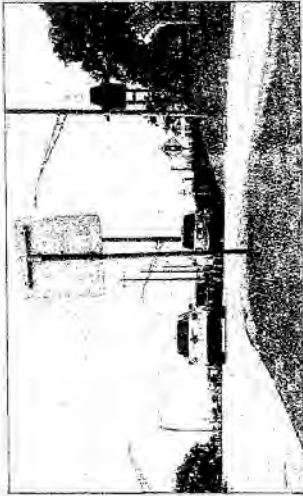
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"This is the time for us to ask for improvements that impact Bee Cave and MoPac,"

said Councilwoman Amy Partillo, who has been following the state MoPac discussions. "Unless we comment, they're not really thinking about it."

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Based on what she's hearing MoPac continued on A2.



Changes to the problematic exit ramp from southbound MoPac at Bee Cave Road could be among many suggested improvements during a meeting aimed at soliciting public comments Feb. 26 at Hill Country Middle School. ED ALLEY/WESTLAKE PICAYUNE

## MoPac

continued from A1

from the authority, "there is money and support" to build other improvements, and the authority has begun accepting public comment for suggestions, Partillo said.

The next scheduled meeting for public comment is Feb. 26 from 4:30-7:30 p.m. at Hill Country Middle School. Partillo suggested that the council come up with a list of requests for the mobility authority or simply just encourage people to go and comment.

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was to create a separate Bee Cave Road exit ramp on southbound MoPac, creating an overpass separate from the interchange road exit.

Mobility authority engineers also weren't thinking about fixing the back-ups that occur on MoPac as drivers quickly try to merge onto the southbound Loop 360 exit, a problem that a city of Austin official brought up, Partillo said.

Mayor Thom Farrell mentioned that traffic would likely increase when the tenants of the newly constructed endeavor building, on Bee Cave Road at MoPac, move in.

Contact Katie Urbaszewski at 512-445-3707.



From: **Old West Austin Neighborhood Association** <[REDACTED]>  
Date: Tue, Feb 24, 2015 at 8:57 AM  
Subject: Re: MoPac South Environmental Study Open House  
To: April Davenport <[adavenport@rifeline.com](mailto:adavenport@rifeline.com)>  
Cc: mike sullivan <[REDACTED]>, Paul Seals <[REDACTED]>

I will post this on the Yahoo discussion group.  
George

On Mon, Feb 23, 2015 at 6:52 PM, April Davenport <[adavenport@rifeline.com](mailto:adavenport@rifeline.com)> wrote:

Mr. Seals, Mr. Sullivan, and Mr. Warmingham,  
This email is a courtesy reminder that you and the Old West Austin Neighborhood Association are invited to join the Central Texas Regional Mobility Authority and the Texas Department of Transportation at our next MoPac South Environmental Study Open House to learn about potential mobility improvements along MoPac from Cesar Chavez Street to Slaughter Lane and share your feedback.

WHAT: Open House

WHEN: Thursday, February 26, 2015  
4:30 p.m. to 7:30 p.m.

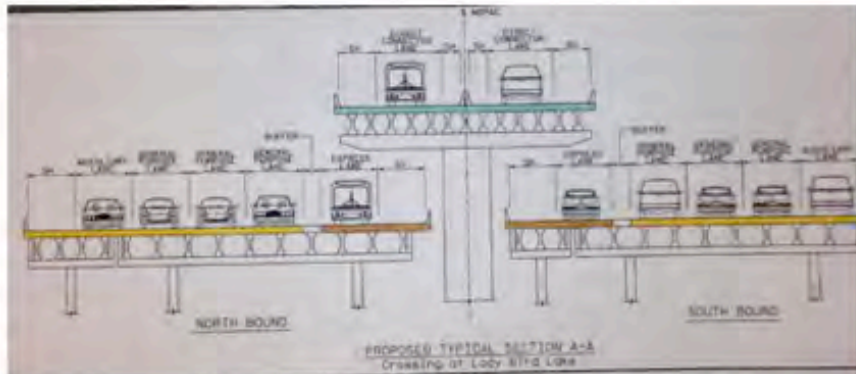
WHERE: Hill Country Middle School (cafeteria), 1300 Walsh Tarlton Lane, Austin, TX 78746.  
Please feel free to inform the members of your Association, as we would welcome the public's involvement.  
Thank you,  
April

**April Davenport | Office Manager**  
.....  
Cell: 512-739-6673 <tel:512-739-6673> | [adavenport@rifeline.com](mailto:adavenport@rifeline.com)

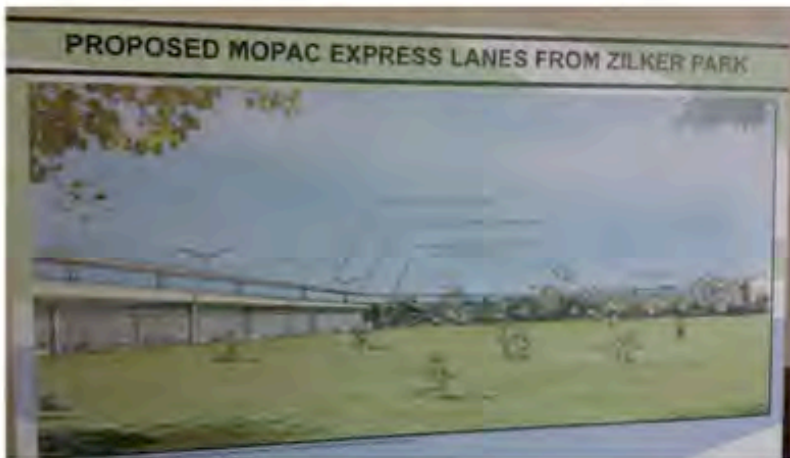
**Rifeline, LLC**  
1214 West 5th Street, Suite C | Austin, TX 78703  
Office: 512-739-6673 <tel:512-739-6673> | [rifeline.com](http://rifeline.com) <<http://rifeline.com>>

## Double Decker Mopac Bridge? Backdoor Loop Costs How Much?

Did you know our local toll road authority wants to build a second deck on top of the Mopac bridge over Lady Bird Lake? Probably not. They don't really want you to know. But here is CTRMA's own diagram, showing two additional tolled lanes wedged into the middle of the existing bridge and two more on a



second level on top. The upper "direct connector" lanes would flyover and tie into Cesar Chavez, merging in some way that remains sketchy with existing traffic heading in and out of downtown.



Our toll road agency somehow can't be bothered to post this information on their "[Mopac South](#)" website.

This "Mopac South" project has in turn been chopped up into multiple pieces to make sure we don't see or really analyze the full costs of and alternatives to a SH 45 SW/Mopac expansion tolled loop.

The double decker bridge, with flyover and merging lanes encroaching on Austin High School property, is just the beginning of what the CTRMA doesn't want the public to know about what they are doing.

The double decker bridge, with flyover and merging

**However, tomorrow** CTRMA and TxDOT are hosting an "[open house](#)" event on their proposal to add four tolled lanes (two each direction) to Mopac, from Cesar Chavez to Slaughter Lane.

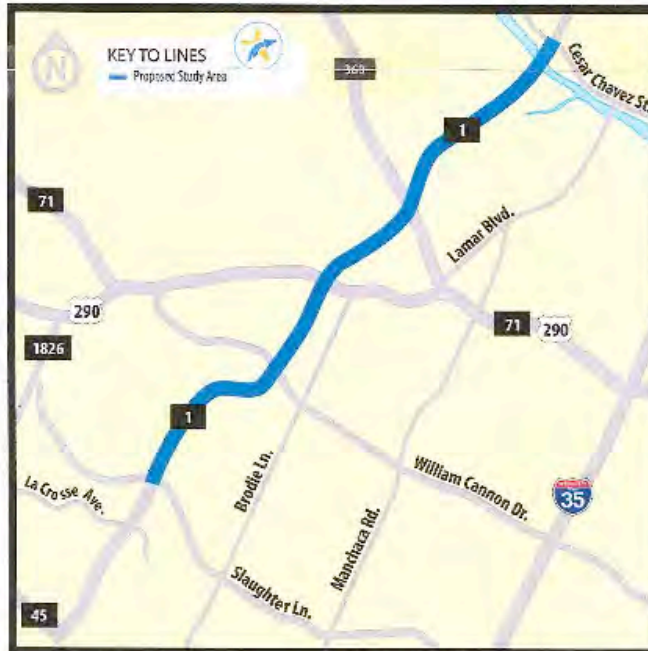
**The event runs from 4:30 to 7:30 at the Hill Country Middle School cafeteria, 1300 Walsh Tarleton.** They will take written comments from this Friday through Monday, March 9th. Come to the event and ask all the questions you have, or weigh in with your opinion.

Learn more at [KeepMopacLocal.org](#). And let your voice be heard.





### MoPac South Environmental Study Open House



The Central Texas Regional Mobility Authority and the Texas Department of Transportation want feedback from the public about potential mobility improvements to MoPac South from Cesar Chavez Street to Slaughter Lane as part of the MoPac South Environmental Study. Since the last Open House, the MoPac South Project Team used public input and collected additional data to narrow down the design alternatives and develop conceptual layouts of the recommended mobility improvements.

**WHAT:** MoPac South Environmental Study Open House

**WHEN:** February 26, 2015 from 4:30 – 7:30 p.m.

**WHERE:** Hill Country Middle School (cafeteria), [1300 Walsh Trilite Lane, 78746](https://www.google.com/maps/place/1300+Walsh+Trilite+Lane,+Austin,+TX+78746)

Project team members will be on hand at the Open House to answer questions and provide information. No formal presentation will be given, and attendees are invited to come-and-go at their convenience.

For those unable to attend in person, a Virtual Open House will be available on [www.MoPacSouth.com](http://www.MoPacSouth.com) between February 27 and March 9, 2015. Visitors will be able to review exhibits, fill out a community survey, and submit comments and questions.

Visit [www.MoPacSouth.com](http://www.MoPacSouth.com) to learn more about the study and to sign up for regular project updates.

# This Week in Downtown

## DOWNTOWN AUSTIN ALLIANCE

**February 2-8, 2015**  
In This Week's Newsletter...

- [Thank You, Charlie Rets](#)
- [Get Involved: Project Connect Gateway](#)
- [Hello Lamo Post: Austin Hits the Streets February 12 - April 27](#)
- [App Designers! Positively Affected Transportation in the Austin Area \(and Beyond\)](#)
- [CoreNext Working Groups Focus on Affordability, Compatibility, Small Business](#)
- [Austin American-Statesman covers Transportation Demand Management](#)
- [Reminder: Valentine's Day is February 14th](#)
- [South Lamar Corridor Improvement Program Releases Public Input Report](#)
- [Arts Spotlight | The Contemporary Austin Presents Tom Sachs: Boombox Retrospective 1996-2015](#)
- [MoPac South Environmental Study Open House: February 26](#)
- [Streets Closures](#)

### Our Mission

The Mission of the Downtown Austin Alliance is to preserve and enhance the value and vitality of downtown Austin.

### Downtown Austin Facts

- There are 6,400 hotel rooms available in downtown Austin.

- There are 3,068 hotel rooms under construction in downtown Austin.

- Annual economic impact from visitor spending in Austin is \$4.5 billion.

### This Month's Meetings/Events

- Board of Directors Meeting: Feb. 11 @ noon, St. David's Church, 351 E. 6th



The Central Texas Regional Mobility Authority and the Texas Department of Transportation want feedback from the public about potential mobility improvements to MoPac South from Cesar Chavez Street to Slaughter Lane as part of the MoPac South Environmental Study. Since the last Open House, the MoPac South Project Team used public input and collected additional data to narrow down the design alternatives and develop conceptual layouts of the recommended mobility improvements.

**WHAT:** MoPac South Environmental Study Open House

**WHEN:** February 26, 2015 from 4:30pm – 7:30pm

**WHERE:** Hill Country Middle School (cafeteria), 1300 Walsh Tarlton Lane, 78746

Project team members will be on hand at the Open House to answer questions and provide information. No formal presentation will be given, and attendees are invited to come and go at their convenience.

For those unable to attend in person, a Virtual Open House will be available on [www.MoPacSouth.com](http://www.MoPacSouth.com) between February 27 and March 9, 2015. Visitors will be able to review exhibits, fill out a community survey, and submit comments and questions.

Visit [www.MoPacSouth.com](http://www.MoPacSouth.com) to learn more about the study and to sign up for regular project updates.

# This Week in Downtown

## DOWNTOWN AUSTIN ALLIANCE

February 16-22, 2015  
In This Week's Newsletter...

- [DAA Welcomes New President & CEO, David Pearl](#)
- [SXSW Presentations at DAA's Mobility and Security Forums This Month](#)
- [Charlie Bell Recognized by Texas House and Senate](#)
- [Austin Ranks First For High-Tech Transportation Options According to New Study](#)
- [U.I. Austin Announces Tom Stacy/Vision Award Winner](#)
- [Austin's Complete Streets Policy Wins National "Top 10" Recognition](#)
- [Take the Love My Commute 30-Day Challenge & Carpool with Carma - Win a Dream Commute T-shirt for a Month - Phone & More!](#)
- [Downtown Brackendale Campus Community Forum - Innovation through Collaboration - Friday, March 6](#)
- [183 North Mobility Project Open House, Thursday, March 5](#)
- [Cemetery Master Plan Draft is Available for Community Review](#)
- [MoPac South Environmental Study Open House, February 26](#)

### MoPac South Environmental Study Open House: February 26



The Central Texas Regional Mobility Authority and the Texas Department of Transportation want feedback from the public about potential mobility improvements to MoPac South from Cesar Chavez Street to Slaughter Lane as part of the MoPac South Environmental Study. Since the last Open House, the MoPac South Project Team used public input and collected additional data to narrow down the design alternatives and develop conceptual layouts of the recommended mobility improvements.

**WHAT:** MoPac South Environmental Study Open House

**WHEN:** February 26, 2015 from 4:30pm – 7:30pm

**WHERE:** Hill Country Middle School (cafeteria), 1300 Walsh Tarlton Lane, 78748

Project team members will be on hand at the Open House to answer questions and provide information. No formal presentation will be given and attendees are invited to come-and-go at their convenience.

For those unable to attend in person, a Virtual Open House will be available on [www.MoPacSouth.com](http://www.MoPacSouth.com) between February 27 and March 8, 2015. Visitors will be able to review exhibits, fill out a community survey, and submit comments and questions.

Visit [www.MoPacSouth.com](http://www.MoPacSouth.com) to learn more about the study and to sign up for regular project updates.

### Our Mission

The Mission of the Downtown Austin Alliance is to preserve and enhance the value and vitality of downtown Austin.

### Downtown Austin Facts

- There are 7,400 hotel rooms available in downtown Austin.

- There are 2,072 hotel rooms under construction in downtown Austin.

- Annual economic impact from visitor spending in Austin is \$4.5 billion.

### This Month's Meetings/Events

- **Mobility/Streetscapes Committee:**  
Feb. 13 @ Noon, 111 Congress, 8th



# This Week in Downtown

## DOWNTOWN AUSTIN ALLIANCE

February 23-March 1, 2015  
In This Week's Newsletter...

- [Downtown Brakesoddas Campus Community Forum - Innovation through Collaboration](#), Friday, March 6
- [Capital Metro Invites Cycling Community to "Gear Talk" Workshop](#)
- [It's My Park Day](#), March 7
- [Comment Period Open for Lone Star Regional Rail Project](#)
- [Stateman: More land purchased for Veller Creek development](#)
- [Movies in the Park: The Dark Knight at Republic Square Park on March 5](#)
- [Opening Reception at The People's Gallery in City Hall](#), Friday, Feb 27
- [Ringer Bar Open for Lunch Downtown](#)
- [2ND Street Discs Presents Free Music and Street Festival This Saturday](#)
- [183 North Mobility Project Open House](#), Thursday, March 5
- [MoPac South Environmental Study Open House](#), February 26
- [Texas Independence Day Celebrations This Weekend](#)
- [The Contemporary Austin](#) Presents the 16th Annual Five x Seven Art Sale

### MoPac South Environmental Study Open House: February 26



**MoPac South**  
ENVIRONMENTAL STUDY

The Central Texas Regional Mobility Authority and the Texas Department of Transportation want feedback from the public about potential mobility improvements to MoPac South from Cesar Chavez Street to Slaughter Lane as part of the MoPac South Environmental Study. Since the last Open House, the MoPac South Project Team used public input and collected additional data to narrow down the design alternatives and develop conceptual layouts of the recommended mobility improvements.

**WHAT:** MoPac South Environmental Study Open House

**WHEN:** February 26, 2015 from 4:30pm – 7:30pm

**WHERE:** Hill Country Middle School (cafeteria), 1300 Walsh Tanton Lane, 78746

Project team members will be on hand at the Open House to answer questions and provide information. No formal presentation will be given and attendees are invited to come-and-go at their convenience.

For those unable to attend in person, a Virtual Open House will be available on [www.MoPacSouth.com](http://www.MoPacSouth.com) between February 27 and March 8, 2015. Visitors will be able to review exhibits, fill out a community survey and submit comments and questions.

Visit [www.MoPacSouth.com](http://www.MoPacSouth.com) to learn more about the study and to sign up for regular project updates.

#### Our Mission

The Mission of the Downtown Austin Alliance is to preserve and enhance the value and vitality of downtown Austin.

#### Downtown Austin Facts

- 10,000 residents live in downtown Austin.

- 2,479 apartment units have been built in downtown since 2000.

- 690 apartment units are currently under construction in downtown.

#### This Month's Meetings/Events

-Security/Maintenance Committee:  
Feb. 26 @ 8:30 a.m. 501 Congress,  
Room 360 (NOTE DATE AND  
LOCATION CHANGE)



FYI. From Pam bagget in shady hollow.

----- Forwarded message -----  
From: "Nextdoor Oak Parke" [REDACTED]  
Date: Jan 22, 2015 4:24 PM  
Subject: New event: MoPac South Environmental Study Update Open House on Feb 26  
To: <[jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)>  
Cc:



NEW EVENT

## MoPac South Environmental Study Update Open House

### Details

- 🕒 Thu, Feb 26, 4:30 PM - 7:30 PM
- 📍 Hill Country Middle School  
Hill Country Middle School, Walsh Tarlton Lane, Austin, TX, United States



👤 Posted by [Pamela Baggett-Wallis](#) from [Shady Hollow](#)  
View profile · View all the Events calendar events on Nextdoor.com

[View details and respond](#)

### Map



**From:** info [REDACTED] **On Behalf Of** Circle C Homeowners Association, Inc.

**Sent:** Thursday, January 22, 2015 11:19 AM

**To:** [REDACTED]

**Subject:** CCHOA Announcements

**Don't forget to download your Santa Photos before January 31st!**

Did you take photos with Santa during the children's holiday party in December? Please be sure to download them before they expire on Jan. 31st! Our photographer Sarah Jordan, has organized them all on her website and has made them available to download for free! You may find and download your image(s) by visiting [www.milesofsmlphotography.com](http://www.milesofsmlphotography.com) and scrolling down to the "Announcements" section on the homepage. There will be a link that takes you to the Santa pictures. Enjoy!

**It's Girl Scout Cookie Time!**

Girl Scout cookie season has begun! You will soon see Girl Scouts going door-to-door in our neighborhood pulling wagons of cookies! Since there are so many Girl Scouts in Circle C, we have allowed them to set up cookie booths at the Swim Center and Community Center on Saturday mornings from 9 - 11 am so stop by for some cookies and support Girl Scouts!

If you can't get there and need to know where to find cookies, visit <http://cookielocator.littlebrownie.com/> to find a nearby booth or contact [kehurchill.tx@gmail.com](mailto:kehurchill.tx@gmail.com)

**MoPac South Environmental Study Open House**

Join the Central Texas Regional Mobility Authority and the Texas Department of Transportation at our next MoPac South Environmental Study Open House to learn about potential mobility improvements along MoPac from Cesar Chavez Street to Slaughter Lane and share your feedback.

**WHAT:** Open House

**WHEN:** Thursday, February 26, 2015 4:30 p.m. to 7:30 p.m.

**WHERE:** Hill Country Middle School (cafeteria), 1300 Walsh Tarlton Lane, Austin, TX 78746.

Study team members will be on hand to answer questions and provide information. No formal presentation will be given, please come and go at your convenience.

Those who are unable to attend can visit the virtual open house between Friday, February 27 and Sunday, March 9, 2015 on the project website, [www.MoPacSouth.com](http://www.MoPacSouth.com).

For more information and to sign up for e-newsletters, please visit [www.MoPacSouth.com](http://www.MoPacSouth.com).

A separate study is also underway to evaluate improvements to MoPac South at the intersections of Slaughter Lane and La Crosse Avenue. To learn more about that study, visit [www.mopacsouth.com/intersections](http://www.mopacsouth.com/intersections).

## Email to 307 Elected Officials in the Austin Region

**From:** Mario Espinoza <[mespinoza@mobilityauthority.com](mailto:mespinoza@mobilityauthority.com)>  
**Date:** Wednesday, February 11, 2015 10:41 AM  
**To:** Mario Espinoza <[mespinoza@mobilityauthority.com](mailto:mespinoza@mobilityauthority.com)>  
**Cc:** Terry McCoy <[Terry.McCoy@txdot.gov](mailto:Terry.McCoy@txdot.gov)>, Laura Bohl <[lbohl@mobilityauthority.com](mailto:lbohl@mobilityauthority.com)>  
**Subject:** Open House for the 183 North and MoPac South Projects

Good morning,

We are writing to provide you with information about two Open Houses that are planned in the coming weeks to provide the public with updates and solicit their input on two environmental studies currently underway, both of which are joint efforts between the Central Texas Regional Mobility Authority and the Texas Department of Transportation.

**The MoPac South Environmental Study** was launched in fall 2013 to assess potential mobility improvements on approximately eight miles of MoPac from Cesar Chavez Street to the Slaughter Lane area.

### MoPac South Environmental Study Open House

Thursday, February 26, 2015

4:30 PM to 7:30 PM

Hill Country Middle School (cafeteria)

1300 Walsh Tarlton Lane

Austin, TX 78746

Open House attendees will be able to learn more about potential mobility improvements and share their feedback. They will also learn more about the Context Sensitive Solutions process - a collaborative approach to develop a transportation facility that fits within its surroundings. The goal is to preserve and enhance scenic, aesthetic, historic, community and environmental resources, while improving or maintaining safety, mobility and infrastructure conditions.

For those unable to attend in person, a Virtual Open House will be available online between February 27 and March 9, 2015, at [www.MoPacSouth.com](http://www.MoPacSouth.com) <<http://www.MoPacSouth.com>> .

**The 183 North Mobility Project** was launched in August 2013 to thoroughly analyze an eight-mile segment of US 183 between SH 45 North and MoPac and determine the best options for managing congestion, providing a reliable transit route and facilitating reliable emergency response.

### 183 North Mobility Project Open House

Thursday, March 5, 2015

5:00 PM to 8:00 PM

Westwood High School (cafeteria)

12400 Mellow Meadow Drive, 78750

Open House attendees will be able to review and provide input on the preliminary design of the tolled Express Lanes concept, which will include more than \$5 million in enhancements to bicycle and pedestrian accommodations. In addition, the project proposes upgrading existing US 183 North by adding a fourth non-tolled general purpose lane where only three exist now. This enhancement is designed to remove bottlenecks in the corridor and provide a total of four non-tolled general purpose lanes in each direction continuously between MoPac and SH 45 North.

A Virtual Open House will be available online at [www.183North.com](http://www.183North.com) from March 6 – March 15, 2015 for those who may not be able to attend in person.

At both Open Houses, project team members will be available to answer questions and provide information about the studies. The public will also have the opportunity to submit comments. No formal presentations are planned and community members are invited to come and go at their convenience. Feel free to call or email us if you have any questions or concerns. We would be happy to provide additional information about these efforts.

Sincerely,  
Mario Espinoza, Deputy Executive Director  
Central Texas Regional Mobility Authority  
[mespinoza@mobilityauthority.com](mailto:mespinoza@mobilityauthority.com)  
512-450-6291

Terry McCoy, Deputy District Engineer  
Texas Department of Transportation  
Austin District  
[Terry.McCoy@txdot.gov](mailto:Terry.McCoy@txdot.gov)  
512-832-7040



**Attachment C**  
**Displays and Preliminary Layouts**



*This page was intentionally left blank.*

# WELCOME

## Please sign in and:

- Explore the exhibits
- Submit a comment form
- Fill out a community survey
- Ask questions



**MoPac South**  
ENVIRONMENTAL STUDY

February 26, 2015



# HOW TO SUBMIT COMMENTS

## Today at the Open House:



Give comments verbally to the court reporter



Fill out a comment form

## Electronic Method:



Go to the website: ***www.MoPacSouth.com***



Send a fax to 512-996-9784

## Mail:



**Central Texas Regional Mobility Authority**

c/o MoPac South Environmental Study

3300 North IH-35, Suite 300

Austin, Texas 78705

All comments must be received by **March 9, 2015** to be part of the official record of the Open House.

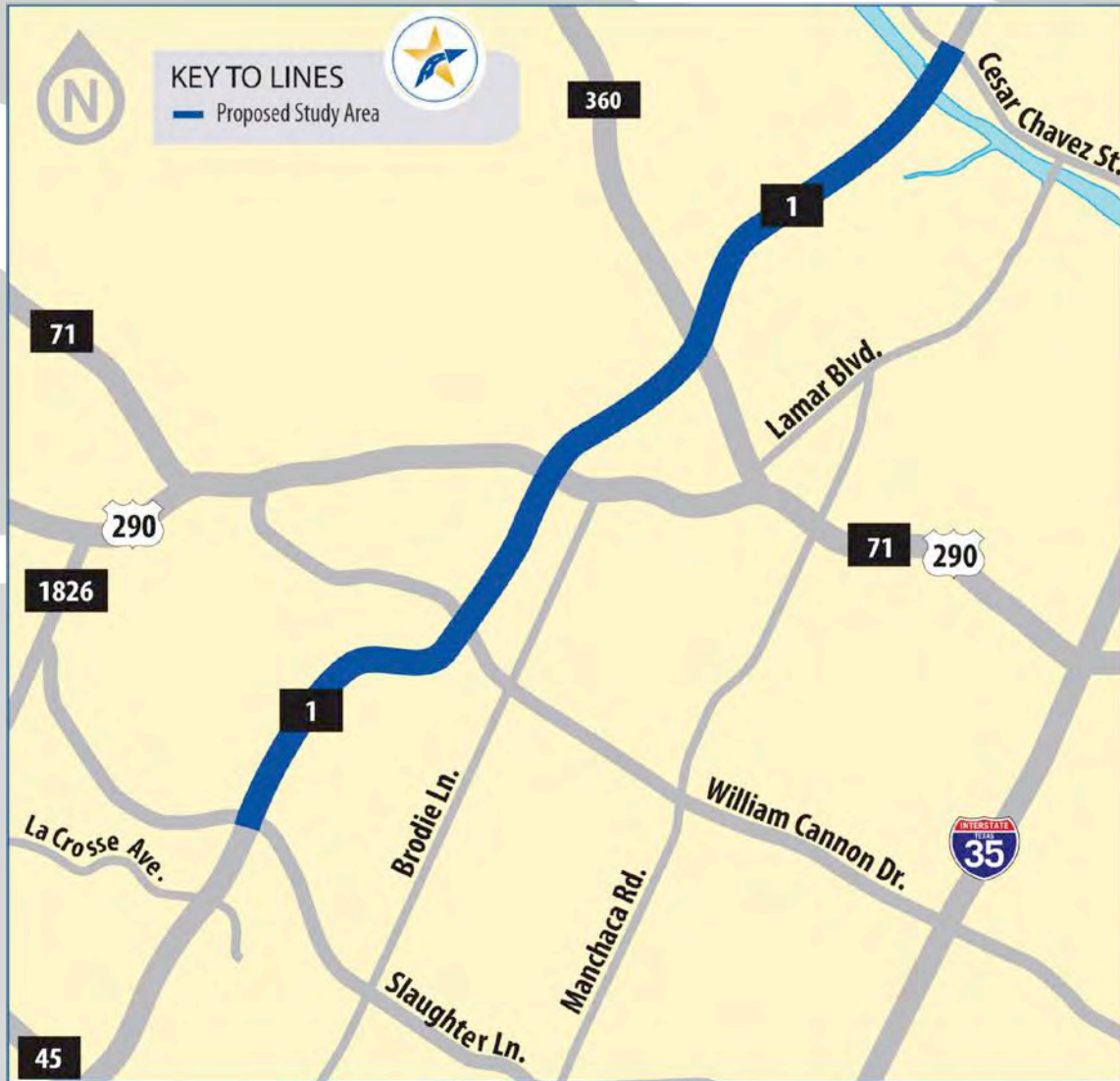


**MoPac South**  
ENVIRONMENTAL STUDY

February 26, 2015



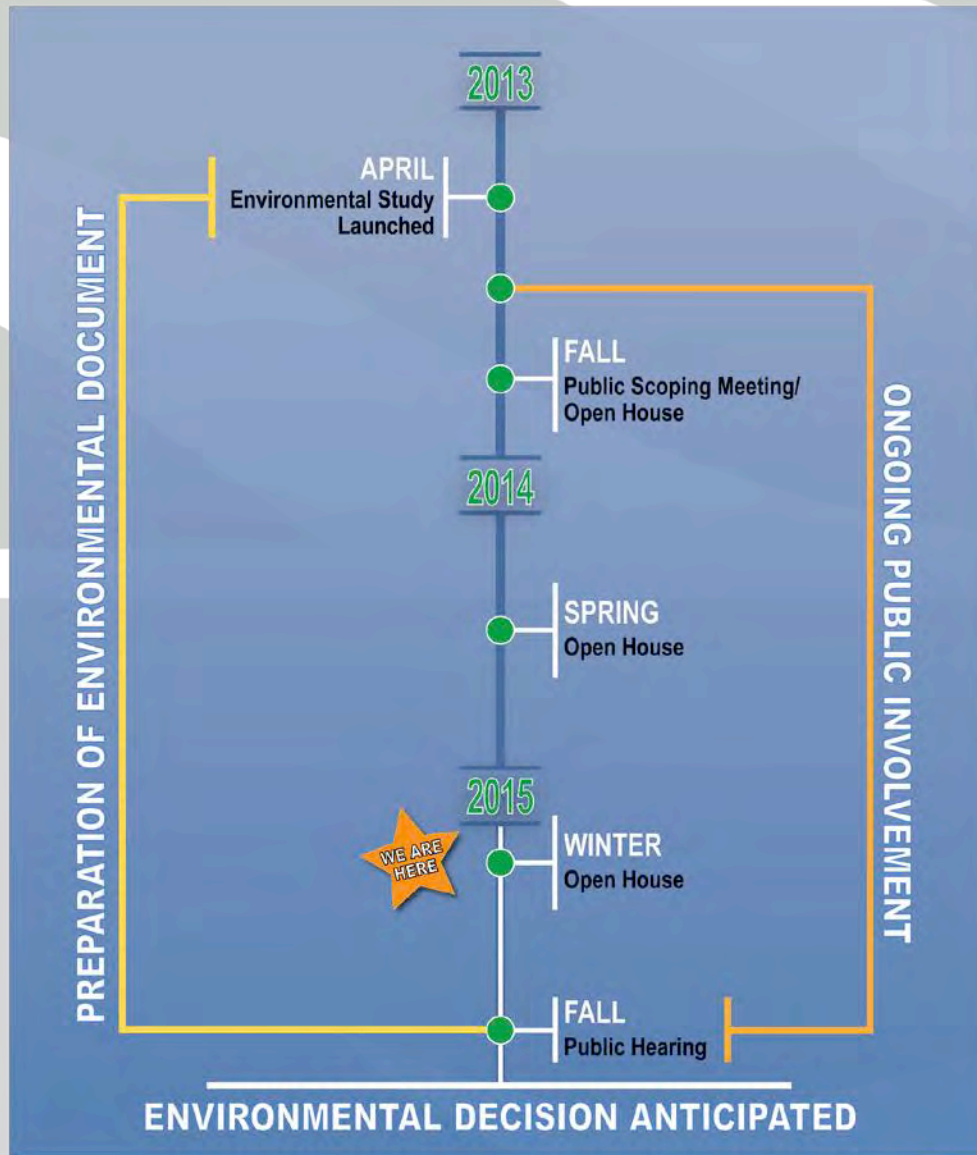
# STUDY LOCATION



**MOPAC SOUTH**  
ENVIRONMENTAL STUDY

February 26, 2015

# ANTICIPATED TIMELINE



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



**MoPac South**  
ENVIRONMENTAL STUDY

February 26, 2015





# PURPOSE OF THE OPEN HOUSE

- Learn more about the MoPac South Environmental Study
- Review the results of the alternatives evaluation process
- Review and provide input on:
  - The recommended reasonable alternative
  - Context Sensitive Solutions (CSS)



**MoPac South**  
ENVIRONMENTAL STUDY

February 26, 2015

# AGENCIES AND THEIR ROLE IN THE ENVIRONMENTAL PROCESS

Who They Are	What They Do
<p><b>Decision Making Agency</b> TxDOT Environmental Division</p>	<ul style="list-style-type: none"> <li>Review and approve the Environmental Assessment and technical reports</li> </ul>
<p><b>Lead Agencies</b> Central Texas Regional Mobility Authority TxDOT Austin District</p>	<ul style="list-style-type: none"> <li>Manage environmental and engineering process</li> <li>Provide technical review and guidance</li> </ul>
<p><b>National Environmental Policy Act Technical Work Group</b></p> <ul style="list-style-type: none"> <li>U.S. Army Corps of Engineers</li> <li>Texas Historical Commission</li> <li>Texas Parks and Wildlife Department</li> <li>Barton Springs Edwards Aquifer Conservation District</li> <li>Capital Area Metropolitan Planning Organization*</li> <li>Capital Metro</li> <li>City of Austin</li> <li>City of Rollingwood</li> <li>City of West Lake Hills</li> </ul> <p><b>Invited:</b></p> <ul style="list-style-type: none"> <li>U.S. Fish and Wildlife Service</li> <li>U.S. Department of Agriculture               <ul style="list-style-type: none"> <li>Natural Resources Conservation Service</li> </ul> </li> <li>U.S. Department of Interior               <ul style="list-style-type: none"> <li>Office of Environmental Policy and Compliance</li> </ul> </li> <li>U.S. Environmental Protection Agency</li> <li>Texas Commission on Environmental Quality</li> <li>Lower Colorado River Authority</li> <li>Travis County</li> <li>City of Sunset Valley</li> <li>LBJ Wildflower Center</li> </ul>	<ul style="list-style-type: none"> <li>Provide input on the: Purpose and Need for the project; screening and development of alternatives; methodologies to define impacts; and identification of the preferred alternative.</li> <li>Review the draft and final EA</li> </ul>
<p>• Agencies that provide potential permits and other approvals for this project.</p> <p>* Capital Area Metropolitan Planning Organization prepares the Long-Range Transportation Plan that identifies potential projects and allocates state and federal funding for both environmental studies and construction projects.</p>	

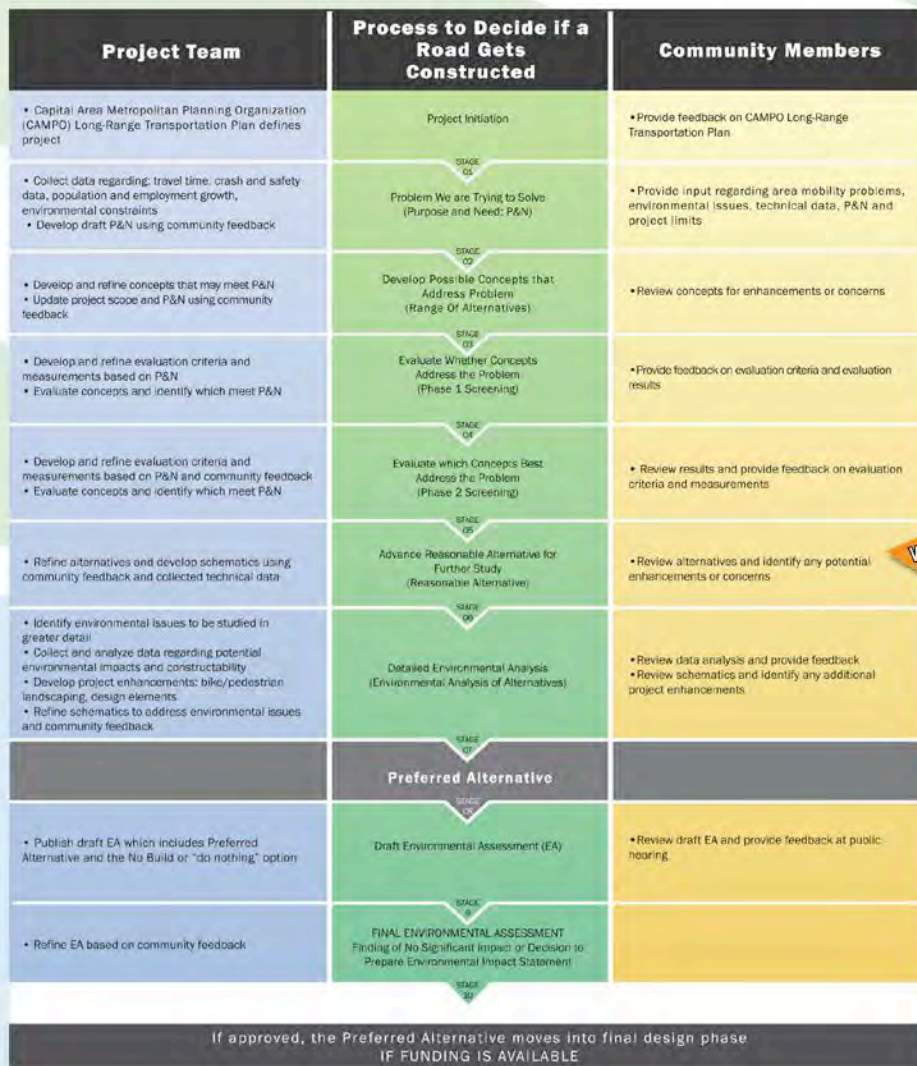


**MoPac South**  
ENVIRONMENTAL STUDY

February 26, 2015



# HOW DO WE DECIDE IF A ROAD GETS CONSTRUCTED?



If approved, the Preferred Alternative moves into final design phase IF FUNDING IS AVAILABLE

**LEGEND**

- Project Team: engineers, planners, scientists, traffic modelers and other experts
- Process to Decide if a Road Gets Constructed
- Community members provide input at stakeholder meetings, through online surveys and emails





# WHAT ARE WE TRYING TO DO? (PROJECT PURPOSE)

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

*85% of respondents agree or strongly agree that the Draft Purpose and Need for this project are appropriate.*

Source: Community Survey, spring 2014



**MoPac South**  
ENVIRONMENTAL STUDY

February 26, 2015

# WHAT PROBLEMS NEED TO BE ADDRESSED? (PROJECT NEED)

- Current and forecasted congestion levels are creating unreliable travel times

<b>TRAVEL TIME (IN MINUTES)</b> <b>between Cesar Chavez and Slaughter</b>			
	<b>2013</b>	<b>2035 (NO BUILD)</b>	<b>ADDITIONAL TRAVEL TIME</b>
Morning peak period northbound (7-9 a.m.)	15	47	+32
Evening peak period southbound (4-6:30 p.m.)	12	45	+33

Source: CDM-Smith 2014 using INRIX speed data, CAMPO 2035 Travel Demand Model, observed congested speeds in October 2013, and Bluetooth data

- Under the No Build Alternative (Do Nothing), it could take an additional ½ hour to drive between Cesar Chavez Street and Slaughter Lane in 2035
- Emergency response times are impacted by traffic congestion

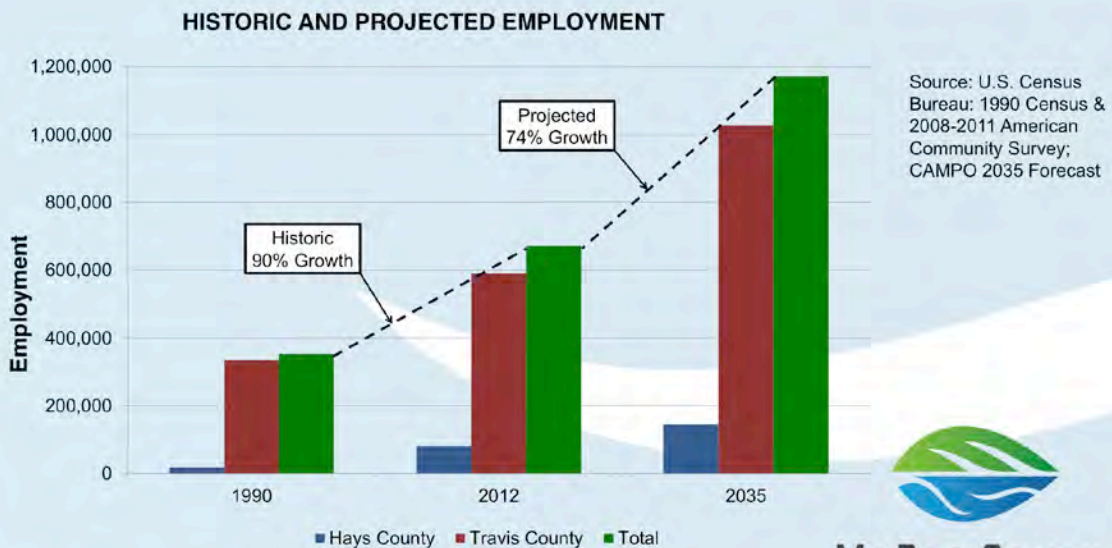
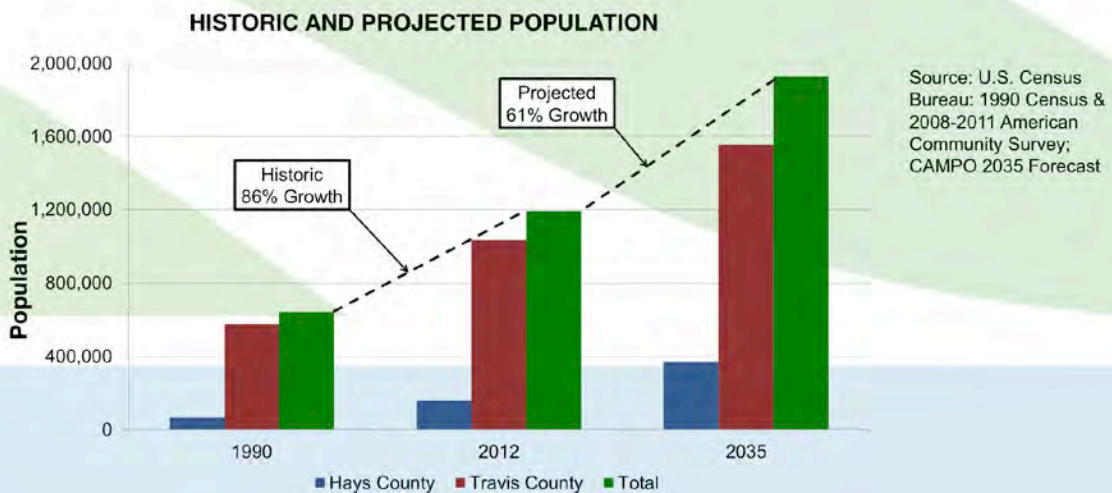


**MoPac South**  
ENVIRONMENTAL STUDY  
February 26, 2015



# WHAT PROBLEMS NEED TO BE ADDRESSED? (PROJECT NEED)

- Forecasted population and employment growth in Travis and Hays counties



**MoPac South**  
ENVIRONMENTAL STUDY  
February 28, 2015

# PROJECT GOALS AND OBJECTIVES

- Provide consistency with local and regional plans
- Reduce congestion delay and provide travel time savings for all roadway users
- Be constructible without unnecessary 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

*\*Major theme identified through public input provided via fall 2013 and spring 2014 Community Surveys.*



**MoPac South**  
ENVIRONMENTAL STUDY

February 26, 2015



# PRELIMINARY ALTERNATIVES (WHAT WAS EVALUATED)

## IN EACH DIRECTION, ADD ONE OR MORE:

### GENERAL PURPOSE LANE

- Standard traffic lanes available for use by all types of vehicles

### HIGH OCCUPANCY VEHICLE (HOV) LANE

- Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, vanpools and public transit buses

### TRANSIT ONLY LANE

- Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools

### EXPRESS LANE

- Special separated lanes that are designed to remain free-flowing
- Utilize variable toll pricing to manage the amount of traffic in the lane
- Tolls increase when traffic is heavy and decrease when traffic is light and provide a reliable travel time
- Toll-free for emergency services, public transit buses, and registered vanpools



**MoPac South**  
ENVIRONMENTAL STUDY

February 26, 2015

# PRELIMINARY ALTERNATIVES (WHAT WAS EVALUATED)

## TRANSPORTATION SYSTEM MANAGEMENT (TSM)/ TRANSPORTATION DEMAND MANAGEMENT (TDM)

- Do not increase capacity
- Low cost TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements
- TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single-occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting

## NO BUILD (DO NOTHING)

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed




**MoPac South**  
ENVIRONMENTAL STUDY

February 26, 2015



# DOES THE ALTERNATIVE MEET THE PURPOSE AND NEED FOR THE PROJECT?

Preliminary Alternatives	Provide opportunity for reliable travel times	Improve operational efficiency	Create a dependable and consistent route for transit	Facilitate reliable emergency response	Carried forward for additional evaluation?
General Purpose Lanes		✓		✓	
High Occupancy Vehicle (HOV) Lanes	✓ HOV Vanpools Buses	✓	✓	✓	✓
Transit Only Lanes	✓ Vanpools Buses	✓	✓	✓	✓
Express Lanes	✓ SOV HOV Vanpools Buses	✓	✓	✓	✓
Transportation System Management (TSM)/ Transportation Demand Management (TDM)*		✓		✓	
No Build (Do Nothing)					✓

 Alternatives carried forward for additional evaluation

Blank = No

✓ = Yes

\* Although TSM and TDM are not being advanced, some of these strategies may be incorporated as part of the recommended build alternative

**76% of respondents agree or strongly agree that the evaluation criteria for the preliminary alternatives are appropriate.**

Source: Community Survey, spring 2014



**MoPac South**  
ENVIRONMENTAL STUDY

February 26, 2015

# ALTERNATIVES THAT MEET THE PURPOSE AND NEED

- High Occupancy Vehicle (HOV) Lanes
- Transit Only Lanes
- Express Lanes

These alternatives were evaluated further using the project goals and objectives:

- Reduce congestion delay and provide travel time savings for all roadway users
- Be constructible without unnecessary 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

*Note: All build alternatives are consistent with local and regional plans*



**MoPac South**  
ENVIRONMENTAL STUDY  
February 26, 2015



# REDUCE CONGESTION DELAY AND PROVIDE TRAVEL TIME SAVINGS FOR ALL ROADWAY USERS

Is this alternative able to:	No Build	Reasonable Alternatives		
		HOV Lanes	Transit Only Lanes	Express Lanes
Reduce congestion delay and provide travel time savings for all roadway users?		✓ (Better)	✓ (Worst)	✓ (Best)

Alternatives carried forward for additional evaluation
 Blank = No
✓ = Yes

Peak direction of travel	No Build	Reasonable Alternatives					
		HOV Lanes Alternative		Transit Only Lanes Alternative		Express Lanes Alternative	
		HOV	General Purpose	Transit Only	General Purpose	Express	General Purpose
Free flow*	7	7	7	7	7	7	7
Northbound in the morning (7-9 a.m.)	47	7	40	7	40-47	8	37
Southbound in the evening (4-6:30 p.m.)	45	7	37	7	37-45	8	26

Source: CDM Smith, September 2014, using CAMPO 2035 Travel Demand Model

\*Note: The time it takes to travel between Cesar Chavez Street and Slaughter Lane at the posted speed limit.

Reasonable Alternatives	Hours Saved
HOV Lanes	1.8 million
Transit Only Lanes	200,000
Express Lanes	3.1 million

Source: CDM Smith, September 2014, using CAMPO 2035 Travel Demand Model

### Accommodating Travel Modes for All Roadway Users

- Single occupant vehicles (SOV) comprise an overwhelming share of the work trips in Travis and Hays counties
  - Express Lanes would serve all travel modes (SOV, 2-3 person carpool or vanpool, transit, bike, walk, taxi, and motorcycles)
  - HOV Lanes and Transit Only Lanes have a limited ability to serve diverse travel modes
  - No Build Alternative would serve all travel modes, but not well

Source: 2010-2012 American Community Survey, U.S. Census



**MoPac South**  
ENVIRONMENTAL STUDY

February 26, 2015



# BE CONSTRUCTIBLE WITHOUT UNNECESSARY IMPACTS TO THE NATURAL & HUMAN ENVIRONMENT

Is this alternative able to:	No Build	Reasonable Alternatives		
		HOV Lanes	Transit Only Lanes	Express Lanes
Be constructible without unnecessary impacts to the natural and human environment?	N/A	✓	✓	✓

Alternatives carried forward for additional evaluation
 Blank = No
✓ = Yes

## All reasonable alternatives would require:

- Approximately 1/3 acre of additional right-of-way (based on preliminary schematic, fall 2014)

## None of the reasonable alternatives would require:

- Land from parks or historic sites
- Residential relocations
- Business displacements

*Over 90% of respondents agree or strongly agree that the goal of any proposed improvement should be to protect the environment.*

Source: Community Survey, fall 2013



**MoPac South**  
ENVIRONMENTAL STUDY  
February 26, 2015



# AVOID AND MINIMIZE IMPACTS TO WATER QUALITY

Is this alternative able to:	No Build	Reasonable Alternatives		
		HOV Lanes	Transit Only Lanes	Express Lanes
Avoid and minimize impacts to water quality?		✓	✓	✓

Alternatives carried forward for additional evaluation
 Blank = No
✓ = Yes

Avoidance and Minimize Measures	No-Build	Reasonable Alternatives		
		HOV Lanes	Transit Only Lanes	Express Lanes
Incorporate permanent water quality best management practices (BMPs)*	✓	✓	✓	✓
Utilize hazardous materials traps	✓	✓	✓	✓
Meet or exceed Edwards Aquifer Protection Program (EAPP) requirements		✓	✓	✓
Stormwater runoff to receive treatment before discharge to the environment		✓	✓	✓
Water quality BMPs designed to create hydrographs with an extended period of discharge, which will benefit downstream recharge opportunities in the receiving waterways		✓	✓	✓
Detention ponds to provide downstream water quality benefits by helping to limit additional stream bank erosion		✓	✓	✓

\*Permanent structural BMPs will be incorporated into the project where applicable following the TCEQ guidance document, RG-348: *Complying with the Edwards Aquifer Rules – Technical Guidance on Best Management Practices*. They may include a combination of the following items:

- Extended detention basins
- Sand filter systems
- Grassy swales
- Vegetative filter strips
- Permeable friction course

**82% of respondents agree or strongly agree that the goal of any proposed improvement should be to avoid and minimize impacts to water quality.**

Source: Community Survey, spring 2014



**MoPac South**  
ENVIRONMENTAL STUDY

February 26, 2015



# DELIVER RELIEF IN A TIMELY MANNER

Is this alternative able to:	No Build	Reasonable Alternatives		
		HOV Lanes	Transit Only Lanes	Express Lanes
Deliver relief in a timely manner?				✓

Alternatives carried forward for additional evaluation
 Blank = No
✓ = Yes

- Only Express Lanes can deliver relief in a timely manner (without major changes to the Regional Transportation Plan (RTP))
- If a build alternative other than Express Lanes is selected, it would require other sources of funding to be identified, which would likely delay the improvement
- Toll financing for MoPac South is included in the CAMPO 2035 financially constrained RTP
- Toll financing would provide the ability to fund and construct the improvements sooner

*82% of respondents agree or strongly agree that the goal of any proposed improvement should be to deliver relief in a timely manner.*

Source: Community Survey, spring 2014



**MoPac South**  
ENVIRONMENTAL STUDY  
February 26, 2015

# FACILITATE CONGESTION MANAGEMENT

Is this alternative able to:	No Build	Reasonable Alternatives		
		HOV Lanes	Transit Only Lanes	Express Lanes
Facilitate congestion management by increasing opportunities for transit and ridesharing?		✓	✓	✓
Facilitate congestion management by increasing opportunities for pedestrians and bicyclists?		✓	✓	✓

Alternatives carried forward for additional evaluation
 Blank = No
✓ = Yes

## All reasonable alternatives include:

- Benefits for transit users and ride sharing
  - Toll-free for emergency services, public transit buses, and registered vanpools
- Bicycle and pedestrian facilities where reasonable and feasible
  - All three reasonable build alternatives would include a shared use path that would allow pedestrians and bicyclists to travel safely and efficiently along the corridor
  - Facilities will be developed in accordance with regulations under the U.S. DOT's Policy Statement on Bicycle and Pedestrian Accommodation (FHWA, 2010):
    - Ensuring safety and security for both motorized and non-motorized users
    - Including intermodal facilities and connectors
    - Designing for accessibility
    - Providing opportunity for public participation in the planning process

*72% of respondents agree or strongly agree that the goal of any proposed improvement should be to increase opportunities for transit and ridesharing; and 55% agree or strongly agree that any proposed improvement should be to increase opportunities for pedestrians and bicyclists.*

Source: Community Survey, spring 2014



**MoPac South**  
ENVIRONMENTAL STUDY

February 26, 2015



# FURTHER EVALUATION OF ALTERNATIVES THAT MEET THE PURPOSE AND NEED

Is this alternative able to:	No Build	Reasonable Alternatives		
		HOV Lanes	Transit Only Lanes	Express Lanes
Reduce congestion delay and provide travel time savings for all roadway users?		✓ (Better)	✓ (Worst)	✓ (Best)
Be constructible without unnecessary impacts to the natural and human environment?	N/A	✓	✓	✓
Avoid and minimize impacts to water quality?		✓	✓	✓
Deliver relief in a timely manner?				✓
Facilitate congestion management by increasing opportunities for transit and ridesharing?		✓	✓	✓
Facilitate congestion management by increasing opportunities for pedestrians and bicyclists?		✓	✓	✓

Alternatives carried forward for additional evaluation

Blank = No

✓ = Yes

*Note: All build alternatives are consistent with local and regional plans*

*Over 70% of respondents agree or strongly agree that the evaluation criteria for reasonable alternatives are appropriate.*

Source: Community Survey, spring 2014



**MoPac South**  
ENVIRONMENTAL STUDY

February 26, 2015



# CONCLUSIONS

**EXPRESS LANES ALTERNATIVE** is recommended for the following reasons:

- ✓ Offers reliable travel times for single occupancy vehicles, high occupancy vehicles, vanpools, buses and emergency vehicles
- ✓ Provides the shortest peak period travel time for all vehicles, including those using the general purpose lanes
- ✓ Provides over 3 million hours of annual travel time savings for all users compared to the No Build Alternative. That's about 1.7 times more savings than HOV Lanes and 13 times more savings than Transit Only Lanes
- ✓ Avoids unnecessary impacts to the natural and human environment and avoids and minimizes impacts to water quality
- ✓ Delivers relief in a timely manner
- ✓ Increases opportunities for transit and ridesharing and includes new bicycle and pedestrian facilities



**MoPac South**  
ENVIRONMENTAL STUDY

February 26, 2015

# CONCLUSIONS

## **HOV LANES and TRANSIT ONLY LANES**

are not recommended because of the following reasons:

- Exclude Single Occupancy Vehicle trips (over 70% of peak period commuters) from the opportunity for reliable travel times
- Result in longer delays for vehicles using the general purpose lanes as compared to the Express Lanes Alternative
- Lead to underutilized capacity, even during peak periods
- Cannot deliver relief in a timely manner (without major change to regional funding)



**MoPac South**  
ENVIRONMENTAL STUDY

February 26, 2015

# ENVIRONMENTAL CONSIDERATIONS

**These social, economic, and environmental issues are being considered:**

- Land Use
- Social Impacts including Environmental Justice (includes tolling analysis)
- Relocation Impacts
- Economic Impacts (includes tolling analysis)
- Pedestrian and Bicycle Facilities
- Air Quality
- Traffic Noise
- Geology/Soils
- Water Quality
- Wetlands
- Water Body Modifications
- Floodplains
- Vegetation
- Wildlife
- Threatened or Endangered Species
- Historic and Archeological Resources
- Hazardous Materials
- Visual Impacts
- Construction Impacts
- Indirect Impacts
- Cumulative Impacts
- Mitigation and Permit Requirements
- Context Sensitive Solutions



**MoPac South**  
ENVIRONMENTAL STUDY

February 26, 2015



# CONTEXT SENSITIVE SOLUTIONS PRIORITIES

What items are most important to you?



Landscaping



Bridge Enhancements



Defining Characteristics



Water Quality Enhancements



Wall Textures



Bicycle / Pedestrian Facilities



Public Art



Roadway Signage



**MoPac South**  
ENVIRONMENTAL STUDY

# CONTEXT SENSITIVE SOLUTIONS PRIORITIES

What items are most important to you?

	Landscaping	Bridge Enhancements	Defining Characteristics	Water Quality Enhancements	Wall Textures	Bicycle / Pedestrian Facilities	Public Art	Roadway Signage
Please place a dot below your priority								
Priority Colors								
1st 								
2nd 								
3rd 								
Please leave any additional comments								



  
**MoPac South**  
ENVIRONMENTAL STUDY

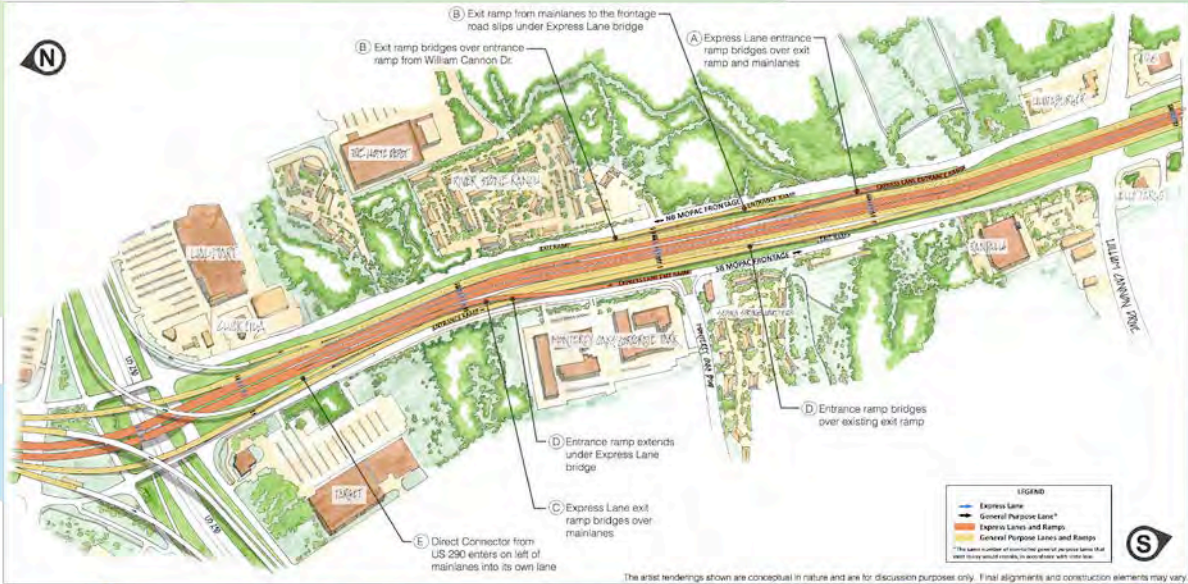
# US 290 & WILLIAM CANNON DRIVE



**MOPAC SOUTH**  
ENVIRONMENTAL STUDY



# RAMP IMPROVEMENTS - US 290 & WILLIAM CANNON DRIVE



The artist renderings shown are conceptual in nature and are for discussion purposes only. Final alignments and construction elements may vary.

NORTHBOUND IMPROVEMENTS	RAMP CONFIGURATION	BENEFITS OF PROPOSED CONFIGURATION
(A) Northbound Express Lanes will have a separate entrance ramp.	Ramp will bridge over the general purpose lanes. Express Lane ramp will be in the approximate location of the existing entrance ramp.	Traffic entering Express Lanes from William Cannon Drive will not interfere with MoPac general purpose lane traffic.
(B) Existing northbound entrance ramp will be shifted north and the northbound exit ramp will be shifted south.	Exit ramp will slip under the Express Lane ramp and bridge over the relocated entrance ramp.	Entering traffic from William Cannon Drive and traffic exiting to the frontage road are separated and no longer conflict with each other.
No change required to the northbound to eastbound direct connection to US 290.	Existing condition.	N/A

SOUTHBOUND IMPROVEMENTS	RAMP CONFIGURATION	BENEFITS OF PROPOSED CONFIGURATION
(C) Southbound Express Lanes will have a separate exit ramp.	Ramp will bridge over the general purpose lanes and tie into the frontage road north of William Cannon Drive.	Traffic exiting Express Lanes to access William Cannon Drive will not interfere with MoPac mainline traffic.
(D) Existing southbound entrance ramp from the frontage road to the general purpose lanes will be lengthened.	Ramp will extend under southbound Express Lane exit ramp and over existing exit ramp. Ramp will tie into MoPac general purpose lanes north of the William Cannon Drive bridge.	Entering traffic from the frontage road and traffic exiting to William Cannon Drive are separated and no longer conflict with each other.
(E) Westbound to southbound direct connection from US 290 will be into MoPac on the left side of the general purpose lanes.	Direct connector ramp will stay in its current location. MoPac general purpose lanes will be realigned to the right of the direct connector ramp.	Traffic from US 290 direct connector will enter MoPac in its own lane. Vehicles traveling along MoPac will not weave across US 290 traffic to exit at William Cannon Drive.



# NEXT STEPS

- Compile and consider input from tonight's meeting
- Continue to listen to and engage the community
- Continue developing the Express Lanes Alternative
- Analyze the recommended alternative compared to the No Build Alternative (Do Nothing)

## How to stay involved:

- Visit [www.MoPacSouth.com](http://www.MoPacSouth.com)
- Sign-up for the e-newsletter
- Follow us on  Twitter @MoPacSouth
- Call the study team: **512-996-9778**
- Participate in meetings
- Invite the study team to meet with your group



# PROPOSED MOPAC EXPRESS LANES FROM ZILKER PARK



The artist renderings shown are conceptual in nature and are for discussion purposes only. Final alignments and construction elements may vary.



**MoPac South**  
ENVIRONMENTAL STUDY



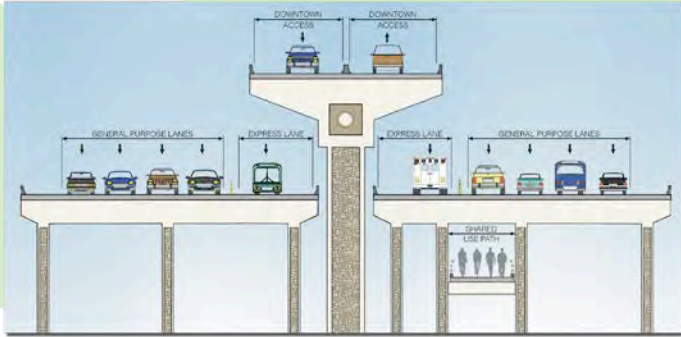
# PROPOSED MOPAC EXPRESS LANES FROM ZILKER CLUBHOUSE



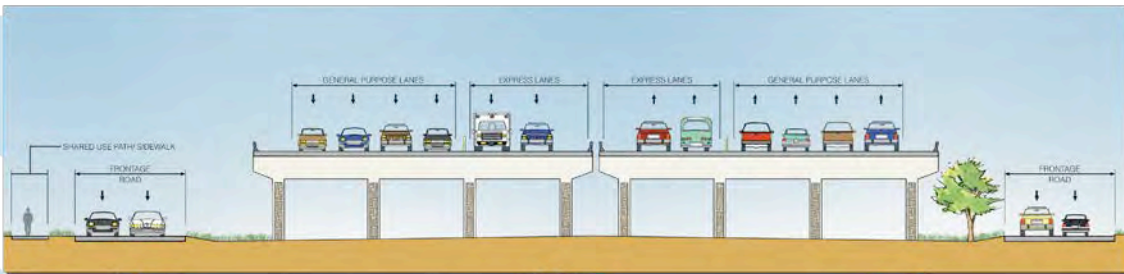
The artist renderings shown are conceptual in nature and are for discussion purposes only. Final alignments and construction elements may vary.



# MOPAC SOUTH TYPICAL SECTIONS



Crossing at Lady Bird Lake



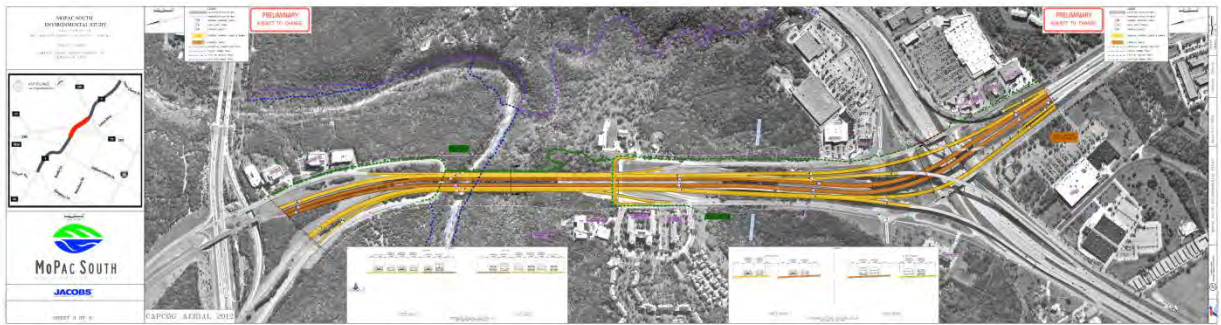
Bridge at Bee Cave Road

The artist renderings shown are conceptual in nature and are for discussion purposes only. Final alignments and construction elements may vary.



**MoPac South**  
ENVIRONMENTAL STUDY





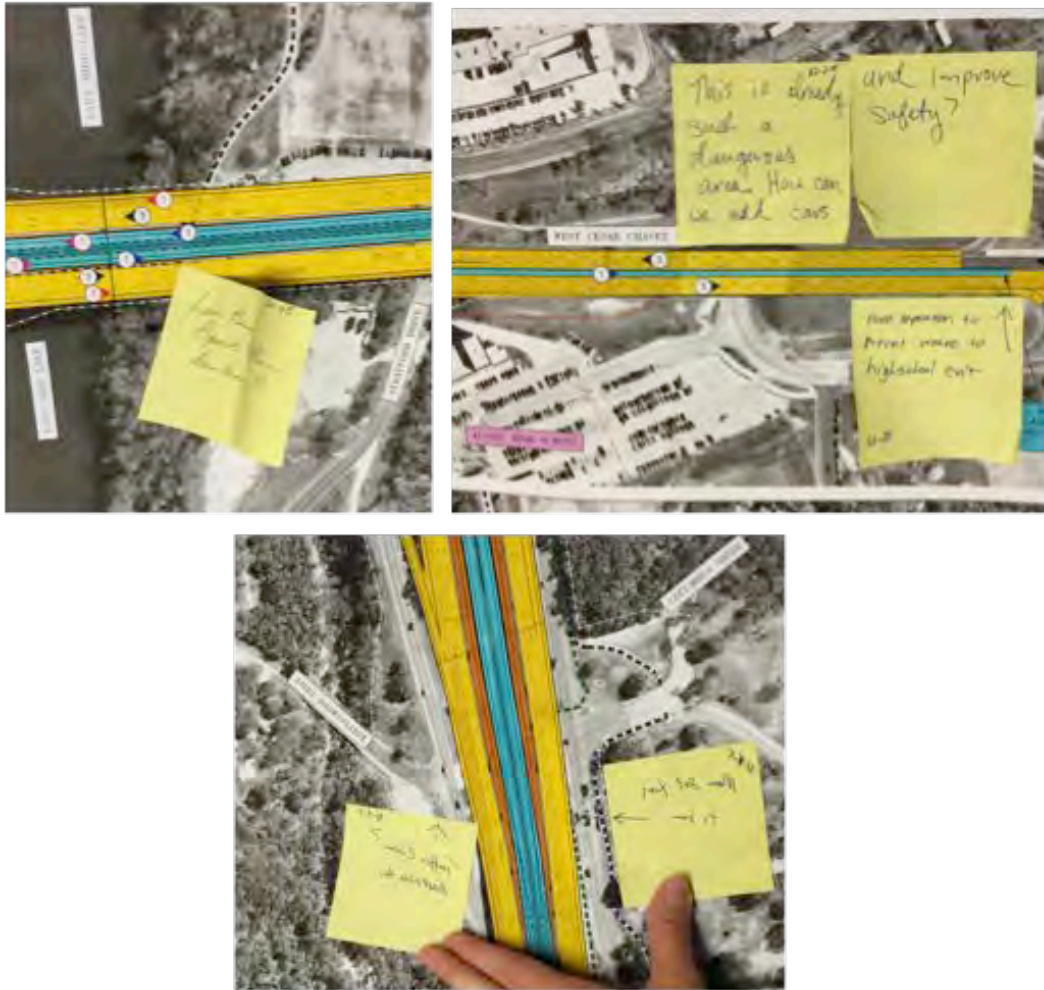




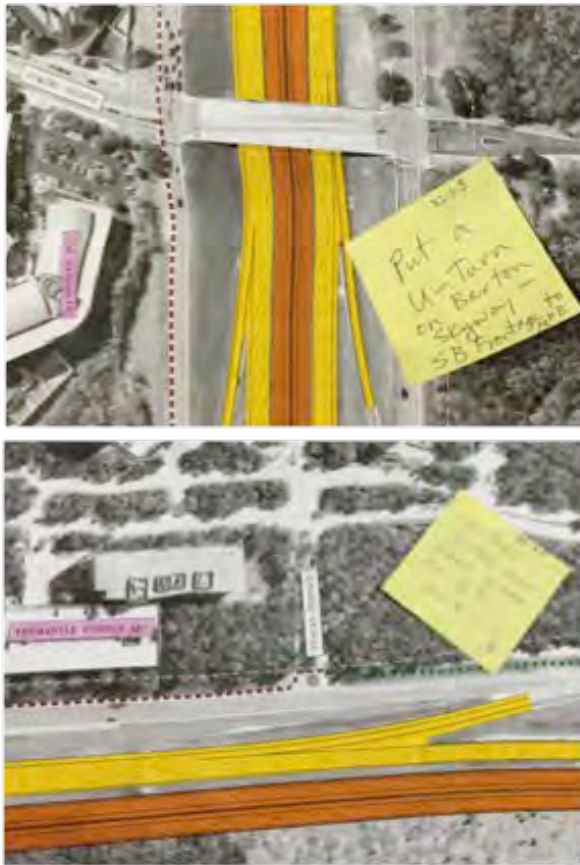
MOPAC SOUTH ENVIRONMENTAL STUDY

February 26, 2015 Open House

Input from Exhibits

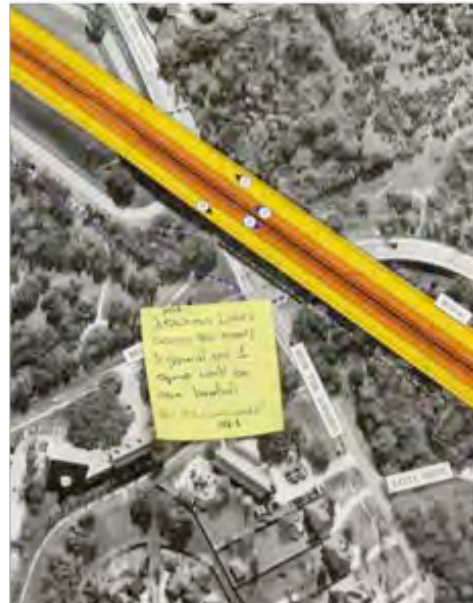


Schematic Sheet 1 (sticky notes) - verbatim	
1-5	Love the flyovers to/from downtown!!
2-5	This is already such a dangerous area. How can we add cars and improve safety?
3-5	Keep separation to prevent weave to high school exit
4-5	Move Shared use path crossing to here.



Schematic Sheet 2 (sticky notes) - verbatim	
1-3	Put a u-turn on Barton Skyway – SB frontage to NB frontage
2-3	How about moving entry ramp north by ½ +/- mile?
3-3	Direct connect from NB Loop 1 to NB 360





Schematic Sheet 4 (sticky notes) - verbatim	
1-8	Great fix for existing traffic bottleneck created with the flyovers. Just don't do the Express lanes.
2-8	(In response to 1-8) No, please do the express lanes.
3-8	What does this do to Violet Crown Path?
4-8	Connect Violet Crown Trail to Randalls
5-8	Sidewalk or Shared Use Path needed
6-8	2 SB ML? That is one less from what is out there now. Seems like a bad idea, especially since 45 is connecting.

Schematic Sheet 4 (sticky notes) - verbatim	
7-8	2 express lanes seems too many. 3 general and 1 express would be more beneficial
8-8	(In response to 7-8) No!! 3 + 2 is much needed!



Schematic Sheet 5 (sticky notes) - verbatim	
1-4	Express Lane should end here. What is the benefit extending it 1000 more feet? No additional traffic is entering.
2-4	(In response to 1-4) No. Leave it as drawn.
3-4	Right now...please consider re-striping the existing pavement (both directions) between Davis Lane and William Cannon to add one more lane in each direction: <ol style="list-style-type: none"> <li>1. Northbound from the Davis Ln entrance to the William Cannon exit; and</li> <li>2. Southbound from William Cannon entry to the Davis Ln exit.</li> </ol>





## Context Sensitive Solutions Priorities

*What items are most important to you?*

*Activity participants were provided a representative photo of each corridor enhancement category and asked to rank their top three corridor priorities as 1st, 2nd and 3rd. Two staff members were present to answer questions about the categories and encourage citizens to participate in an online context sensitive solutions survey. The online survey asks for more detailed preferences related to corridor enhancements. Open house activity results were weighted, 1st - 3 points, 2nd - 2 points and 3rd - 1 point, to determine overall preferences. Participants were also encouraged to leave any comments that they may have.*

WATER QUALITY ENHANCEMENTS					POINTS	RANK (listed in order)
	1ST	2ND	3RD			
	20	13	6		92	1ST
Comment 1: You cannot enhance water quality with a project that will destroy water quality.						
Comment 2: More impervious cover leads to more water runoff, more cars mean more pollution, water will be highly polluted						
Comment 3: No highway, no water quality problems						

LANDSCAPING						
	1ST	2ND	3RD			
	7	14	15		64	2ND
Comment 1: Use landscaping to keep water on ground longer to keep pollutants out of aquifer.						

BICYCLE/PEDESTRIAN FACILITIES						
	1ST	2ND	3RD	Dislike*		
	12	13	10	1	60	3RD
Comment 1: No pedestrian or bikes						
Comment 2: This is my lowest priority						
Comment 3: Biker trails instead of huge, polluting, crowded roads						
Comment 4: This is my lowest priority						
Comment 5: Don't waste any highway money on bicycle/pedestrian facilities. Let the City of Austin pay for that.						

\* No points assigned for red dot.

DEFINING CHARACTERISTICS						
	1ST	2ND	3RD			
	6	5	7		35	4TH

ROADWAY SIGNAGE						
	1ST	2ND	3RD			
	6	2	5		27	5TH

BRIDGE ENHANCEMENTS						
	1ST	2ND	3RD			
	4	4	4		24	6TH

PUBLIC ART						
	1ST	2ND	3RD			
	4	2	3		19	7TH

WALL TEXTURES						
	1ST	2ND	3RD			
	0	4	2		10	8TH

OTHER						
Comment 1: No connection to IH-35 (via SH45)!!!						
Comment 2: Why carry "no build" forward for comparison but not general purpose? (to enhance appearance of need?)						
Comment 3: Please promote shielded lighting of high masts; dark sky, more stars						

**Attachment D**  
**Handout Materials**





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# HELP SHAPE MOBILITY IMPROVEMENTS ALONG MOPAC

## THE PROBLEM

MoPac Expressway south of Lady Bird Lake is a vital artery for Austin commuters and neighbors, as well as visitors to our region. Constructed between 1973 and 2013 as a four to six lane divided highway, it attracts up to 130,000 cars and trucks per day. Over time, expanding population as well as residential, retail and commercial development in the corridor has led to increased traffic congestion, negatively impacting mobility and quality of life for the traveling public and adjacent neighborhoods.

## IDENTIFYING A SUSTAINABLE SOLUTION

The Central Texas Regional Mobility Authority and the Texas Department of Transportation are working with the City of Austin, Capital Metro and other local partners to improve approximately eight miles of the MoPac Expressway from Cesar Chavez Street to Slaughter Lane.

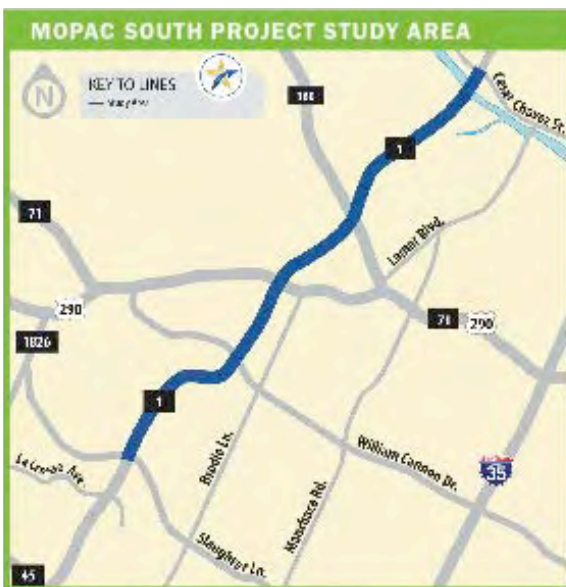
## PURPOSE OF AND NEED FOR IMPROVEMENTS TO MOPAC

### What are we 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

### What problem are we trying to address?

- Current congestion levels are creating unreliable travel times
- Forecasted population and employment growth in Travis and Hays counties
- Emergency response times are impacted by traffic congestion



## ENVIRONMENTAL CONSIDERATIONS

The study will assess the potential impacts of proposed transportation improvements on the environment. The following resources will be studied: threatened and endangered species and other wildlife, water quality, trees and other vegetation, cultural resources, traffic noise, air quality, socio-economic resources, geology and soils, visual and aesthetic resources, parkland and other recreational facilities.

## PROJECT GOALS AND OBJECTIVES

- Provide consistency with local and regional plans
- Reduce congestion delay and provide travel time savings for all roadway users
- Be constructible without unnecessary 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, ridesharing, pedestrians and bicyclists

## ALTERNATIVES EVALUATION

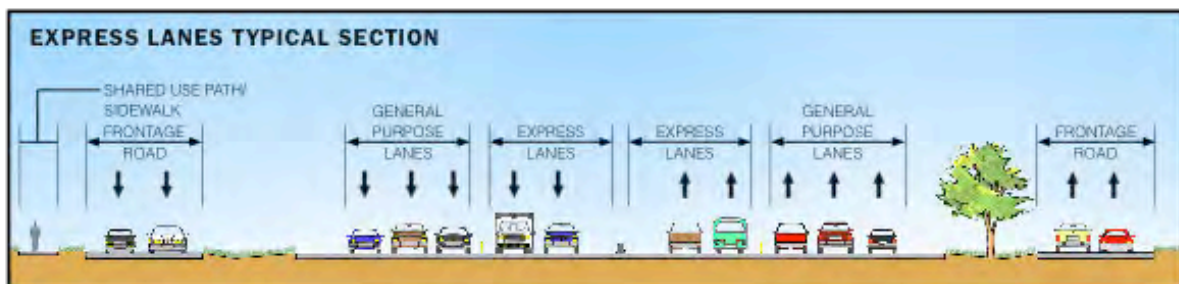
### Preliminary Alternatives

The study team evaluated six preliminary alternatives based on the Purpose and Need for improvements on MoPac South.

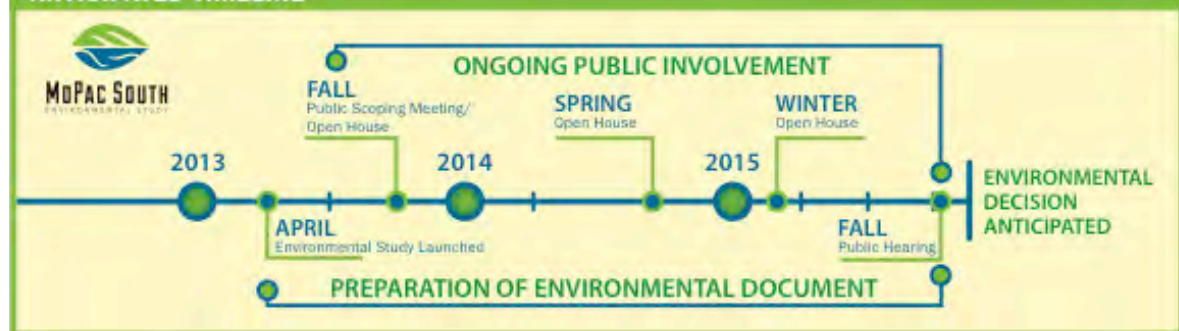
### Alternatives Carried Forward

The Express Lanes Alternative best met the Purpose and Need. It is being advanced because it:

- Offers reliable travel times for single occupancy vehicles, high occupancy vehicles, vanpools, buses and emergency vehicles
- Provides the shortest peak period travel time for all vehicles, including those using the general purpose lanes
- Provides over three million hours of annual travel time savings for all users compared to the No Build Alternative, approximately 2 times more savings than HOV Lanes and 13 times more savings than Transit Only Lanes
- Avoids unnecessary impacts to the natural and human environment and avoids and minimizes impacts to water quality
- Increases opportunities for transit and ridesharing and includes new bicycle and pedestrian facilities



## ANTICIPATED TIMELINE



## STAY INVOLVED

We welcome your feedback and questions about the MoPac South Environmental Study. To learn more or to request a presentation for your group contact Melissa Hurst, Community Outreach Manager, Central Texas Regional Mobility Authority at [mhurst@MobilityAuthority.com](mailto:mhurst@MobilityAuthority.com) or by phone at (512) 996-9778.

Visit [www.MoPacSouth.com](http://www.MoPacSouth.com) for information and to sign up for updates.

## PRELIMINARY COST ESTIMATE

Based on the current design, the MoPac South project is anticipated to cost approximately \$360 million. This figure includes preliminary engineering, environmental, design and construction costs.

At the same time the MoPac South Environmental Study is underway, a separate study is being conducted to assess possible improvements at the intersections of MoPac Expressway with Slaughter Lane and La Crosse Avenue. For more information about this study, contact Melissa Hurst at [mhurst@MobilityAuthority.com](mailto:mhurst@MobilityAuthority.com) or (512) 996-9778.

February 2015





**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015**

**COMMENT FORM**

**DEADLINE for Comments: Monday, March 9, 2015**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): \_\_\_\_\_

ADDRESS: \_\_\_\_\_

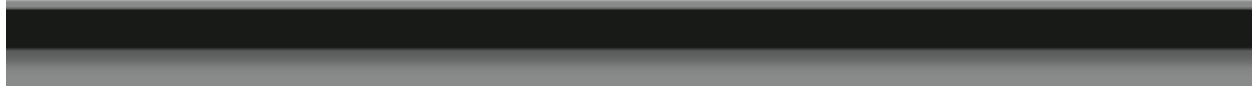
**COMMENTS:** \_\_\_\_\_

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\_\_\_\_\_

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting





Open House – February 26, 2015

## COMMUNITY SURVEY

*Your feedback is critical to the success of the MoPac South Environmental Study. Please share your thoughts with the study team.*

**The alternatives being advanced for further study include the following:**

**Build Alternative: In each direction, add one or more Express Lanes**

- Special separated lanes that are designed to remain free-flowing
- Utilize variable toll pricing to manage the amount of traffic in the lane
- Tolls increase when traffic is heavy and decrease when traffic is light, in order to provide a reliable travel time
- Toll-free for emergency services, public transit buses, and registered vanpools

**No Build Alternative: Do nothing**

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed.

**What do you like about the Express Lanes alternative?**

**What suggestions do you have for improving the Express Lanes alternative?**

**Please list any comments or questions you may have about the alternatives being advanced for further study.**

Please review the Open House exhibit boards regarding the alternative evaluation and screening process. Then let us know how much you agree or disagree with the following statement (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
After reviewing the information provided at this Open House regarding the alternatives evaluation and screening process, I understand the process that was used to arrive at the recommended alternative.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

At the Open House held in April 2014, 76% of community survey respondents agreed or strongly agreed that the proposed criteria that would be used to evaluate the preliminary alternatives were appropriate. Please provide any additional comments regarding the evaluation process and results.

Identify and rank what you think should be the project team’s top five priorities as they develop Context Sensitive Solutions in this corridor:

- Landscaping
- Wall Treatments
- Bridge Enhancements
- Trail Connections
- Regional Identity
- Pedestrian Crossings
- Signage
- Water Quality Enhancements
- Other (please describe) \_\_\_\_\_

*This is the first of several questions from our interactive web-based Context Sensitive Solutions (CSS) survey. Please visit our CSS station to learn how you can provide additional input about the look and feel of the corridor.*

What groups or individuals should we reach out to for inclusion in the Context Sensitive Solutions process?



Please indicate how aware you were of the following facts (Select one answer per question/statement):

	Very Aware	Somewhat Aware	Unaware
State law dictates that the same number of taxpayer-funded, non-tolled travel lanes that are available today remain so in the future if tolling is selected as a project's funding mechanism.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Emergency services, public transit buses, and registered vanpools would NOT pay tolls to use the Express Lanes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is a local transportation agency called the Central Texas Regional Mobility Authority.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Central Texas Regional Mobility Authority is a local agency, with a Board appointed by Travis and Williamson counties and the Governor.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For fiscal year 2015, Prop 1 will provide an estimated \$1.7 billion for TxDOT's use. Of that amount, the TxDOT Austin District, which is comprised of 11 counties including Bastrop, Blanco, Burnet, Caldwell, Gillespie, Hays, Lee, Llano, Mason, Travis and Williamson, expects to receive approximately \$120 million in funds. The rest of the money is going elsewhere in the state.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drivers would always have a choice whether or not to use the Express Lanes?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If another general purpose lane was added to the corridor, it would fill up with traffic just like the existing MoPac South.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is collaborating with 19 federal, state and local agencies.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is performing a traffic noise and air quality analysis.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Knowing that gas taxes haven't increased in 21 years, how would you prefer that improvements in this corridor be funded? (Select one):

\_\_\_ Raise my property taxes

- Charge tolls to those who use the Express Lanes
- Wait until the legislature provides new options for funding transportation improvements
- Prefer not to build anything

**Where do you live? (Select one)**

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other              |

If "Other," please specify: \_\_\_\_\_

**Where do you work? (Select one)**

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other              |

If "Other," please specify: \_\_\_\_\_

**How did you hear about this Open House? (Select all that apply)**

- Newspaper: \_\_\_\_\_
- Email from the MoPac South Environmental Study team
- MoPac South Environmental Study website
- Twitter
- Roadway signage
- Friend/neighbor/relative/co-worker
- Just passing by
- Neighborhood or organization: \_\_\_\_\_

\_\_\_\_ Other: \_\_\_\_\_





**MoPac South**  
ENVIRONMENTAL STUDY

**YOU CAN ALSO VISIT US ONLINE  
AT OUR VIRTUAL OPEN HOUSE**

[www.MoPacSouth.com](http://www.MoPacSouth.com)

FROM FEBRUARY 26 THROUGH MARCH 9, 2015

**Download and review meeting materials**



**Fill out the community survey**



**Leave us your comments or questions**



**Sign up for electronic updates**



**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015**

*Please fill this out to sign up for updates on this study.*

NAME (PLEASE PRINT): \_\_\_\_\_

EMAIL: \_\_\_\_\_

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.

Historic Resources

Parks

Bicycle/Pedestrian

Transit

Aesthetics/Context Sensitive Solutions

Environmental/Water Quality

Other \_\_\_\_\_

\_\_\_\_\_



**MoPac South**  
ENVIRONMENTAL STUDY

**YOU CAN ALSO WEIGH-IN ON THE  
CONTEXT SENSITIVE SOLUTION (CSS)  
PROCESS ONLINE**

[mopacsouth.metroquest.com](http://mopacsouth.metroquest.com)

FROM FEBRUARY 26 THROUGH MARCH 13, 2015

**Identify CSS items most important to you**



**Complete the visual preference survey**



**Show us where you'd like to see changes or im-  
provements along the corridor**



**Leave your CSS comments and questions**



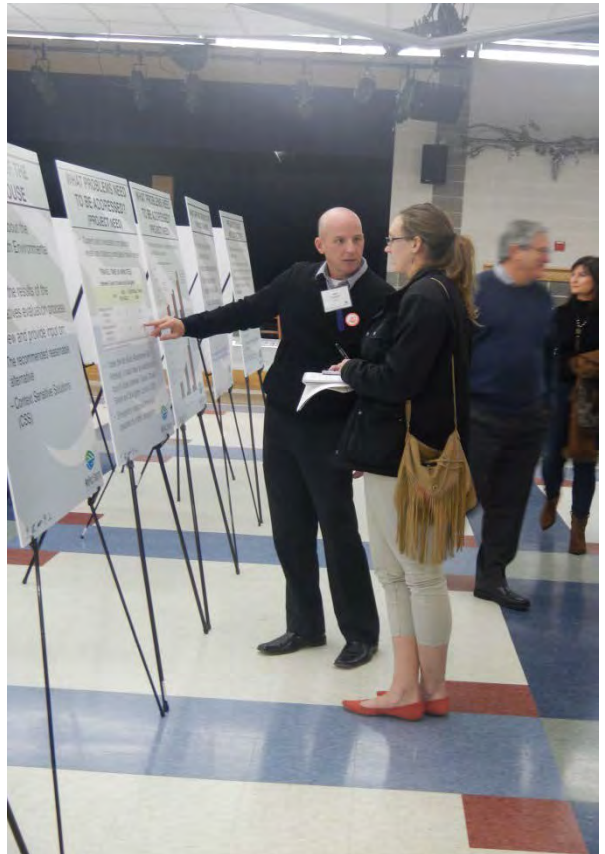
**Attachment E**  
**Photos**



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**Attachment F  
Registration Forms**





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**MoPac South**  
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015

**PUBLIC SIGN-IN SHEET**

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	JIM EDWARDS	78746
	Ralph Browne	76051
	Alan De Nardis	78704
	Dan Dargenus	78704
	DICK FALLENBAND	78704
	GABE WRIGHT	78735
	Paul + Courtney Njhuir	78746
	ROBERT ROBINSON	78735
	Margot Clarke	78731
	Laura Dierzenfuehl	78754



**MOPAC SOUTH**  
ENVIRONMENTAL STUDY

Mopac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015  
**PUBLIC SIGN-IN SHEET**

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	KAREN CLARK	78735
	Gordon Roycroft	78613
	Graydon Lagumara	78733
	DAVID CALABING	78660
	Refused to sign	RFS
	Emily Weigand	78259
	Sandy Keller	78746
	Bill Bunch	78704
	Nathan Wilkes	78702
	Jens	78703





**MoPac South**  
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015

**PUBLIC SIGN-IN SHEET**

✓ ELEGED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
✓	Jimmie Sue & Dick Francis	<del>78746</del> 78746
✓	M. Jordan Scott	78746
	Wendi Hundley	78746
	ROD ALEXID	78746
	Jamie Furney	78749
	Richard Noste	78746
	Jeanne Day	78749
	Amber Elens	78703
	Arlia Thami Ghannoun	78717
	DAVID RICHARDSON	78737



**MoPac South**  
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015

**PUBLIC SIGN-IN SHEET**

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Nadine Richards	78704
	BARRY BONE	78746
	Alex Luyke	78704
	David Burton	78748
	Bryce Burton	78748
	Rafael Rigoberto	78749
	RATAN MOUNIN	78748
	Mollie	78749
	Wayne Dennis	78681
	Viki Goodwin	78739



**MoPac South**  
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015

**PUBLIC SIGN-IN SHEET**

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Carl Von Rysoye	78746
	Dale Evans	78745
<input checked="" type="checkbox"/>	Colin MacDougall	78746
<input checked="" type="checkbox"/>	Mike Sullivan	78703
	Richard Ryan	78703
	KHAN	
	Vincent Dyson	78746
	Steven Ward	78735
	Tom ARUST	78731
	Lisa Smith	78739



**MOPAC SOUTH**  
ENVIRONMENTAL STUDY

MOPAC South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015

**PUBLIC SIGN-IN SHEET**

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Rohan Shah	78205
	Cole Teague	
6:02pm	Dave Jones	78739
	James Mosley	78739
	Bob Breisham	78733
	Tom Frankle	78749
	Adele Ely	78746
	RICHARD BARTH	78746
	RUTH BARTH	78746
	Bruce Oliver	78749





**MOPAC SOUTH**  
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015

**PUBLIC SIGN-IN SHEET**

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Preston Tyree	78759
	DONALD TOWLES	78613
	Famela Baggett	78739
	STAN GIBBON	78746
	Amy Pattin	78746
	Aleksina Chapman	78702
	Sevel Butler	78733
	W. C. CHAMBERS	78749
	Sharon Cox	78746
	Dr. Zahara Spivey	78731



**MoPac South**  
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015

**PUBLIC SIGN-IN SHEET**

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Rafael Tinajero	78749
	Samuel Clinton	78746
	RON MEEK	78749
	JULIA A LAUGUSTA	78749
	Manuel Trevino	78756
	Jeff Stewart	78746
	Jim Beckwith	78749
	Dany Rybol	78730
	Sara Hutson	78746
	Margie Lee	78731



**MoPac South**  
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015

**PUBLIC SIGN-IN SHEET**

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Kessie Russell	78749
	* Kyle Webb (male)	78660
	Adele Peterson	78746
	Jattie Mulsler	78749
	David Schieck	78739
	Roxanne McKee	78746
	MIKE PEROVETI	78745
	ANTHONY SORSA	75729
	CASHED ISLAM	78732
	Patricia Dreifuss	78746



**MoPac South**  
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015

**PUBLIC SIGN-IN SHEET**

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Tim Overend	78746
	Belky Tague	78735
	Rick Perkins	78739
	Tim Crivianson	78703
	George + Karen Hammond	78746
	Sandy Gorman	78703
	Michael Berry	78703
	John Weiss	78746
	Carol Fabus	78620
	Refusal to sign in	





**MOPAC SOUTH**  
ENVIRONMENTAL STUDY

MOPAC South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015

**PUBLIC SIGN-IN SHEET**

<input checked="" type="checkbox"/> ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	KATHI MILLER	78749
	Tom Van Landt	78703
	Quincy [unclear]	78757
	Ann Conway	78746
	Andy Atlas	78723
	[unclear]	78733
	Erin Abernham	78739
	Rick DePalma	
	LARRY AKENS	78704
	Amy Spencer (or Brett)	





**Attachment G**  
**Virtual Open House Web Page Analysis**





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All Traffic

Feb 26, 2015 - Mar 9, 2015

VOH user  
67.07%

Explorer

Site Usage

Sessions



Source / Medium	Sessions	Pages / Session	Avg. Session Duration	% New Sessions	Bounce Rate
<b>VOH user</b>	<b>1,811</b> % of Total: 67.07% (2,700)	<b>3.15</b> Avg for View: 3.05 (3.02%)	<b>00:03:35</b> Avg for View: 00:03:13 (11.89%)	<b>74.21%</b> Avg for View: 72.52% (2.34%)	<b>40.81%</b> Avg for View: 42.52% (1.43%)
1. (direct) / (none)	1,034 (57.19%)	2.80	00:03:18	82.40%	49.03%
2. google / organic	105 (5.84%)	4.87	00:04:39	47.62%	12.38%
3. m.facebook.com / referral	92 (5.08%)	1.43	00:00:33	93.48%	70.65%
4. reddit.com / referral	80 (4.42%)	3.00	00:02:49	87.50%	27.50%
5. Lco / referral	72 (3.98%)	3.86	00:05:42	41.87%	20.83%
6. facebook.com / referral	54 (2.98%)	2.63	00:03:54	68.52%	37.04%
7. impactnews.com / referral	54 (2.98%)	2.35	00:02:29	85.19%	40.74%
8. kvue.com / referral	52 (2.87%)	2.42	00:02:59	92.31%	23.08%
9. l.facebook.com / referral	37 (2.04%)	2.03	00:02:06	81.08%	45.95%
10. socialiance.org / referral	32 (1.77%)	6.19	00:08:06	34.38%	9.38%
11. mobilityauthority.com / referral	26 (1.44%)	8.08	00:06:42	30.77%	7.69%
12. mhigh.kvue.com / referral	14 (0.77%)	2.07	00:00:24	78.57%	35.71%
13. bxdot.gov / referral	14 (0.77%)	5.00	00:04:35	14.29%	0.00%
14. search.freefind.com / referral	13 (0.72%)	7.54	00:08:31	0.00%	0.00%
15. lm.facebook.com / referral	12 (0.66%)	1.00	00:00:06	91.67%	66.67%
16. austinchronicle.com / referral	10 (0.55%)	3.50	00:08:39	80.00%	20.00%
17. bing / organic	9 (0.50%)	3.11	00:05:04	0.00%	33.33%
18. keepmopaclocal.org / referral	9 (0.50%)	2.44	00:01:54	88.89%	22.22%
19. us2.campaign-archive2.com / referral	9 (0.50%)	7.56	00:11:40	0.00%	0.00%
20. mopacexpress.com / referral	7 (0.39%)	4.14	00:09:49	14.29%	14.29%
21. support.monkee-boy.com / referral	7 (0.39%)	13.43	00:10:23	0.00%	0.00%
22. shaduhollow.org / referral	6 (0.33%)	1.17	00:00:05	16.67%	83.33%

23.	tollroadsnews.com / referral	6 (0.33%)	3.67	00:04:15	83.33%	0.00%
24.	us2.campaign-archive1.com / referral	5 (0.25%)	1.80	00:01:42	0.00%	40.00%
25.	webmail.austin.tx.com / referral	5 (0.25%)	3.80	00:06:15	80.00%	40.00%
26.	63.249.86.211 / referral	4 (0.22%)	2.75	00:00:58	0.00%	0.00%
27.	dnsssearch.com / referral	4 (0.22%)	8.25	00:06:31	0.00%	0.00%
28.	yahoo / organic	4 (0.22%)	10.75	00:27:40	0.00%	25.00%
29.	lookup.t-mobile.com / referral	3 (0.17%)	2.00	00:00:25	0.00%	33.33%
30.	mail.twc.com / referral	3 (0.17%)	2.33	00:00:49	100.00%	66.67%
31.	mystatesman.com / referral	3 (0.17%)	2.00	00:10:13	100.00%	0.00%
32.	kyue.mtwap.com / referral	2 (0.11%)	1.50	00:01:05	100.00%	0.00%
33.	statesman.com / referral	2 (0.11%)	7.00	00:13:02	50.00%	0.00%
34.	twcnews.com / referral	2 (0.11%)	4.50	00:01:59	100.00%	0.00%
35.	tx.kvue.com / referral	2 (0.11%)	4.00	00:01:39	100.00%	0.00%
36.	webmail.earthlink.net / referral	2 (0.11%)	1.00	00:00:00	50.00%	100.00%
37.	webmailbb.netzero.net / referral	2 (0.11%)	13.00	00:15:33	50.00%	0.00%
38.	10.2.74.29:15871 / referral	1 (0.05%)	3.00	00:01:14	100.00%	0.00%
39.	campaign.r20.constantcontact.com / referral	1 (0.05%)	2.00	00:05:21	100.00%	0.00%
40.	clma-openhouse.monkee-boy.com / referral	1 (0.05%)	3.00	00:00:22	0.00%	0.00%
41.	m.tollroadsnews.com / referral	1 (0.05%)	3.00	00:01:48	0.00%	0.00%
42.	mail.acceleros.com / referral	1 (0.05%)	1.00	00:00:00	100.00%	100.00%
43.	mopacsouth.monkee-boy.com / referral	1 (0.05%)	10.00	00:02:44	0.00%	0.00%
44.	np.reddit.com / referral	1 (0.05%)	3.00	00:01:27	100.00%	0.00%
45.	traviscountytx.iqm2.com / referral	1 (0.05%)	18.00	00:04:58	0.00%	0.00%
46.	webmail.peoplepc.com / referral	1 (0.05%)	1.00	00:00:00	100.00%	100.00%
47.	webmail.roadrunner.com / referral	1 (0.05%)	1.00	00:00:19	100.00%	0.00%
48.	webmail.tampabay.m.com / referral	1 (0.05%)	6.00	00:25:54	100.00%	0.00%
49.	webmail.wt.net / referral	1 (0.05%)	1.00	00:00:00	100.00%	100.00%
50.	webmail.juno.com / referral	1 (0.05%)	1.00	00:00:00	100.00%	100.00%

Rows 1 - 50 of 51

## Content Drilldown

Feb 26, 2015 - Mar 9, 2015

ALL > PAGE PATH LEVEL 1 (/voh/)

All Sessions  
55.86%

### Explorer

Search constraints on metrics can not be applied to this graph.

Pageviews

1,400

700

Feb 27 Mar 1 Mar 3 Mar 5 Mar 7

This data was filtered using an advanced filter.

Page path level 2	Pageviews	Unique Pageviews	Avg. Time on Page	Bounce Rate	% Exit
	<b>4,599</b> % of Total: 55.76% (8,245)	<b>3,462</b> % of Total: 54.43% (8,361)	<b>00:01:59</b> Avg for View: 00:01:34 (27.23%)	<b>48.71%</b> Avg for View: 42.52% (14.57%)	<b>37.55%</b> Avg for View: 32.70% (14.84%)
1. /	<b>1,704</b> (37.05%)	1,127 (32.55%)	00:02:23	27.21%	34.45%
2. /survey.php	<b>992</b> (21.57%)	788 (22.76%)	00:02:37	75.43%	83.81%
3. /layouts.php	<b>448</b> (9.74%)	358 (10.34%)	00:01:57	54.08%	41.98%
4. /preliminary.php	<b>244</b> (5.31%)	205 (5.92%)	00:01:18	50.00%	13.93%
5. /opportunities.php	<b>212</b> (4.61%)	174 (5.03%)	00:00:34	55.56%	24.08%
6. /background.php	<b>211</b> (4.59%)	173 (5.00%)	00:01:07	40.00%	14.22%
7. /contact.php	<b>206</b> (4.48%)	161 (4.65%)	00:03:11	54.17%	52.43%
8. /purpose.php	<b>168</b> (3.65%)	140 (4.04%)	00:00:54	66.67%	10.71%
9. /exhibits.php	<b>141</b> (3.07%)	107 (3.09%)	00:02:12	57.14%	26.95%
10. /constraints.php	<b>134</b> (2.91%)	110 (3.18%)	00:01:14	100.00%	18.42%
11. /evaluation.php	<b>133</b> (2.89%)	117 (3.38%)	00:01:54	50.00%	13.53%
12. /layouts-new.php	<b>6</b> (0.13%)	2 (0.06%)	00:01:01	0.00%	0.00%

Rows 1 - 12 of 12



### Top Events

Feb 26, 2015 - Mar 9, 2015

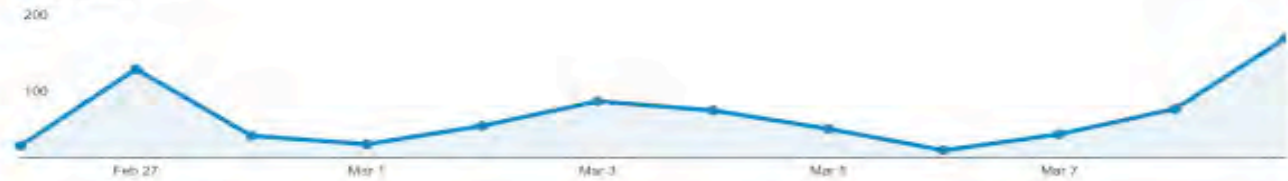
ALL » EVENT CATEGORY: download » EVENT ACTION: click-pdf

All Sessions  
94.62%

Explorer

Event

Total Events



Event Label	Page	Total Events	Unique Events	Event Value	Avg. Value
		<b>656</b> % of Total: 85.91% (584)	<b>387</b> % of Total: 94.62% (409)	<b>0</b> % of Total: 0.00% (0)	<b>0.00</b> Avg for View: 0.00 (0.00%)
1. docs/mopac-south-preliminary-layout.pdf	/voh/	<b>234</b> (35.67%)	214 (34.80%)	0 (0.00%)	0.00
2. docs/mopacsouth_februaryopenhouse_factsheet_02152015_final-1.pdf	/voh/	<b>159</b> (24.24%)	152 (24.72%)	0 (0.00%)	0.00
3. docs/allboards_feb2015.pdf	/voh/	<b>142</b> (21.65%)	133 (21.63%)	0 (0.00%)	0.00
4. docs/handout-packet-for-sign-in-table.pdf	/voh/	<b>67</b> (10.21%)	63 (10.24%)	0 (0.00%)	0.00
5. /voh/docs/mopac%20south%20preliminary%20layout.pdf	/voh/layouts.php	<b>52</b> (7.93%)	52 (8.46%)	0 (0.00%)	0.00
6. docs/mspenvex01.pdf	/voh/layouts-new.php	<b>2</b> (0.30%)	1 (0.16%)	0 (0.00%)	0.00

Rows 1 - 6 of 6

**Attachment H**  
**Community Survey Forms**



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## Community Survey Summary

Conducted for Open House #3

Held February 26, 2015 at Hill Country Middle School, Austin, Texas

*During the Open House and concurrent Virtual Open House, participants were afforded the opportunity to provide additional input via a community survey. The survey is not a scientific poll. The results only reflect the view of those Open House and Virtual Open House participants that chose to participate.*



## Summary

- Three hundred and thirty community surveys were received between February 26, 2015 and April 2, 2015. Three hundred and seventeen were received via [www.MoPacSouth.com](http://www.MoPacSouth.com) and thirteen were received at the Open House on February 26, 2015.
- The majority of positive responses to the question, “What do you like about the Express Lane Alternative?” reflect the respondents’ excitement about the additional lanes and the option to decide whether or not to use them. Many recognize that tolling is an acceptable trade-off for added lanes. The majority of negative comments were in relation to tolling or environmental impacts.
- Common suggestions respondents made for improving the Express Lanes Alternative include designating an HOV lane or removing fees for carpools, improvements that benefit public transit, providing shoulders wide enough to accommodate stalled cars or accidents, waiting until the SH 45 project is completed, and installing reversible express lanes at peak hours in the day.
- A majority of respondents in favor of tolls expressed their dislike for the use of variable fees, because they felt it was a punishment for needing to drive during rush hours.
- When asked to provide comments and questions about the alternative being advanced for further study, the majority of respondents claimed the MoPac South improvements are long overdue, there is concern about the alternative’s effects on noise pollution, air quality and water quality, and they do not support the plan for a double decker. Common questions included, “When will the project be completed?”, “What will the speed limit be on the express lanes?”
- A high number of respondents indicated the comment period was too short.
- The majority of respondents agreed (52%) that they understood the process that was used to arrive at the Recommended Reasonable Alternative, 25% disagreed and 23% were undecided at this point.
- Some respondents believed the evaluation process and survey questions were crafted to lead them to favor adding additional toll lanes and the questions should be made more objective to accurately represent the citizens’ beliefs. Some respondents also believed there was never an option other than toll roads available in the alternative evaluation process
- The top three priorities for Context Sensitive Solutions are water quality (16%), trail connections (15.4%) and pedestrian crossings (15%), respectively.

- 41% of respondents believe neighborhood groups should be involved in the evaluation of Context Sensitive Solutions, 21% believe environmental groups should be involved and 20% said all Austinites should weigh in on Context Sensitive Solutions.
- 39% of respondents are very aware that state law dictates that the same number of taxpayer-funded, non-tolled travel lanes that are available today will remain so in the future if tolling is selected as a project's funding mechanism, which means almost two thirds of the respondents are only somewhat aware or completely unaware of this law.
- 66% of respondents are very aware that emergency services, public transit buses and registered vanpools would NOT pay tolls to use the Express Lanes.
- 68% of respondents are very aware that there is a local transportation agency called the Central Texas Regional Mobility Authority.
- 48% of respondents are very aware and 32% are somewhat aware that the Central Texas Regional Mobility Authority is a local agency with a Board appointed by Travis and Williamson counties and the Governor.
- More respondents are unaware or only somewhat aware (72%) that for fiscal year 2015, Prop 1 will provide an estimated \$1.7 billion for TxDOT's use. Of that amount, the TxDOT Austin District, which is comprised of 11 counties including Bastrop, Blanco, Burnet, Caldwell, Gillespie, Hays, Lee, Llano, Mason, Travis and Williamson, expects to receive approximately \$120 million in funds. The rest of the money is going elsewhere in the state.
- 74% of respondents are very aware that drivers would always have a choice of whether or not to use the Express Lanes.
- The majority of respondents are very aware (51%) or somewhat aware (29%) that if another general purpose lane was added to the corridor, it would fill up with traffic just like the existing MoPac South.
- 49% of the respondents are somewhat aware or unaware that the MoPac South Environmental Study Team is collaborating with 19 federal, state and local agencies.
- 74% of respondents are either very aware or somewhat aware that the MoPac South Environmental Study Team is developing Best Management Practices to protect water quality in the Edwards Aquifer.
- 77% of respondents are either very aware or somewhat aware that the MoPac South Environmental Study Team is conducting biological surveys related to vegetation and threatened and endangered species.

- 35% of respondents are very aware, 33% of respondents are somewhat aware, and 32% of respondents are unaware that the MoPac South Environmental Study Team is conducting research on historic resources along the corridor, such as Zilker Park.
- 66% of respondents are either unaware or only somewhat aware that the MoPac South Environmental Study Team is performing a traffic noise and air quality analysis.
- 57% of respondents prefer that improvements to this corridor would be funded through tolls and 23% prefer to wait until the legislature provides new options for funding transportation improvements.
- The majority of respondents lives in southwest Austin (52%) and works in central Austin (31%).
- 41% percent of respondents received notification of the Open House via the newspaper, making it the most popular method of advertising.

## Question 1:

### What do you like about the Express Lanes Alternative?

1	Like idea of more lanes , esp. if express or HOV but NOT TOLLED
2	No more toll lanes. None, zip, nada!
3	Bottom line, we need more roads in Austin, has anyone been to San Antonio lately? Every time I go to SA there is a new road, NO TOLL roads just new roads that allow for transportation. I have lived in Austin for the past 30 years and it's sad but really a joke the infrastructure or lack of we have here. And these studies, I voted for a renovation to the Y at Oak Hill in the 80's and I still have seen nothing to improve the flow of traffic in Oak Hill. Austin is too sensitive to the old adage of "if we don't build it they won't come". Well that's not working too well now is it? Build roads, put a flyover above the RR tract on MoPac, us all the large median south of the river. This idea of Toll roads is Double taxation; we pay for roads, why should we have to spend money again to drive up and down them. San Antonio doesn't seem to be having any troubles. The plan gets put in place, a study occurs and by the time and expense the study is completed, it costs double to now start the project and your years behind. Austin's demise will be the lack of ability to drive in and around this town. What a shame. Really, I keep going back to SA but has anyone asked the power that be what they're doing so well that we don't have a clue about?
4	I do not like anything about the express lanes alternative because they leave no room for future non-toll road expansion to serve tax payers.
5	Absolutely nothing.
6	Let another toll lane in Austin, why are the only ideas about fixing the highway system in this town focused on toll roads. Like the new lanes hate the toll option.
7	Single drivers can use it. Predictable commute.
8	Don't like at all, will not help with traffic or future traffic.
9	Moves traffic going the longest way faster, potentially freeing up space in the other lanes.
10	As a toll lane I think an express lane does nothing to improve the infrastructure of Austin. As a toll lane, there's an actual incentive for people to carpool & therefore reducing the number of vehicles on the road.
11	Limited "additional" construction footprint
12	The possibility of less traffic
13	Think it is a key way for us to lessen traffic.
14	That I can bypass all of the traffic.
15	The added capacity which is desperately needed.
16	Nothing. It's a bad idea
17	Hope they work in cutting down traffic
18	Less drive time!
19	Adds capacity which will help with the current congestion problems
20	I think it's fair and reasonable. People who insist on driving their own cars really need to accept some responsibility for the cost of doing so, especially if they won't carpool. We can't continue to ignore the growth of the southern section of Austin.
21	Austin has needed more lanes for more cars for 30 yrs. build the lanes before we're locked in a 2 block radius of our homes. I think tolls should be constant- if people want to pay to drive in express lanes, let them anytime. we want them in there during rush hours don't penalize them
22	might move traffic
23	Add more lanes but no fees. There already too many toll roads and we already pay enough taxes.
24	nothing
25	Hopefully will save time. It takes me an hour to get to work (William Cannon to Riata Vista). I do not like the idea of toll lanes!



26	Traffic congestion reduction
27	Natural growth demands increased capacity in all options
28	STOP....complete SH45 first to FM 1626
29	Nothing. I think it will be an expensive, ineffective disaster
30	Given the increasing development that appears to go on unabated, we do need to provide sufficient roadways to maintain a decent quality of life for commuters. Toll lands are likely the best way in order to do that. They provide us with choices in travel and provide a solid funding mechanism for the road building.
31	the extra lanes
32	Love it
33	I would have a choice of paying a toll or not depending on how much of a hurry I was in, amount of traffic, etc.
34	Added capacity is at least 10 years behind schedule and much more capacity is needed than is now being considered.
35	More roadway to move traffic!
36	Love it, I'm happy to pay to get through traffic.
37	Nothing. Considering the present general failures of the Txtag system and other built toll roads in the state, proposing additional toll lanes/roads is utterly irresponsible. This is especially true in an area that would impact Austin's beloved and heavily used greenbelt.
38	Improving commuting time for those who wish to use the lanes while providing a free alternative to those who don't/can't pay. Hopefully decreasing the commute time for those in the free lanes as well.
39	Something needs to be done...either this or lane expansions. Most of another lane is already paved. Why don't they just finish it to make a third southbound lane? And redo the intersection of Slaughter/MoPac so it goes OVER Slaughter unless you are exiting?
40	move people more quickly to their desired destination
41	Something needs to be done - and if tolls are the only way to fund a project I am fine with that.
42	There desperately needs to be additional lanes both north and south on MoPac past Slaughter Lane. There is so much traffic into far south Austin (in Hays county) that SH-45 must be built to accommodate the existing residents. If city council continues to approve more housing developments logically they must build more roads. It's ok to toll additional new express lanes, but the main portion of MoPac should remain free.
43	In my opinion, it's a win-win. For those of us that will use the toll roads, the less stress on us. This also show ease traffic on the tolled lanes for those that don't want to pay a toll. It also allows us to build the road sooner knowing the toll money will pay back the construction costs.
44	It will provide an additional means to alleviate an obviously congested traffic situation. In addition since MoPac is obviously already "built" there should be minimal environmental effects. I like the fact that this issue has been carefully studied, now move forward.
45	I think the lanes should be separated and free-flowing. Having mixed used traffic allows people to mingle in the toll lanes slowly down the "free-flowing" traffics
46	We need expanded traffic lanes in South Austin. The roads are just too congested with both Hays and Travis county residents utilizing the small number of roads we currently have.
47	Provides better management of traffic, which is critical to the region.
48	Nothing, Toll roads are not the answer. Separating lanes uses up valuable space.
49	We need more lanes, and will take them any way we can get them!
50	It will keep traffic moving at a steady pace.
51	It will alleviate the traffic jam during rush hour and also during other high traffic events
52	South Austin needs the extra lanes to help in the terrible congestion on MoPac.
53	Great idea and much needed improvement to MoPac
54	I think this is a good idea mainly because it will add another lane. The problem with all the

	congestion on south MoPac is due to lanes merging together. For example, four lanes of traffic on northbound MoPac, at the 290 exit, four lanes of traffic merge into two lanes to pass over Hwy 290. Immediately following the overpass, five lanes of traffic merge into three: two lanes from MoPac, two lanes of 290 Eastbound, and one lane from 290 westbound. These heavily trafficked areas require more lanes, and adding an express lane will help considerably as it will add on much needed lanes to accommodate the influx of cars from all entrance ramps from Slaughter Lane to 290 onto MoPac. The same goes for traffic southbound in the afternoon. All traffic heading south of William Cannon must merge into two lanes. If another lane was added there would be less of a bottle neck as traffic from 290 merges onto MoPac.
55	I love the potential for relief from ever worsening traffic problems. Traffic on MoPac is a HUGE PROBLEM!!!!!!!!!!!!!!!!!!!!!! I love the potential for paying a variable toll to use the express lane as a single driver. I used similar toll ways in California and thought it was a good solution. Honestly I would support anything that gives us some relief! MoPac traffic is unbearable and will only get worse without a solution.
56	That someone has finally recognized far South Austin has a traffic problem. It's more than a do nothing approach and hope every moved to downtown Austin or far north Austin. Move to where the roads already are instead of planning for a growing area.
57	It is safer for Shady Hollow families.
58	I like this approach. Salt Lake City has a similar system. Allows people to choose in real time if they want to pay a toll or not and does not require low income people to use a toll road to get where they may need to go off of Mo-Pac.
59	I like ANYTHING that will improve transportation in Austin. We have too many people in the city with a "do nothing" attitude which will only make traffic even worse. Having a terrible transportation system in Austin will not stop people from moving to our wonderful city. Let's make it even more wonderful.
60	Excellent idea. Traffic on MoPac is building as the suburbs continue to develop. We need to get ahead of the traffic instead of playing catch-up. We are so far behind now.
61	More available lanes to help the traffic flow better/more efficiently.
62	Express lanes would allow more traffic to flow freely.
63	They add more options that are not currently there. Whether I want to pay the money to ride them or not is irrelevant, every person that does ride them, if added, would be one less vehicle that is not in the normal lanes. Please add them.
64	Lanes are desperately needed
65	Available to all drivers (not limited by vehicle type or the number of vehicle occupants)
66	I like the addition of more lanes of traffic. I also like that they are designated and designed to be free flowing, however I am cautious of the amount of people that will utilize these.
67	It addresses current need for reducing the horrid traffic buildup that commuters contend with today and it addresses the future need for moving traffic. It is imperative to find solutions to our traffic congestion. We are socially adverse to mass transit so we have no option but to increase lanes with tolls for those willing to pay to drive in a dedicated lane.
68	It will hopefully help reduce the amount of traffic on MoPac during rush hours. I live about 7 miles from my job and it sometimes takes me 45 minutes to get to work. This is a combination of the horrible traffic on Brodie since SH 45 hasn't been built, and MoPac's lack of capacity.
69	It does add an alternative, but I would rather just see capacity added without tolls.
70	We desperately need more lanes but NOT TOLLS. This is a major hardship on lower to middle income families. San Antonio should be a model Austin should look to... They have 4-6 lanes and they have developed loops within the city. San Antonio accomplished this with NO TOLLS. I do not agree with the statement "If another general purpose lane was added to the corridor, it would fill up with traffic just like the existing MoPac South". I would prefer to fund general lanes via bond funds but would accept property tax increase. NOT TOLLS.
71	Frees up traffic in the local neighborhood. Stops cars from illegally going through streets to avoid traffic.
72	Help traffic flow better. DO NOT LIKE that toll is based on how heavy or light traffic flow -

	VARIABLE TOLL PRICING ADD FREE TOLL for 3 or more people in vehicle
73	That they are separate lanes from regular traffic
74	It appears to increase the flow of traffic significantly from the current plan and will
75	The potential to decrease slow moving traffic. The ability to get around faster... Sometimes traffic flows alright until you get to south Austin and then you get stopped without an alternate route
76	It helps solve the traffic burden.
77	It sucks.
78	Offers a much needed addition to accommodate the daily increasing of traffic due to number of increasing homes and apartments in south Austin
79	Gives freedom of choice - drivers can decide to use the new toll lane or not.
80	Assuming that someday there will be access to these lanes from an IH-35 connector I believe these added express lanes will take some pressure off IH-35 and also the Ben White East West expressway
81	Provides a free flowing path that will be really useful in rush hour. Great for emergency vehicles.
82	It's a good option, yet additional general purpose lanes are also needed.
83	allows better flow of traffic
84	Great. Wish it wasn't toll but we need help getting south. I've lived south over 18 years and sold real estate south and we are in desperate need to move all the new comers south. The markets cannot even maintain an inventory to feed the need of families coming in and then to think about the highways we are far behind. We need MoPac to wrap around south and meet the toll rd. at IH 35 by creed more
85	More lane miles for MoPac, BUT it penalizes the Service Industry folks who work in downtown in all the CONDOS AND RESTAURANTS! Don't make the variable toll so expensive that folks have to avoid it like SH`13!
86	The additional capacity on MoPac.
87	By adding toll lanes the project can be completed more quickly than relying only on state/local funds. We need transportation relief as quickly as possible.
88	Fast for people willing to pay the toll. Also, buses and emergency vehicles.
89	It's too late. This should have been done 10-20 years ago. You are now playing catch-up and these kinds of surveys and studies only delay what is needed NOW. In fact there should be two train tracks right down the center from end to end. Too much analysis causes paralysis. GET ER DONE.
90	Added space for traffic that is now coming to standstills
91	I think it is a good plan.
92	I like the idea of additional lanes of traffic to serve the South Austin community- we very often get left out of transit projects and our needs do not seem to be served, despite massive expansion in South Austin and beyond.
93	I like that there are more lanes being added. I like that they are on both directions. I like that you are looking at more than 1 lane in each direction.
94	Absolutely NO TOLL ROADS on South MoPac, PLEASE!!
95	It would allow for commuters going longer distances on MoPac to separate from local traffic, making the commute quicker and south Austin more accessible.
96	MOPAC is jammed. There is plenty of land south. I don't know why you don't plan better for the explosive growth this area has had and will have in the next 25 years. You need, in my opinion, at least 5 lanes running north and south ... that's right ... 10 lanes. So if you are going to do this, do it RIGHT.
97	Do nothing as it will only add more vehicles on our roadways.
98	I think many people will be willing to pay tolls to use an express lane, so it will improve how well traffic moves in non-toll lanes as well. Traffic moving at a more consistent speed will improve gas efficiency and decrease pollution caused by stop and go traffic. Express lanes will also help move traffic off of congested neighborhood streets to the more appropriate highway system.

99	It will get traffic moving
100	I do not like the express lanes alternative
101	It seems the most efficient and best overall alternative.
102	Need something
103	It will reduce the drive times during rush hour.
104	I could see it working if you provide an additional alternative to building SH45 and connecting them to make a loop as intended
105	It is way past due to add extra lanes to MoPac since traffic congestion has grown worse each year. I am NOT happy with the idea of tolled lanes, however.
106	It will add much needed additional capacity. The traffic from South Austin off 1826 and 1626 is continuing to increase.
107	Population and traffic is increasing, so we need to expand road capacity in every way we can.
108	Any additional lanes could only improve the traffic congestion that causes so many problems.
109	Having grown up in Fort Worth which has had a complete loop for decades, Austin seems backwards since it doesn't have one and I can see no downside to the proposed express lanes to complete an Austin loop. Growth is inevitable, so roads must prepare for it. New road building techniques can be sensitive to the land characteristics and those in opposition really have no reason that holds water so to speak in their opposition. Living in Onion Creek I see many benefits to having the southwest connection to MoPac as traffic backs up way past Exit 225 in the mornings into Buda and beyond making it very difficult for me to make it to appointments in west or north Austin until late morning at the earliest. I see no valid reason whatsoever to delay in building 45SW connecting to MoPac, and toll lanes should speed up travel for everyone from my neighborhood and south. If one is opposed to paying tolls, then they should go later in the day when traffic has died down. Tolls are now a way of life in most major cities.
110	It would increase the availability of roadway to handle the increased traffic load in South Austin.
111	Reduced travel time and increased safety for everyone, whether they use the new lanes or use the existing lanes without the 'express' drivers who would otherwise be there with them.
112	Just that, have an alternative path to get home quicker. Specially on time constraint you need to have options instead of trying to get quicker crossing neighborhood streets.
113	Good
114	That it would provide me a more stable expected travel time to get to and from work.
115	I THINK THIS IS VERY INCOMPLETE. IT LOOKS SO CLEAN BECAUSE THERE ARE NO EXITS/ENTRANCES FOR THE EXPRESS LANES. THAT IS VERY DECEPTIVE. ONLY THOSE WHO TOOK SOME TIME WILL SEE HOW MUCH IS LEFT OFF.
116	We need sh 45 before we do anything no one would want this much traffic in their neighborhood don't make plans for anything else until you have at least started Sh45
117	additional lanes being built
118	Traffic would flow better at peak travel times, better access for transit, emergency vehicles and HOV. I think the drop in tolls for off-peak should be substantial so that retirees, service workers and families can also take advantage.
119	It recognizes that there are problems that are not going to be addressed or improved by doing nothing. It also recognizes that, generally, people in Texas are going to drive their cars, so the key is growing capacity on the highways. I think it encourages carpooling, and allows for reliable travel times when needed, which is very necessary.
120	Allows local traffic to get on and off when needed, but also provides commuters that live further outside the city to bypass the local traffic.
121	Special separated lanes that are designed to remain free-flowing Utilize variable toll pricing to manage the amount of traffic in the lane Tolls increase when traffic is heavy and decrease when traffic is light, in order to provide a reliable travel time
122	Traffic would move much better hopefully.
123	They are needed. Unfortunately they will be tolled. Commercial traffic should be prohibited.
124	It is realistic. We have learned from painful experience that not building roads does not inhibit



	growth.
125	Although I don't really like toll lanes, I do support the addition of additional capacity, which is strongly needed. Also good that a bond referendum won't be needed as the toll roads should be self-funding.
126	Nothing.
127	The underpasses at Slaughter and Lacrosse would be great.
128	I do not like the Express Lanes alternate. General Purpose Lanes should be added for all of the traffic to utilize.
129	This will give commuters more options.
130	STOP TOLLING!! Roads are meant to move vehicles not profit.
131	I don't like tolls, no matter what, and this road project would degrade the lifestyles of innumerable current residents in both Travis and Hays Counties.
132	It finally addresses the issues of travel for those of us south of the river. The land area is definitely present but the extension over the river will be very difficult. There should be minimal negative effect on the water recharge environment. If myself or others are willing to pay for a faster, more efficient trip home, please let us. I also like the potential possibility of a connection with SW45 and 1626 to make a more efficient system.
133	We need additional capacity in both directions on South MoPac, both southbound and northbound.
134	Nothing
135	Special separated lanes that are designed to remain free-flowing.
136	Nothing, it's unnecessary.
137	For, but without toll. Our taxes have already paid for these.
138	Don't insult the public intelligence by calling the lanes "free flowing". You need to call them for what they are "U-PAID HIGH INCOME LANES".
139	Express lanes would help traffic flow during rush hour and only those who use them would have to pay the tolls.
140	Don't
141	We have the space to expand may as well use it!
142	I think they would be a great idea but not toll roads. Tolls take away from many Austin area people who don't make enough money to use them. There for they would b like the toll to a out in round rock that no body uses because they can't afford it on a daily basis.
143	Nothing--it seems to be a Band-Aid for a far worse traffic problem. Throwing millions at something that won't help in the short nor long term.
144	nothing
145	Not much.
146	Benefits those who ride the bus
147	Vanpools get to use it free.
148	Free flowing traffic that does not stop!
149	Less traffic congestion.
150	Hopefully people would use them! It lets people going farther get on and frees up space for the people getting on and off.
151	NO TOLL LANES - roadways should be a priority if we are recruiting out of state for new business and should not be an "additional expense" to be borne/burdened by drivers.
152	We need more lanes and n whatever capacity, express or otherwise.
153	Nothing
154	It frees up congestion during peak times
155	It keeps traffic moving at a regular pace.
156	That there is a small, but finite, chance they may occur during my lifetime.
157	Hopefully will reduce travel times at peak hours but will create more congestion at Slaughter.

158	We need more lanes -- but not toll ways. If the point is to ease traffic, it should be a plan that is accessible to all and not just the rich who can afford the cost of tolls.
159	I like that the express lanes follow the same route as the free lanes, which allows people choice in whether or not they pay tolls to take the most convenient route
160	Not sitting in traffic for over an hour coming from a job in the northern part of Austin
161	It could improve travel times (both north bound and south bound)
162	The addition of two lanes in each direction.
163	It adds a lane
164	It adds a lane
165	It adds a lane
166	Nothing.
167	More roads
168	Eases congestion
169	Free flowing traffic
170	Nothing.
171	Move the traffic please!!!
172	one or more each side, with variable pricing will get the most traffic thru for longest period
173	Nothing.
174	Need more info
175	I do not agree with the concept of toll roads.
176	I'm concerned about the noise and air pollution in Zilker Park and Zilker neighborhood. As a resident of Zilker I can't support adding more than one Express toll lane. The double decker solution is completely inappropriate for a local highway.
177	There has been insufficient time to evaluate this. The public comment period should be extended.
178	Nothing. Very poor decisions. Toll lanes are unfair to visitors from out of state that don't have a TxTag. You make tourists pay a premium because of no TxTag. You need to have toll booths attended and automatic to show friendly atmosphere to visitors.
179	Nothing, don't like Toll Roads as they are a tax!
180	Definitely like the idea of more lanes to handle the volume of traffic. Not of fan of any more toll lanes, but I know that's what it has come to in order to get more roads built. The past idea of "If we don't build it, the people won't move here" has definitely proven to be FALSE. Austin has grown immensely despite the lack of enough roads and we are way behind in keeping up with the growth.
181	Nothing
182	It might, and I repeat might, allow more people to arrive in downtown from park and rides via express busses versus driving.
183	It generally uses the existing footprint.
184	I do not like it at all. It will be destructive to the lake, the environment, and to nearby neighbors. This should be stopped at once!
185	Nothing. Stop creating toll roads in my city. Why should I be inconvenienced while you build new lanes only to have a private company make money off of it? This is my city. I pay my taxes. A private company should NOT be involved with the roads and should not be able to create more toll roads/lane in Austin. I can remember when there was not a single toll road in the city and now it is disgusting how many there are. If we need more money for roads, raise taxes.
186	I'm not sure yet.
187	There is potential for making the transition to the current north construction smoother, but there needs to be more time provided for comment on the details of the proposal.
188	Greater flow of traffic. Faster commute
189	PUBLIC TRANSIT ACCESS
190	That anyone can drive in the lanes

191	I am opposed to the Express Lanes (toll lanes) as well as any additional lanes on MoPac, South or North. They would be inefficient and short-sighted, as well as inconsiderate to residents living along MoPac. Austin, Central Texas, and Texas metro areas must enact commuting solutions based on mass transit. Attempting to improve commuting with proposals centered on individual motorists is a band-aid approach. Bottle necks may be temporarily eased and/or may move to new locations, but will persist and prove inadequate if traffic from individual motorists continues to increase with population growth--which will happen if no alternatives exist. Los Angeles demonstrates this. Instead, start planning with a comprehensive system of mass transit as the priority. I recommend studying cities such as Dortmund (Germany), Moscow (Russia), and Odessa (Ukraine) to see what works and what does not work with respect to mass transit.
192	It is something, as opposed to years of ignoring the traffic monster in Austin
193	I don't.
194	I like Express lanes; I'm not sure why they have to be toll lanes.
195	I do not like the so called express lane alternative, I see it going to cause more congestion & safety problems, we already have folks driving very erratic crossing over 3+ lanes at the last moment to exit
196	Nothing!
197	Nothing
198	I don't like them at all. The information presented on this website is absolutely biased, and the "fact" questions are clearly biased as well. Why am I paying taxes? Before long, it will be impossible to get around Austin without having to use a toll road -- which only further decreases affordability in this city.
199	Not much, to be honest.
200	It doesn't involve building a double deck, and people can choose whether they want to pay tolls or not.
201	Nothing. -MoPac was never intended for this purpose. -Tolls in Texas have failed. A bankrupt solution. -Emergency service and public transportation are the only justification for any type of development. -Concrete and cars are a failed policy.
202	It gives us more throughput in a corridor that is too tight currently for the number of cars trying to get through.
203	I like that the city is at least actively researching solutions.
204	That there will be more lanes.
205	I like the fact that this could be built in a reasonable amount of time and provide for reliable transit times across Austin.
206	Nothing. I will never use it. Keep toll roads out of South Austin.
207	I like that there will be another lane but not that it will be a toll lane. Make it HOV or just keep it free and accessible to everyone.
208	Please don't add more lanes to MoPac. This is ruining the beauty of the lake and the health of our city.
209	Absolutely nothing - this is a terrible plan
210	1. That something is being done to improve the conditions. Austin is becoming a big city quickly and is way overdue for big city roads. 2. That environmental concerns have been addressed and are of paramount importance. 3. That we are utilizing what we already have. 4. That it seems that the construction will not impair current commute too badly. 5. That buses will have their own lanes for school children commuting from SW Austin to OHenry Middle School and Austin High School.
211	Can be built more quickly. Provides opportunities for better bus service to points south.
212	Growth cannot be stopped, so plan for it positively. Express lanes are a part of the future and a part of the solution.
213	Don't build it.
214	it allows all users including transit and is not exclusive to any one mode, thereby causing it to be underutilized much of the time

215	I do not support the project.
216	nothing
217	more available lanes
218	I do not like that alternative.
219	If used correctly, could keep the traffic traveling the furthest moving more efficiently.
220	I am against the proposal to add 4 additional toll lanes to MOPAC without further consideration for environmental impact and cost. I just became aware of this proposal today and think that the majority of Austin citizens are also unaware.
221	Nothing. If this plan was any good then TxDOT would allow the public & local officials time to review and discuss this bad idea. Stop turning our public highways into toll roads. This plan will destroy too much of our city and whoever votes for it should be removed from their office. Giving the public only one week to speak on this plan is proof that TxDOT should be reorganized. When will you fix your toll road billing problems?
222	Sounds good on paper, but in reality it needs a more thought out action.
223	Nothing; however I recognize ONE lane might be necessary. A flyover? Two lanes each way? No way.
224	I like the variable pricing. I can take it if I need it.
225	Congestion charging.
226	At least it is some action
227	It forces single occupancy vehicles to pay more to use them. The inclusion of bike/ped facilities in the project.
228	I do not believe a toll system works anywhere well for regular traffic. And clearly, it has not worked on the I-35 ring road as trucks continue to clog the main artery. Perhaps HOV might be better.
229	I think it's a good way to add lanes going south to those willing to pay the tolls. And it provides people the opportunity of taking tolls from far north to far south which will ease traffic off the free lanes.
230	Nothing
231	nothing
232	Gives alternatives to those who need or desire faster transportation and places the cost on those who desire faster transportation will allowing needed cases...emergency and bus transportation....access to the faster transport.
233	Express lanes work well if they function for BRT services
234	You should put in a managed lane that is striped. Building 4 managed lanes is an unjustified expense and building them up and over the existing MoPac is a waste of taxpayer money.
235	The potential to keep traffic flowing on MoPac
236	More lanes and the start of a way to add more lanes to MoPac.
237	I don't like it at all
238	Express Lanes are needed, but only one in each direction. That has been the public's understanding of the project from day 1. Suddenly proposing two in each direction appears very deceitful. You should at least extend the open house so that the public can actually comment. Your own website states: "Public involvement is critical to the project development process..." If that is actually true you need to extend the comment period by at least two weeks.
239	The fact that you can pay to bypass traffic. It only makes sense to charge for usage of high-demand roads, and charge more for better service on those high-demand roads. Toll changes based on demand is brilliant.
240	Works within existing right-of-way.
241	Nothing
242	More capacity for cars; less traffic for those willing to pay.
243	Like the braided ramps between US 290 and William Cannon.
244	Nothing. It won't decrease congestion any more than adding lanes to I-35 did. It will cause



	blight and divide the community like adding decks to I-35 did. It's an obsolete design.
245	do not like
246	I like nothing about the express lanes. Toll express lanes are a convenience for the wealthy and unfair to those who are not.
247	Extra lanes for HOV only is a good incentive to get people to car pool. What I don't like are toll roads. Our highway dollars (gas tax) has already paid for this.
248	I don't know - I need more time to study. Please extend the comment deadline.
249	I DO NOT LIKE THAT THE ELEVATED CONNECTION FOR CESAR CHAVEZ IS A LAST MINUTE ADDITION AND I AM CONCERNED ABOUT THE NOISE THAT THIS NEW ELEVATED SECTION WILL HAVE ON THE DEEP EDDY NEIGHBORHOOD
250	Nothing because it hasn't been given enough time or publicity for the public to understand the implications of this huge project.
251	I don't think we should have to pay tolls on roads already built. Come on Austin, follow Houston's lead. Build better roads that connect and build freeways without stop lights.
252	Tolling is the least objectionable way to finance a project.
253	There is data that shows congestion demand/surge pricing will help redirect traffic, though not reduce congestion. It also sets up two groups of people. Those who can afford to use these Lexus Lanes (term Europe uses for what TxDOT is calling Express Lanes) and those who cannot. With Central Texas being nationally called out as such a economically segregated region, we should not add to that.
254	Nothing. This is an environmentally sensitive area and building a toll lane will be much more tasking than the North MoPac area. Many trees will be removed including many heritage trees. The disturbance will affect the Barton Springs recharge zone that is extremely environmentally sensitive.
256	Do not build express lanes.
257	Busses and registered vanpools can use lanes toll-free.
258	One express lane is OK- will speed up traffic. Any more lanes are NOT OK, as is double-decking the bridge over Lady Bird Lake. This will simply lead to more and more and more traffic on MoPac. Build it and they will come . . .
259	Reliable and faster option for buses!
260	MoPac South is now carrying more vehicles than it was designed to handle. At a very basic level, any additional lanes will help. As for Express Lanes, they offer another option for drivers who may or may not use them. Even those who do not elect to use the additional express lane would benefit because those drivers in the lane are not using the other two lanes.
261	It will hopefully relieve some of the bottleneck congestion into and out of Downtown.
262	I am opposed to the toll lane proposal
263	Cost effective, timely, comprehensive solution!
264	I don't like the idea that you have to pay to get on Express Lanes.
265	I like that more lanes will be added to MoPac.
266	Not impressed, would rather not see more tolls.
267	Makes good sense
268	Nothing - really believe it would make Austin too much like LA or Houston or Dallas
269	Nothing.
270	Traffic congestion management.
271	I would like it better if Westbank/Barton Springs could access it.
272	Provide high occupancy access
273	It's good to know that there'll be an alternative where I can get through quickly if I need to.
274	It gives freedom of choice - use the lane and pay the toll or not.
275	It meets the project goals and objectives. It shifts the cost, to an extent, to the actual users.
276	From the information provided, I agree it is the best option.
277	Nothing.

278	Open to more vehicles
279	The best thing about the EL alternative is that it adds additional lanes to MOPAC.
280	I would like more time to look at it
281	Opportunities for new bike and pedestrian facilities. Single occupancy vehicles have to pay more to use them.
282	Nothing.
283	Places actual costs on users.
284	I don't like it.
285	The Express Lanes Alternative does not decrease the projected number of vehicles on the road. HOV lanes are more effective in decreasing the number of vehicles on the road. Tolls on roadways are effectively a regressive tax on lower income residents.
286	Reliable option for transit - makes buses faster than cars therefore making them more desirable since they won't be stuck in traffic too
287	I do not like that they are to be tolled, and that this will do little to nothing to fix the horrible bottleneck between the river and 183.
288	Opportunity to keep traffic flowing
289	I understand the idea to alleviate the traffic congestion.
290	utilizing toll pricing to manage the amount of traffic in the lane
291	Not much, as they serve to allow additional through traffic (and noise and volume) through residential areas.
292	Toll funded
293	1. Provides the potential for express busses to service SW Austin and move commuters at highway speed while moving away from single occupancy vehicles. 2. Increases lane capacity on a twenty year old roadway in an area with explosive growth over that time.
294	I am opposed to the toll lane proposal.
295	Cost-effective, timely, comprehensive solution!
296	I don't like the idea that you have to pay to get on Express Lanes.
297	I like that more lanes will be added to MoPac.
298	Not impressed. Would rather not see more tolls.
299	Makes good sense
300	Nothing – really believe it would make Austin too much like LA or Houston or Dallas.
301	Nothing
302	Traffic congestion management
303	I would like it better if Westbank/Barton Springs could access it.
304	Provide high occupancy access

## Question 2:

### What suggestions do you have for improving the Express Lanes Alternative?

1	keep express lanes but NOT with TOLLS
2	Add the extra lanes needed. Period. FREE LANES!
3	Build them so we can use them, but don't charge us to drive on them.
4	Construct something without tolls!!!!
5	Quit installing lanes without paying taxpayers for their land!
6	Put in all the interchanges around town first and connect the roads first and then add toll lanes.
7	None.

8	I suggest that express lanes and the HOV option be combined.
9	Make as many as possible.
10	We already have a number of toll roads in Austin, which seem to have caused nothing but billing headaches for the drivers. Could we please get at least one HOV lane in this city?
11	Improve traffic flow at SB exit to William Cannon. Current design doesn't appear to relieve congestion enough. Improve overall traffic flow at convergence of express lanes onto Cesar Chavez. Current design appears to create bottleneck from multiple lanes converging onto two lane street.
12	Provide a fee reduction for cars with more than one driver.
13	Insure that it easily onboards/offboards at key linking points.
14	None. As always, you guys have done an excellent job of predicting how to best build our way out of traffic. Tolls are the only way to avoid congestion.
15	Some re-striping could be done in the interim.
16	Do not under any circumstances add more toll roads or lanes. This does not help and only benefits wealthy commuters. This is an affordability issue.
17	Widen the bridge across the river.
18	We just more of them.
19	More is better and the intersections at Slaughter and LaSalle must be addressed so that MOPAC can be linked to SH45 SW
20	I would make them toll lanes all the time.
21	All the freeways need double decks the length of the freeway. Lower tolls in i30 so people will actually use it
22	Build a bridge on the slaughter/MoPac intersection and expand MoPac to connect to 35.
23	Don't do it do not kill the sensitive environment, please
24	It should be HOV and toll-free.
25	outside my paygrade
26	keep any tolls affordable and give credits for car-pooling
27	Scrap it. Additional lanes could be provided as HOV. Plus additional buses and especially park and rides.
28	Provide relatively stable, even pricing not dependent upon the time of day. Don't penalize commuters.
29	add as many lanes as possible
30	Variable toll pricing might get confusing - not sure that idea is a good one. Whatever is decided, make sure the tolls are easy to pay.
31	Add additional regular lanes at the same time. Only special interest groups support the Express Lanes only idea. What is really needed is several lanes of added capacity not just the lame tolled lanes only idea.
32	Build them!
33	None, charge for it. That keeps it moving and adds mobility. If people are in a big hurry they can pay if not they can sit.
34	Don't build it. Adding tolled express lanes anywhere (especially to the stretch of MoPac between Ladybird lake and Loop 360 (where access depends on a left exit) would further complicate traffic flow.
35	Build it as soon as possible. Make sure it extends pass Slaughter Lane.
36	Something needs to be done...either this or lane expansions. Most of another lane is already paved. Why don't they just finish it to make a third southbound lane? And redo the intersection of Slaughter/MoPac so it goes OVER Slaughter unless you are exiting?
37	add more
38	Well, this is just a more general comment - but it would be great if we had a toll system that was free within a certain radius of your home.
39	Extend the right and left turn lanes at Slaughter to allow vehicles turning to get out of the path

	of vehicles continuing further south. Widen MoPac from highway 71 to Slaughter, and connect MoPac to 1626. The need was determined in the 1980's and it has become a horrendous drive since virtually nothing has been done since then.
40	Make the tolls affordable. We don't want to make it too cheap that everybody will use it but, we also don't want empty toll lanes that won't pay for themselves. I would recommend having one toll lane and one HOV lane in each direction
41	Professional engineers and highway designers are aware of the alternatives. There will be tradeoffs no matter which alternative is ultimately chosen. Therefore, choose and move forward. There are those groups that will oppose any alternative. Hopefully you choose to not allow the obstructionists to prevail.
42	I think that there need to be more. Every time lanes are added, it only takes a year before they are overwhelmed again. Due to the inconvenience of the construction we should always anticipate future needs. Add one more lane than you think is needed as it will be used.
43	Build them, please!
44	None
45	Focus on higher capacity transportation, a rail system and bicycle infrastructure. Widening roads and adding more lanes causes more problems than it solves.
46	We need an overpass at slaughter lane and it should not go down to 2 lanes. This creates a bottleneck during peak hours.
47	More lanes.
48	Would really like it to be toll free/higher occupancy lanes
49	None
50	I believe Express Lanes added to MoPac will help tremendously, however, another improvement would be an over or underpass at the Slaughter/MoPac interchange.
51	Easy on/off from express lanes, a simple way to pay the toll.
52	Make as many as you can.
53	Plan for more and not less. B
54	PEOPLE, realize this option is not a street going thru your neighborhood feet away from homes!!
55	Have non-tolled HOV lanes been discussed as an alternative to tolled express lanes?
56	I am not an expert on traffic. I expect the experts to have more than just suggestions to improve the traffic / Express Lanes in the city.
57	Fast-track it
58	Do anything possible to limit/lower tolls required.
59	Easy on/off access.
60	Clearly announce or post the Express Lane cost to ride.
61	NO TOLLS!!
62	As it's likely that significantly more state funds will be available for highway construction in the near future, I hope the South MoPac project managers will seek to build the new lanes without tolls.
63	Widen and expand the current roadway, without making it toll or express only roadway. Extend the ramps and exits in order to allow for smoother transitions.
64	The overpass needs to be built over Slaughter Lane. If the road is built to connect FM1626 and MoPac, the overpass will improve flow of traffic from Hays County, which is a huge number of cars that of course will continue to increase.
65	Make them truly controlled access so there is no bottlenecking caused by cars entering and exiting them. Also make them wide enough to fit a shoulder so accidents don't obliterate the flow of traffic through them Oh yeah, and build SH 45
66	Simply add lanes, especially at 360 and South of William Cannon. The roadway is already there, it just needs to be stripped in several places.
67	Do not increase the tolls. This had little to no effect on subsidizing traffic in Houston. For those who do use it, the cost was absurd. It would cost me an additional \$10 per day to use these lanes in Houston. Very unfair and traffic was still detouring.



68	FLOW SHOULD NOT BE BASED ON AMOUNT OF TRAFFIC ON ROADS!!!! - VARIABLE TOLL PRICING
69	Not toll them - make them as counter flow lanes as they have in Houston. Tolling them is not going to get anyone to use them or very few to use them. I will sit in traffic before paying a toll because my toll will be high due to the time I use the lanes. Traffic has also been made worse due to the alternative lanes - the lanes have been narrowed and people drive over the lines causing other drivers to slow down or back away - thus traffic slows down
70	Your expressed approach appears to be the best of what I have seen and heard of.
71	Just by having more express lanes, traffic would be alleviated. Only suggestion is the sooner the better.
72	Widen the road to maximum lanes. Also, extend the SH 45 toll to connect to MoPac.
73	Leave as is.
74	None
75	None at this time
76	Make it a fixed cost. Would encourage folks to use it instead of traffic dependent rates.
77	Use alternative delivery method, tight contract and controls to design/construct. Construction and operation as a non-profit thus keeping toll fees as low as possible
78	Make it happen sooner
79	Wrap in completely around to meet existing toll at 35 and creed more
80	1. Add more lanes to the median of MoPac from the river south to the end. Make them bi-directional (north in the morning, south in the afternoon). Most all other taxes metro areas have these, HOV or not, just build e.
81	I don't understand how the variable toll rates will work. How will I know the price before I decide to take the lanes? If it's not clear what the toll charge will be, I won't use the lanes.
82	none
83	Limited on-off access.
84	Do something, anything, just do it NOW. NO MORE DELAYS. It's not about express lanes, it's about getting people (and their cars) moving. Don't let lanes disappear, make sure they exit or continue, not just vanish because someone didn't make the road wide enough in the first place. Express lanes are not enough either, make a toll express lane, but make a separate HOV lane that's free. Also, prohibit commercial vehicles and delivery vehicles on the highway during rush hours. If we're going to force Austinites to purchase cloth bags, force them to follow tough rules for getting off the road. Look at the 1984 Olympics in Los Angeles. Mandatory staggered work schedules, delivery restrictions WORKED! - If you don't build it, they will come anyway, so build it, NOW!
85	The Toll pricing policy listed above seems a good way to manage the lanes
86	Have two lanes each way
87	I am not sure variable pricing will have an effect. I am also not sure that these lanes will be enough to increase traffic flow.
88	There MUST be REASONABLE alternatives such as HOV lanes, etc. Austin cannot not continue to allow the TOLL CROOKS to hold our city up like gangsters extorting the hard working citizens of Austin. There is NO benefit to our city to allow more toll roads to be built!
89	Not know the exact location plan, having the roads go under slaughter and lacrosse to reduce accidents from thru traffic. But we need more access in and out of south Austin.
90	I don't like toll ways. There are other alternatives. Planning for the future is one of them. See my response above.
91	Better park and ride with mass transit, bike lanes, longer on/off ramps/merge lanes, slower speeds, light syncing, carpooling, better bus routes
92	Promote car pools as well as van pools; make every effort to keep tolls low, incorporate advanced safety features that would reduce traffic stopping accidents.
93	Please add more lanes
94	Do not build the express lanes alternative.

95	School buses should be treated the same as city buses and not pay tolls. They are probably taking more drivers off the road than city buses do
96	Adding buses further south to share the load.
97	I am no traffic expert. I am fortunate to work within 5 miles of home -however, commuters will travel in the least amount of distance. Provide an alternative to driving up Brodie Ln and keep commute traffic on a road designed to handle the heavy traffic
98	Rather than a toll lane, there should be an HOV lane to encourage carpooling and fewer individual trips. There are too many toll roads in Austin already and none of them are managed well.
99	Remove varying tolls. Existing roadway has enough space to lengthen the 3 lane section of MoPac south past William Cannon.
100	I support the Express Lane alternative. Only improvements I can think of is to do even more than proposed. Don't wait on state funding, and use whatever mix of funding is available the soonest - toll, property taxes, etc.
101	The plan seems reasonable but I'm sure as plans are drawn and construction begins certain tweaks might be found to be necessary. There should be at least two lanes in each direction with enough room for stalled cars on the side.
102	Add more than one Express Lane in each direction to improve roadway availability.
103	1. Do not toll the new lanes. This is Texas; we should all be able to drive free. 2. Or - at least allow that 2+ passengers (any ad-hoc carpool, not just 'registered') would be toll-free.
104	Run it all the way south to where MoPac ends in slaughter or exit down. There has been a lot of population growth in south Austin and traffic from Cesar Chavez to slaughter has gotten even worst.
105	No variable fees. The rest is ok
106	Do not build as toll lanes. Need to build or stripe lanes so there are 3 to 5 continuous lanes as you approach 1st/5th street off ramp extending past merger of 1st and 5th street onramp and Bee Caves off ramp. With the number of vehicles exiting and entering, it really affects traffic. Also build or stripe an additional lane so there are 3 continuous lanes going through when MoPac exits left for HWY 360 eastbound/ Ben White.
107	There can't be any reduction in lanes at the river because that would defeat the purpose of the changes to MoPac South. If you expand to four lanes there must be four lanes available at the river crossing both north and south bound. Don't repeat the mistake on I-35 downtown southbound going from 4 lanes to three.
108	I think some form of HOV use could be good, too (2+ during some times and 3+ during others, not counting babies, car seats, etc.). Of course, a no charge at certain times could be good, too.
109	None, just build the road! It has been discussed and studied for so long and was needed long ago.
110	no toll roads and use HOV lanes for passenger cars also
111	My concern with HOV lanes is it is used by people who have more than one person in the car but the majority of people driving to and from work are driving alone. Let those folks use the HOV lanes and you will see much better traffic flow.
112	continue them with an underpass at Slaughter
113	Is the plan to open both lanes one way north or south in mornings & afternoons when traffic is heaviest? If not, please consider it as this will increase capacity at critical times. Variable toll pricing sounds interesting, but I'd like to know more about it first.
114	Get rid of tolling. Consider HOV lanes.
115	I don't like express lanes much as the ones I have seen are frequently underused much of the day. Simply adding more regular lanes would be better.
116	I do not like the Express Lanes alternate. General Purpose Lanes should be added for all of the traffic to utilize.
117	I'm not qualified in this area.
118	STOP TOLLING!! Roads are meant to move vehicles not profit. Widen it. The same lanes have been there for 25+ years. The city has grown but our roads haven't.

119	Do not build; stop encouraging people to move to Austin and surrounding areas and stop building roads to enable development. Roads should not be a first option for transportation, not new roads, anyway. Keep current roadways in good shape, build more bike and pedestrian accessibility into the transportation system and make it possible to live in this area without having to own a car.
120	Address the engineering nightmare which now exists at Loop 1 (MoPac) and William Cannon. Whoever approved of those merger/exit lanes in such a small distance should be taken to task for such a design.
121	Increase the number of non-tolled lanes at the same time.
122	Not raised and not tolled HOV lanes.
123	Keep public transit buses off of them.
124	The traffic in this area isn't bad enough to warrant changes, and we certainly do not need or want a toll road between our home and the places we frequent.
125	none
126	Built free low sided evaluated lanes between the freeway and the frontage roads since the acreage is already owned by a government entity.
127	Add lanes, don't take away lanes
128	There should be a 4th left hand turn lane added at southbound MoPac where it meets slaughter- there is room and everyone drives on the side like it is a lane so may as well make it safe. Also maybe put a 3rd lane on the feeder at 71 by best buy where it goes onto MoPac. So many people use the shoulder that as a 3rd lane already during rush hour- make it safe.
129	Add the hwy but don't make them toll roads.
130	Quit inviting more people to Texas/Austin.
131	Self-driving cars will obsolete the need for this.
132	Make them HOV lanes instead.
133	All multi- passenger vehicles like Houston's HOV lane.
134	None
135	Must go all the way slaughter to a further north spot like 360 or lady bird lake bridge. Must have easy and possibly alternative left exits onto big intersections like 360, a downtown exit, and on...otherwise how do they get off without messing up flow of traffic? Maybe express lane is elevated on the right?
136	NO TOLL LANES - roadways should be a priority if we are recruiting out of state for new business and should not be an "additional expense" to be borne/burdened by drivers.
137	add toll free for hybrid/electric cars
138	Can't think of anything.
139	I favor the express lanes, so I have no suggestions for alternatives.
140	Extend them beyond the Slaughter Lane intersection to the new SH45 road.
141	The express lanes need to be extended south of Slaughter lane. This is an area of major congestion and will only get worse with the 45-SW toll road.
142	Add various proposed Urban trails to the route, to allow bikes and pedestrians to also follow the main artery to access businesses along MoPac. For example, the Violet Crown Trail section that is 12 foot wide concrete could be taken out of environmentally sensitive areas. Major street crossings could safely be built into the planned constructions. Smaller trails could link it to parks and shopping areas without impacting neighborhoods.
143	Make it affordable for people like me, living on a salary under 45000 a year
144	It's possible one lane in each direction may not be adequate, may need to consider even more lanes.
145	None
146	Don't make them Toll Lanes
147	Don't make them Toll Lanes
148	Don't make them Toll Lanes

149	Use the existing left lane as Express lane, without additional construction.
150	More lanes
151	Make free on weekends and non-rush hour times.
152	Don't build it.
153	Address required sound barriers in all elevated sections included overpass at Wm Cannon and Convict Hill. It is already loud with the existing lanes and will be twice as loud with additional express lanes.
154	In order to allow for short hop use of express lanes need reasonable number of exits. Better use if design like in CA w/o concrete separators
155	Public transportation. Put money there.
156	Carpool only; no tolls
157	Please extend the public comment period to April 2, 2015.
158	No tolls for any improvement.
159	Only add one Express lane on MoPac. Put the double decker highway with extra lanes on I35. Keep MoPac local.
160	There has been insufficient time to evaluate this. The public comment period should be extended.
161	Non-Toll Express Lanes. Just add freeway lane miles.
162	None
163	Make this a priority and get it built now--not 10 years from now. We have a very inadequate traffic system in Austin. For a city our size, we should have had a complete loop built years ago. We are larger than San Antonio and they have 3 loops--we can't even get one! It is possible to build roads that protect the environment.
164	Find other alternative solutions
165	Consider having the express lanes fly over to meet Barton Springs Rd, south of the river, rather than continuing across the river and exiting Cesar Chavez.
166	Add ramps SB from Davis to MoPac and NB from MoPac to Davis.
167	Quit trying to "improve" MoPac. The neighborhoods will not accept continued widening, increasing capacity, etc.
168	Do not allow them to be toll roads and do not allow a private company to earn money off of people needing to get around the city. Raise the gas tax and create FREE public roads. Am I going to be compensated for my longer commute time while the construction occurs so that a private company can make money? No. So don't try to charge me to get around this place which has been my home my entire life.
169	Not sure yet.
170	More time for comment on the specifics of the proposal. For example, the number of express lanes being proposed is unclear.
171	No more tolls. Things like this that impact the community (and that encourage people to drive more and build more living units way outside where they work and play) should be available for the entire community to use. we need fewer cars, which means providing more opportunities, and better opportunities, for people to bike, take single-path dedicated public transportation, and walk. We also need communities planned outside the main Austin area to be self-sufficient, planned communities, so people don't have to drive into downtown Austin every day. The current proposal does exactly the opposite.
172	None at this time.
173	FIND WAYS TO FUND MORE PUBLIC TRANSIT AND MAKE PUBLIC TRANSIT COMPETITIVE WITH AUTOMOBILES. DIVERT ROAD MONEY TO TRANSIT RATHER THAN THE OTHER WAY AROUND AS IS THE CURRENT PRACTICE FOR THE LAST THREE DECADES.
174	Leave room (or just build it in) for a Quiet commuter rail that is bike friendly. why not think even bigger for this major project?
175	Don't build them--they are just expensive band-aids. Focus on an effective and comprehensive mass transit system.



176	Free options such as bike lanes, free use for scooters/motorcycles
178	No toll lanes. No double decker lanes. No connecting MOPAC with I-35 or Hayes County. The road is seriously overcrowded as it is. These so called improvements will only make the road more crowded. Austin has too many toll roads.
179	Express lanes need enforcement, against folks just using them when alone.
180	Adding more lanes is an option, but what I currently see if the main side streets already can't handle the amount of traffic flow coming off of South MoPac,
181	Make them HOV lanes like other cities and quit charging residents to drive on new roads. It's disgusting that you are trying to push this through in such a short time, tax residents for it, and act like you are doing something positive.
182	build better transit
183	I am absolutely against adding tolled lanes to MoPac. We should be adding HOV lanes (which encourages carpooling and riding public transit, which is better for the environment -- something that this panel "supposedly" considered). It is clear that the Express Lanes are being promoted because it allows TxDOT to make money (and let's not forget the controversy surrounding TxTAG and their billing practices). It will be a nightmare, and I shouldn't have to pay money to get somewhere quickly in this town, when I already pay taxes to improve infr185astructure.
184	Look at alternatives to adding lanes without the use of a double-decking system.
185	Eliminate options that involve pouring concrete. Develop other transportation methods: Rail or Air.
186	I think that a dedicated HOV lane needs to exist to encourage ride sharing or open it up to bus routes and things of that nature. Also allowing clean-air vehicles such as diesels and EVs would help encourage people to move to technology that doesn't destroy the environment so much. Toll lanes are fine, too, but HOV should be a thing in Austin and it currently doesn't exist anywhere that I know of.
187	Eliminate these short-sighted proposals that require tolls for use, and formats that diminish property values and air quality and increase noise. Construct free roadways throughout the city and provide more options for mass transit and rail infrastructure such that the public has access to more options and realistic solutions for future growth.
188	I'm concerned about overall cost- an average daily commuter might not be able to afford to make use of these lanes, yet Austin's public transportation system is extremely limited. Ideally, I'd like to see an additional general usage lane added to MoPac, but I'd also like to see an expansion of Capital Metro's Rapid Bus system to provide additional commuting options to downtown.
189	Do not make MoPac a variable toll road.
190	If it is to be a toll lane, make it a flat fee.
191	Timed HOV lanes worked well when I lived in Phx. Why not allow all traffic in all lanes for free until peak hours.
192	Don't do it.
193	For the love of God, just please don't build a very HIGH fly over or deck anywhere, and especially crossing the river. The horrifyingly high fly overs at 183 and 290 along IH35 provoke intense vertigo for this driver, who never knew a personal fear of heights until driving these aforementioned mile high roads. Also, please remember the # of young drivers commuting from SW Austin to Austin High School who must travel over that river on MoPac. Easy and safe access to the high school from the south direction is of top concern.
194	Use the opportunity afforded by this environmental/construction process to include improvements that may not be strictly required for the project to have independent utility but would greatly enhance the network. Possible suggestions include continuous frontage roads between 360 and 290 over Barton Creek, fix pinch point caused by cars entering at Barton Skyway and exiting at 360, provide a continuous flow between 290/71 and MoPac so traffic between the 2 does not have to stop at light at Toys R Us back entrance and install braided on/off between Wm Cannon and 290/71.

195	Just plan for ingress and egress. Plan for billing procedures to eliminate billing errors. Limit billing charges.
196	No flyovers on north side of lake. Don't build the express lanes. Don't ruin the park and the lake.
197	Lonestar Rail
198	reduce to what can be handled by existing bridges; make a diamond HOV lane for rush hours and let buses use the shoulders
199	allow any multiple occupant free access
200	Cameras keeping an eye on the lane to make certain it's a true HVOC lane. Strict enforcement of those lanes.
201	I would finish the existing North / South toll lanes and monitor the impact.
202	Keep our public highways public. We paid for these roads already.
203	See above. And we don't need another toll road in the center of the city. No tolls please.
204	There needs to be a near \$0 toll for when there is no traffic. If it's 3:30 in the morning and there are 3 cars/hour traveling on the lanes, the toll should be close to 0 dollars. However, if the road is completely backed up, the toll should be go up and should be maxed out very very high, ie., \$50 for a single trip.
205	Lower the tolls charged
206	Give the community more time to weigh in the project. Make the bike/ped facilities world-class, in line with Midtown Greenway and other places. At least 14 ft wide, with separated tracks for pedestrians.
207	High Occupancy Lanes as in Houston or other cities.
208	Sound walls to buffer the neighborhood right off Lake Austin Blvd.
209	nothing
210	remove them
211	None
212	Do not build an additional elevated deck on MoPac
213	Do NOT build a second deck. You are not considering the needs of the city, only suburban commuters.
214	I am concerned about a double decker freeway so close to my neighborhood along Lake Austin boulevard and feeders on/off the freeway from the neighborhood and around Austin High.
215	Do not build upper deck Prevent northbound express lanes from egressing on to Cesar Chavez prior to the exit to AHS
216	I think the sliding scale is too much -- the price gets too high. I would not toll these lanes. Everyone needs access, not just the people that can afford it. Maybe it would be interesting to make them accessible to certain people that live/work in different areas that are far apart. IE -- I live in Oak Hill and work on Parmer. I should be able to take this for free. Judy lives in Westlake and works downtown. Her commute is shorter, so if she takes it, she should pay. Make it work for the people that really, really need it.
217	Just expand both sides to three lanes (from Lady Bird Wildflower Center)
218	No upper deck. One managed lane in each direction. Do NOT build more of a system that encourages sprawl, long commutes, pollution, and environmental degradation.
219	None - I like the plan as-is.
220	2 lanes each direction is too much. I've driven in many other cities with express lanes & HOVs...they are not utilized enough and this is overkill.
221	Don't build them. Invest in mass transit. That will have a far more long-range impact on transportation choices and mobility. Or, at a minimum, refocus on local streets and arterials that can improve traffic flows within the city. I'm also against the concept of allowing people with discretionary wealth to fly over the heads of the less fortunate stuck in traffic.
222	None
223	I strongly feel that the double-decker Express Lanes connecting to Cesar Chavez should be scrapped. They will be noisy and dangerous and make it much less pleasurable to recreate in

	Zilker Park and use the shared use bridge underneath MoPac because it will be dark and the noise will be deafening. There should be only one lane going each way, like MoPac will be north of Enfield.
224	More strenuous environmental protection.
225	Provide a southbound left exit auxiliary lane to Loop 360/US 290 east.
226	Throw it in the garbage and look at more modern design & technology based solutions. Using toll lanes constrains design because it requires as many "free" lanes as toll lanes. A design & technology based solution should not be artificially constrained to include more lanes than necessary for functionality.
227	another location
228	No tolls. Incentivize HOV lanes and carpooling.
229	YOU NEED TO GIVE THE PUBLIC MORE TIME TO STUDY AND EVALUATE - YOU MUST PROVIDE BASELINE NOISE DATA AND YOUR PROPOSAL TO MITIGATE SIGHT AND NOISE IMPACTS OF THIS NEW ELEVATED FEATURE
230	Extend the comment period and hold more public meetings, so Austin folks can understand.
231	Provide better alternatives. Such as building interstates that connect instead of forcing traffic through residential areas. And there has to be a better way than funding through raising property taxes.
232	Raise the price to cover all costs of building and maintenance past the first generation of use of the facility.
233	Improvements must be made to South MoPac BEFORE SH45 is linked to 1626 (and subsequently 1626 is linked to I35).
234	This region is in desperate need to better move people, especially during commuter timeframes. There does not appear to be any sign that comprehensive evaluations have been done to move these people by any method other than cars. This is especially true for MoPac South as so many commuters are coming from Dripping Springs and Hayes County. TxDOT should work with other regional transit organization to build park and rides where these commuters live and they can move thru this corridor on buses instead of cars. This will reduce or possibly eliminate need to expand South MoPac. MoPac works well during the day as is to move around the city.
235	Only one toll lane on each direction. Reduce impact by reducing width. A double deck bridge on Town Lake is NOT acceptable.
236	Do not build express lanes.
237	Allow high occupancy vehicles to use lanes toll-free
238	Keep it to one express HOV lane.
239	Ensure that MoPac will be at minimum three lanes in both directions - one Express Lane and two non-expresses. Add a HOV imperative that the lane can only be used when there are two or more people in the car.
240	Not sure at this point. I do not like the aesthetics of the flyover at Ladybird Lake. The Bee Caves road proposal is acceptable.
241	Expand MoPac South by increasing the gasoline tax or diverting more of the "rainy day" finds to building more roads
242	None. I like them!
243	Austin needs more lanes on MoPac. Just build more free new lanes without asking us to pay to get on the Express Lanes. The city should provide roads or expand roads for the growth.
244	I don't like the plan south of the 71 connection. 2 Express lanes and 2 general lanes don't make sense. Having an express lane cross Davis makes no sense either. Have 2 Express lanes to William Cannon, then knock it down to one lane and have three general lanes.
245	2 lanes of express lanes are not necessary. Could be used to add another general purpose lane. 1 express lane is enough.
246	Need to focus on getting people out of their cars to impact congestion into the future. HOV lanes no tolls. I don't believe that express elevated lanes will do what you want them to do. The best way is to get people out of the cars. Give them a truly great mass transit system. I loved

	living/vacationing in Europe.
247	Offer alternatives to a double decker bridge over Town Lake, Offer an alternative design for Bee Caves/MoPac, Offer a design with express lane access for northbound traffic originating at Bee Cave Road
248	Make it all toll lanes like you do to the east side.
249	Continue to look at options for direct connects to 360 and if we must double-deck at Town Lake, that it is as aesthetically pleasing as possible.
250	The express lane alternatives leave all of Westbank/Bee Caves/Barton Springs residents without northbound access until 2222. We also can't take express lanes south unless we get off at 2222 because there is nowhere to get off. Fix this!
251	Double the number of lanes or add one more that is reversible
252	Allow any HOV vehicle to ride for free in the Express Lanes to encourage carpooling.
253	I believe there should be an incentive to using the Express Lane for HOVs. For instance, a lower toll rate for HOVs, with the decrease proportional to number of occupants (similar model exists in LA).
254	I mostly would love to see ped/bike facilities (as I see are being taken into consideration).
255	Getting rid of the tolling.
256	There is no reason not to add HOV to the Express Lanes. Many cities have lanes that can be used by HOV users for no cost and single-occupant toll-payers. This makes best and most use of the additional lanes.
257	Need more time to access
258	More explanation of the proposal to add two express lanes in each direction and double-decking MoPac over Lady Bird Lake. Up until now, the expansions on MoPac have been for one express lane in each direction.
259	It appears that conclusions were developed first, followed by supporting figures, information and leading statements about "what readers might or might not be aware of."
260	Raise the price to cover entire costs of the project including maintenance cost past the first generation.
261	Only Add 1 free lane each way.
262	Include high occupancy vehicles in list of vehicles not required to pay tolls.
263	Add more lanes and make them HOV, NOT TOLL!
264	No more tolls- I drive every day for work, picking up and dropping off for school and after school activities. The tolls on 183A, SH45 and I30 are almost always empty meanwhile everyone else still congests the traffic on IH35, MOPAC and 183. I am one of many citizens that are tired of using these toll roads, they are useless, the billing system is horribly faulty and I don't know how many times I've been charged for late fees even though I bought the TX Tag badge that does not work and I know I am being ripped off on these imaginary late charges even though I don't receive a bill until 90 days later for all toll charges.
265	add an express lane, minimize the shoulder, create two lane fly-over also tolled
266	Avoid the high fly over/elevated options. If the existing bridges and ROW don't accommodate the changes, then go elsewhere to "increase" traffic and provide "reliable" transit times. When this is completed, there won't be any benefit realized.
267	The proposed tolls for these express lanes will be too expensive for the majority of people and will not make a dent in relieving congestion. How many people will pay the \$4 one-way (and rates will inevitably increase) to use the toll roads? Not enough to lighten the traffic on the free lanes. You'll see minimal vehicles using these lanes and still have gridlock on the free lanes. If you have to toll, make it much cheaper.
268	Remove the overpass at Zilker Park. It is ugly.
269	None.
270	Expand MoPac South by increasing the gasoline tax or diverting more of the "rainy day" funds to building wider roads.
271	None. I like them!



272	Austin needs more lanes on MoPac, just build more free new lanes without asking us to pay to get on the express lanes. The city should provide roads or expand roads for the growth.
273	I don't like the plan south of the 71 connection. 2 express lane 2 general lanes don't make sense. Having an express lane cross Davis makes no sense either. Have 2 lanes (express) to William Cannon, then knock it down to one lane and have 3 general lanes.
274	2 lanes of express lanes is not necessary. Could be used to add another general purpose lane. 1 express lane is enough.
275	Need to focus on getting people out of their cars to impact congestion into the future. HOV lanes no tolls.
276	-Offer alternatives to a double decker bridge over Town Lake -Offer an alternative design for Bee Cave/MoPac -Offer a design with express lane access for north bound traffic originating at Bee Cave Road.
277	Make it all toll lanes like you do to the east side.
278	Continue to look at options for direct connects at 360 and if we must double deck at Town Lake, that it is as aesthetically pleasing as possible.
279	The express lane alternatives leave all of Westbank/Bee Caves/Barton Springs residents without northbound access until 2222. We also can't take express lanes south unless we get off at 2222 because there is nowhere to get off. Fix this!
280	Double the number of lanes or add one more that is reversible.

### Question 3:

**Please list any comments or questions you may have about the alternative being advanced for further study.**

1	I am tired of all the building of toll roads and how confusing they are. Especially with fees that will be changing and variable. What's up with that?
2	Want to relieve some traffic in town? Open up 130 to FREE traffic. Require all vehicles over 26,000 pounds passing through Austin without a stop to take 130. Atlanta does this and it helps a great deal. There are heavy fines for trucks without business within the perimeter and on the connector. Do that in Austin.
3	The studies are in, look back at the 1980's when \$\$\$ was spent on environmental studies that had we built the roads we wouldn't be having this conversation. Don't sluff me off because you know what I'm saying is correct.
4	Where is the non-toll alternative? Why are we not even given a choice for non-tolled expansion???
5	This alternative has been used in several markets with little success. Virtually all traffic uses the regular lanes. Any proponent of fee for use roadways fails to adequately explain that they actually inhibit traffic flow and make it impossible to add additional lanes to existing roadways. This means that they are actually a method for inhibiting growth.
6	What will be the speed limit on the express lanes during rush hours?
7	Please remove option 5 and 6. I suggest instead that you also add in a parallel effort to start light rail service to South Austin. With stops in Buda, 1626, Slaughter and other stops into downtown. Also fast track the completion of SW45, including the segment to IH35. Please put future plans in to extend SW45 to 290 and beyond. This should be on the 15yr road map.
8	The big cities that handle traffic issues best have a combination of mass transit, toll roads and HOV lanes. We may not have the best mass transit, but it's there and we already have plenty of toll road options. It's time to give some HOV lanes a chance.
9	I would like to know if the agency ever considers alternatives that increase efficiency and flows without adding capacity? For example: channelizing the inside lane from the river to the terminus, reducing the number of exits, fixing the exit/intersection so that traffic does not back on to the freeway or that it does not promote line cutting.

10	Please leave room for rail opportunities in express lanes (red line expansion)
11	Will the toll lanes be advanced past Slaughter with the MoPac Intersections study?
12	No-build is not a realistic option for a growing city where traffic is already terrible.
13	Do not advance this proposal.
14	Need improvements right away!
15	We need more roadways.
16	I think that in spite of the negative feedback, the City Council needs to pursue this.
17	Are you creating an alternate to I35 that will increase traffic on MoPac? Will people use this road to access NW Austin suburbs?
18	Don't do it. We already have other projects to work on.
19	I do not like the idea of toll lanes that just encourages single-occupancy-vehicles with more money to use them. We should be encouraging the use of public transportation.
20	Make sure to observe a cost-benefit analysis. Economic decisions should be made from a viewpoint that benefits a wide variety of a population and not just a select group unless the select group beneficiaries of the decision are apt to assume a greater share of the burden.
21	analyze the typical motorist and consider incentives for people to car-pool like they do in other Cities
22	Complete SH45 first to FM1626, then to IH35 first.....why put more traffic down Brodie lane?
23	Have you even considered what happens when a large percentage of the express lane traffic (for northbound assume that 40% exits at 2222) has to enter the crowded slow lanes in order to exit. At rush hour existing traffic moves at ~ 10 mph. Where do you think those cars will go?
24	When might construction occur if the Express Lane alternative is adopted?
25	How soon can this be completed?
26	We need some relief from traffic congestion, so I think this is a good idea.
27	Few people have any confidence left for you to do what is really the best project to meet the need. You have this single idea and present it as if it is the only thing that can be done. Do you really think that people believe this nonsense? We are so desperate to get some added capacity that anything will be supported in the fear that nothing will be done.
28	Austin will continue to grow. Please help improve the accessibility of the city!
29	When can you start?
30	Within a decade self-driving car technology will render the need for additional lanes on south MoPac moot. There is no justification for using public funds to build additional lanes. And there is no reason to invite private corporations to profit on public infrastructure. <a href="http://betaboston.com/news/2015/01/12/say-goodbye-to-road-rage-by-2025-the-market-for-self-driving-cars-will-be-42-billion/">http://betaboston.com/news/2015/01/12/say-goodbye-to-road-rage-by-2025-the-market-for-self-driving-cars-will-be-42-billion/</a>
31	None
32	I am concerned about tolling it, that people won't use it. But then I guess I used to not use the north section of 45 toll road and now I do. It just took several years.
33	Please stop being weird and act like other cities with large growth surges, build roads and reduce congestion and waits, please act before this whole area is strangled by traffic.
34	Build it Now. Don't allow one small faction the power to decrease the quality of life in Austin. No more studies. Start construction now. Thank you.
35	There are four main bottlenecks on central and south MoPac. The first two are the reduction from three lanes to two at the 5th Street/Caesar Chavez exit and the same reduction at the south 360 exit. These cause traffic to back up quickly during peak times. MoPac needs to be redesigned around these exits to eliminate the lane reduction. Third and further south, the connector that connects west 290 to south MoPac is too close to the William Cannon exit lane; this causes a major bottleneck during peak times. The connector should've connected further south and the William Cannon exit should've gone underneath the connector to prevent a bottleneck. Lastly, there is more than enough room to expand south MoPac from two lanes in each direction to three between William Cannon and Slaughter Ln. My suggestions certainly won't decrease the amount of traffic on south MoPac; they will increase the flow of traffic.

36	Think more in the future instead on the present. This is an opportunity to overbuild now at today's costs so we won't have more construction 10 years from now.
37	Stop wasting time, the building and population expansion is not in pause mode while you deliberate. No alternative is perfect. Understanding that fact should help you move forward in a deliberative and reasoned manner.
38	Add more free lanes while you are doing the construction. It will already be a mess during construction. You might as well anticipate the need we will have in the future.
39	Growth is inevitable; it must be managed not ignored.
40	The alternative is to do nothing, and things will only get worse. This is UNACCEPTABLE!!
41	The No Build option is not practical. Just because we do not build it, they will still come.
42	It's time to take action. The traffic is not going away. It seems like the entire proposal process has turned into a power struggle. Who gets to swagger and say they won.
43	Have "flex lanes" been considered where they could alternate northbound/southbound depending what times during the day traffic is flowing in one direction most often. Have non-toll express lanes been considered for those commuting 10+ miles without needing an exit? Eastern Cleveland Suburbs use this on HWY 271 (seems to work well as I travel there often for business).
44	What can individuals do to help move this along faster?
45	This project would have been great if completed about 10 years ago to help with current congestion levels. At this point, please hurry and move this project forward, it is sorely needed.
46	I feel that there had been limited or little press about the alternative being studied.
47	Future growth of northern Hays County, with commuters driving to/from Austin, needs to be considered.
48	How many access points are planned? Where will they be located? Where will these lanes exit? When is SH 45 going to be built so we can take Brodie back to being a local road?
49	This needs to happen; we are already behind the curve on this. The idea that not expanding MoPac would inhibit development in the area was a huge mistake. Development will happen to matter what. We need a road.
50	What is fast and efficient for getting this done?
51	DO NOT LIKE that toll is based on how heavy or light traffic flow. - VARIABLE TOLL ADD FREE TOLL for 3 or more people in vehicle. VARIABLE TOLL = RICH PEOPLE ROAD
52	Not only registered van pools should get a break but any vehicle carrying two or more passengers as the toll lanes in Houston. Not everyone rides in a registered vanpool but many do carpool
53	Push this thru as quickly as possible as traffic in south Austin is a nightmare every morning and evening including Saturdays and Sundays. The SW toll way connection to I-35 is disparately needed.
54	Ditch it. Ditch tolls. I pay for roads in my taxes. If we can't do roads within our tax fees, then we need some responsible folks at TXDOT. And variable rates...suck even more. How dare you. As sleazy as giving our road contracts to Spanish companies and Chinese buying our real estate.
55	The process should continue at the fastest possible timetable
56	N/A
57	Still need additional general purpose lanes
58	Sticking our head in the sand is not going to stop growth. Austin is growing - in ALL directions. Be proactive; take care of residents, help families to spend more time together than separated in the car commuting!!
59	Why the single question about any added lane filling up with traffic? Isn't that what you want?
60	Doing nothing is ridiculous. We need help as soon as possible. Sticking your head in the sand and hoping for some form of a mass transit miracle is not planning it is avoiding making a responsible decision.
61	If you don't build it, they will come anyway, so build it, NOW! DO NOT make the assumption that the vocal minority represents the majority. The majority are all of the cars on the road,

	stopped waiting for traffic. The minority are not on the road. This is a public through way, not an access way to a private community. Serve the PUBLIC Interest not self-interests. Also, the next environmentalist that protests must provide a viable solution, not prevention; otherwise their input is invalid.
62	The "Do Nothing" alternative seems very concerning to me, as we already have very heavy traffic and poor traffic flow. Something really needs to be done.
63	This project is way over due
64	We moved to Austin 25 years ago and the expansion of MoPac/45 over to south I-35 had already been proposed. Here we are 25 years later still talking about whether or not we will build this desperately needed expansion. I doubt we would have chosen to love into South Austin if we had realized how slow the Austin area is to address the transportation needs of its citizens- particularly those in South Austin.
65	I no build alternative is a failed idea. It's denial of the issue. The whole idea that if you don't build infrastructure people won't come to Austin is ridiculous.
66	This needs to happen. If a light is out on Brodie, the traffic on MoPac is ridiculous. We can't pretend that we don't have more people living out this way anymore. It wouldn't cause more traffic to flow in, just alleviate what's here.
67	This is Texas and we love to drive everywhere. People do not and are not taking mass transit like they do in other crowded cities such as NY or Chicago. Therefore, they are going to continue driving. Mass transit is mostly for the ones who can't afford a car / truck on a daily basis. Get with it. Do not make a bus lane. Registered vanpools aren't going to work either. One high speed lane next to the divider on the inside lane should be kept for people like me who can zoon to work at 80 mph. Don't slow it down with buses and large vehicles. Make all trucks grossing over 20,000 pounds to stay in the right two outside lanes.
68	Goals should be too clean up our air by getting less cars on the roads
69	It is imperative that Austin realizes that doing nothing will not slow or stop increased traffic - it didn't work this way in the past and it won't work now. There will continue to be a large and growing number of people commuting and the city must provide a suitable highway system to carry this traffic.
70	Take the light off slaughter and MoPac
71	We do not need more traffic over environmentally sensitive areas. We do not need more traffic in South Austin
72	I think it's the best choice (Express Lanes).
73	Please help make this happen!
74	A decision needs to be made quickly as the traffic is continuing to increase.
75	Not related to this, but the state and federal government should increase the tax on gasoline and use those funds for highway improvements. It's been too long since the gas tax was increased.
76	Everything possible to advance this plan should be pursued. Austin must catch up with the times and not be mired by those who wish to keep it as it was, as the growth is happening and can't be stopped by just saying no to this highway. Having come from Dallas which is undergoing massive road reconstruction, it is much easier to accomplish road construction before the area is so populated with homes and businesses that normal day to day traffic is totally bogged down for months and months as LBJ Freeway is today.
77	No questions. It is a very good idea whose time has come.
78	Where are we planning to have it started and stopped?
79	Build it now!
80	I believe that the express lanes should be narrowed to one lane well in advance of the merge that will have to happen on the north side of Lady Bird Lake. How are you taking care of the run off from the direct connect from the express lanes to Cesar Chavez? With 2 lanes/side over the south part of MoPac/Loop 1 How are you protecting the neighborhoods from additional flooding due to run off? THERE ARE NO CONCEPTS FOR THE EXPRESS LANE EXITS/ENTRANCES FOR 360 ETC. THERE IS ONE OTHER FUNDING SOURCE THAT WILL SOMEDAY BE CONSIDERED:



	RAISING LOCAL GAS TAX; RAISING STATE GAS TAX; INCOME TAX
81	sh45 before anything else
82	I understand the opposition not wanting to build more roads going southbound, however, the people are already here, and the current traffic congestion is burning fossil fuels and contributing in its own way to harming the environment. There needs to be some compromise.
83	As a longtime resident of Austin, I regret some of the changes caused by our rapid growth, but there is no denying that growth will continue and likely escalate. The quality of life we all enjoy in Austin is being diminished by the traffic problems, encouraging people to cocoon in their own neighborhoods rather than face the traffic. We must upgrade our road net and this proposal seems reasonable to me.
84	This MUST happen. Any idea of no build is not realistic.
85	Finish out the I-45 extension. It's one of the best ways to see congestion ease up not only on Brodie lane but also at MoPac and Slaughter.
86	Time is over for further study. Get on with it.
87	It doesn't seem there was any serious consideration of anything other than toll lanes. This process seemed to have a preconceived outcome. Prop 1 funds will be available every year, so it is misleading to point out that this year's money will not be enough to build them. Also, the legislature is considering additional transportation funding. Why do other cities like Bastrop get the non-tolled transportation funding?
88	All off the traffic should be able to utilize all of the lanes. Build General Purpose Lanes.
89	Absolutely NO MORE studies!! The city is already 20 years behind in this crucial expansion, while the cost is racing at an enormous amount!!
90	STOP TOLLING!! Roads are meant to move vehicles not profit. Widen it. The same lanes have been there for 25+ years. The city has grown but our roads haven't.
91	No tolls. No tolls. No tolls.
92	SW 45 needs to be completed as soon as possible. The present situation is a disaster waiting to happen for the Shady Hollow neighborhood. Someone's child is going to get seriously injured with this traffic flow.
93	I'm not a fan of tolled lanes. Often, while the number of non-tolled lanes doesn't decrease (per state law), the capacity and/or level of service often get reduced, i.e., narrower lane widths, etc.
94	These are the only alternatives? It's amazing how bankrupt of competence and credibility your agency has become.
95	The build alternative should definitely be advanced.
96	How do the neighborhood residents feel about the MoPac and Slaughter to LaCrosse area changing from a parkway widely separated by green space into a sea of concrete for fast-moving vehicles? How do the people who currently use this parkway feel about being charged a toll to commute to work and shopping? Have any other alternatives been considered that would have a lower impact on the community and be paid for by means other than tolling?
97	No
98	What for? You have already made the decisions of what is going to be built.
99	Isn't there any other way to add highways around Austin without costing the tax payers more money?
100	No idea--we're screwed in the current situation--can't expand MoPac width-wise--build it up? Good luck--
101	Consider not doing anything. Growth will move East instead. This plan just causes further degradation of our precious Hill Country.
102	This is 10 years too late and too expensive. Who truly believes that one lane (or even two) will make any real difference. And maybe for 2015 or even 2016, but with the current rate of growth, we'll be right back where we started. Minus a billion dollars. PUBLIC TRANSPORTATION. LIGHT RAIL. SUBWAY. THINK BIGGER.
103	I do not see the need to have the tolls change. Don't be greedy. Just charge one price to be able to use the lane period. Those of us who need to move quickly and can afford to pay, will use the lane.

104	Just build it with attention given to creating the least environmental impact
105	Something must be done. Not sure if express lane is the best solution. But how does doing nothing help? Have they ever considered a commuter train in the middle space of MoPac?
106	NO TOLL LANES - roadways should be a priority if we are recruiting out of state for new business and should not be an "additional expense" to be borne/burdened by drivers.
107	How many lanes and how soon?
108	I am very concerned about noise from elevated lanes and additional lanes and the environmental impact of construction over the aquifer and Lady Bird Lake. Also concerned about how this will affect our kids who attend/will attend Austin High School. We also need considerable congestion relief at the William Cannon/MoPac interchange. Would like to see improvements included there -- not just entrance & exit ramps but also the frontage/intersection at this junction.
109	Why add a tolled lane to an expressway that has already been paid for with tax dollars?
110	No comments or questions. I just like the fact that something is being done to relieve congestion.
111	With the addition of the 45-SW toll road, the MOPAC intersections at La Crosse and Slaughter desperately need to have underpasses or overpasses built. The congestion at those intersections will only become worse with the MOPAC improvements and the construction of 45-SW toll road.
112	Make it happen, fast!
113	none
114	Hurry.....
115	Consider light rail for South Austin.
116	Connect MoPac to Texas 45
117	Why do you want to waste so much taxpayer money in order to accomplish so little of benefit to our region? Why don't you wait until the north lanes are in operation so we can see how much those have helped central Texas before you burrow ahead with this ill-conceived, wasteful plan?
118	Make sure it is a long-term fix. Please build in SAFE pedestrian crossings. William Cannon needs a pedestrian underpass. New development in the area is increasing congestion and danger for pedestrians. Garza tract development will increase by 12,000+ car trips per day and Wm. Cannon and MoPac are already failing intersections.
119	Please do NOT just install one-way in the middle toll lanes like some of those in Houston. NOT EFFICIENT.
120	Austin is getting crowded. There will never be enough roads to accommodate them. The answer is to get rid of cars. Ideally, for me, personal transportation would be banned inside the city.
121	use the non-tolled highway dollars
122	Please extend the public comment period to April 2, 2015.
123	No more toll lanes please.
124	I'm concerned about impact of this road on the water quality of Barton Springs and Lady Bird lake. As a Zilker resident I'm very concerned about the noise and air pollution that would be caused by this highway.
125	There has been insufficient time to evaluate this. The public comment period should be extended.
126	Traffic is horrible in Central Texas because of too many studies and not taking any action, thereby increasing cost by always delaying projects.
127	No good
128	Just get it done NOW. When MoPac was first built in the 1970s, there was great concern about the aquifer and Barton Springs. But, yet, here they still are and functioning quite well. So let's quit fretting about the environment and get the roads built! It's much better to have lots of cars MOVING (and the gas fumes dissipating) than sitting STILL on the roads in gridlock (and the fumes being stagnant).
129	No one uses toll roads now. Why pay to use a lane? I have lived here 25 years and I hate what is

	happening to Austin. I am ashamed and embarrassed to live here now. There is nothing to be proud of about living here. It's all about money. Not building NEW roads but charging for the existing one.
130	I think we should be careful before we double deck any road around Austin. We have two examples of construction like this around Austin today, the IH-35 double deck through downtown and the 183 construction from IH-35 to MoPac. Both structures effectively split the town in two, creating a very large barrier to humans and separating parts of our town from each other. I am concerned about any effort to create more structures like this, especially in one of the most scenic parts of town near one of our largest parts. Also, I'm not sure of the effect of dumping all express lane traffic into a small area of Cesar Chavez. Today, two lanes converge in that area but with the new express lanes, we could have two express lanes plus two normal traffic lanes all meeting in that area. This may saturate traffic on Cesar Chavez in the morning and create daily traffic jams, limiting access to downtown and to Austin High. I ask the design committee to slow down this decision process and consider the impact of so much traffic in one area.
131	Seems like a done deal (if you don't consider no-build).
132	In your questionnaire below that mentions about the gas tax not being raised in years, why is "raise the gas tax" not an option? Why would you put "raise my property taxes" as one, but not "raise the gas tax"? The gas tax should be raised because people buying gas are the ones using the roads, so if we need more money for roads, raise the gas tax. That is the most logical choice. Make that an option on your questionnaire because otherwise you come across as trying to skew the answers in your favor.
133	Please extend the period for public feedback.
134	There is potential for significant impact to the noise, pollution and neighborhood traffic in the area around Austin High School which could be detrimental to both the school and the adjacent neighborhoods. In addition, Zilker Park, which is one of Austin's most important attractions, could be adversely affected. The alternative being advanced for further study has not been adequately explained and publicized, nor has the opportunity for public comment been sufficient.
135	No more toll roads. We need fewer cars on the road per capita, which means providing more opportunities, and better opportunities, for people to bike, take single-path dedicated public transportation, and walk. We also need communities planned outside the main Austin area to be self-sufficient, fully planned communities, so people don't have to drive into downtown Austin every day. The current proposal does exactly the opposite. The bicycle access paths are afterthoughts in the current proposal.
136	Will this have any impact on the Edwards Aquifer Recharge Zone?
137	Traffic noise pollution and water runoff pollution in the areas close to the Barton creek greenbelt. Bike friendly is good. currently people ride on MoPac access road - safety issue
138	The intrusiveness of MoPac is especially evident around Lady Bird Lake, an area of Austin that is available for all of its citizens to enjoy. Instead of bucolic sounds of nature, one hears MoPac's bridges being traversed by motorized vehicles.
139	Do not assume that the other portions of the CAMPO plan will be built. They are what will create terrible traffic and cause serious environmental damage to Barton Springs. The whole process has been a disgrace. The pushing through of the plan in small portions so as to avoid environmental scrutiny and to avoid the truth that the plan will do nothing to improve traffic flow, only make it far worse.
140	I don't like the idea of doing nothing. If we do that, MoPac will become I-35 at some point: horrible and nearly unusable.
141	I am totally against Toll Roads & I'm totally against Taxes going higher on home owners, Austin continues to go up on home owner property taxes will only discourage folks to live here in Austin, Perhaps if Austin would stop giving tax breaks to business, it would help cover some of the needs in our community.
142	I am sick and tired of toll roads going up in Austin. No HOV lanes and no free freeways being

	built. And with all the income generated in this town, new freeways should be no charge to the citizens! And when you build a toll lane stop making the non-toll lanes 55mph!
143	no double deck over town lake
144	I don't think any further study should be conducted on Express lanes. Rather, we need to consider other alternatives, like HOV lanes, which are free and promote carpooling and public transit. HOV lanes will result in fewer cars on the road and will be better for the environment.
145	Double-decking on any portion of MoPac will create more detriment to the area than adding driving capacity ever could.
146	Stop now. Period.
147	Why is the public not seeing multiple, forward-looking mass transit rail options that provide for diverse access, schedules and routes that can be voted in on a schedule that will meaningfully impact immediate traffic issues AND allow for reasonable future growth? Tolls roads negatively impact quality of life and do not support unrestricted driver access or a reasonable distribution of drivers across available roadways. Not every household can afford the tolls, and traffic remains congested along the free access roadway. Existing toll ways in Austin have been grossly mismanaged, without establishing any reasonable expectation that future toll ways would improve in quality of customer service or value to the city population. Separated roadways have not diminished congestion meaningfully elsewhere in Austin and provide for no reasonable expectation that they would provide improvements to MoPac. They also negatively impact road noise, nearby property values, air quality, city environment and public quality of life.
148	Would it be feasible to add an additional general usage lane to MoPac, to provide additional capacity without paying a toll? Will a mixed use pedestrian/bicycle path exist along this entire corridor? This was initially going to be part of the North MoPac expansion effort, but was later dropped.
149	NO double decker over the lake!
150	This is not a horrible plan. It will destroy the area around town lake / Austin high / lake Austin Blvd. etc. and sounds very dangerous. DO NOT DO THIS.
151	What is the plan for the bridge over Lady Bird Lake? I could not find an illustration of this from the side view indicating height, etc. For that matter, what does the double decker look like from the side in general? Are there more detailed plans somewhere?? How will the project build-out impact current commuters? What is the specific plan for Austin High access from MoPac south? High school students drive this daily, of top concern to families in SW Austin.
152	Support it.
153	Not so sure about changes in tolls based on increased traffic; it seems that the toll should be the same not based on traffic. Limit studies. Some things are just obvious. Complete the 45 East connection.
154	In my opinion, elevated portions should be avoided. in addition to being extremely expensive (both initially and maintenance), they stand out in the landscape as being unnatural and visually unpleasant
155	HOV lanes should be the preferred alternative because that one encourages more people to ride buses, vans, or HOVs and therefor reduces congestion on all of the roads, not just MOPAC. That option also reduces the most air emissions. Instead of only expanding the highway, which fills up with more cars due to induced demand, you should improve public transit and incentives for people to use it. You should consider all of the impacts when evaluating the options, not just travel speed compared with free flow, which is an outdated measure because free flow is not a reasonable alternative in today's metropolitan areas, and it does not take into account the benefits of multi-modal. Your analysis of water quality impacts does not consider the impacts resulting from all of the extra traffic on the fragile aquifer from the build alternatives, and assumes that water quality best practices can only be implemented with one of the build alternatives. Similarly, you assume that bicycle and pedestrian improvements can only be implemented with the build alternative, so there are no improvements associated with no build. TSM and TDM should be evaluated as an alternative option. They are much lower cost and have no environmental impacts. The equity impact of building only toll roads should be considered.

	By far the greatest benefit will be to people who pay the tolls. The proposed MoPac expansion and the SH 45 SW project need to be studied as a loop project and all of the impacts considered together.
156	endless questions, especially actual costs, impacts of noise, air and visual pollution on Austin High, Zilker Park and Hike and Bike trail; traffic projections to support 4 new lanes; how will the traffic actually get into downtown on Cesar Chavez; necessity of studying the entire proposed MoPac/45Sw tolled loop together; necessity for a full EIS, not an EA
157	absolutely oppose double decks for environment/aesthetic reasons as well as the poor record the I35 have
158	I would delay any decision on this proposal until the public becomes more aware. What is the total cost of these proposed additional toll lanes? How much will property taxes be raised to cover this additional cost?
159	Why are you allowing only one public hearing?
160	With such a short notice time I think it is only right we have at least a month to consider what is happening literally right above our heads. Getting kids to and from Austin high is already a nightmare and to increase traffic in that area is not a solution. I would guess it would become a more dangerous area with aggressive drivers and High school kids who have just gotten their licenses. Maybe instead you should remove the areas where people exit and get back on the highway without stopping which seems to me where the traffic backs up the worst (Far West, 45th, 35th, and Barton Skyway). We moved Central so we could walk and ride our bikes. Please don't ruin it by overwhelming our area with dangerous traffic.
161	Why is there such a short window for public comment? Extend until at least 4/3. This has been sprung on neighborhoods that will be deeply affected by your change in plans.
162	Doing nothing is fine; downtown needs to be more dense.
163	Only 2 days for public input is ridiculous
164	Extend comment period to April 2.
165	Looks like I-35 West to me. Disclose the entire project instead of just segments, and give the public more time to comment on it.
166	public transportation
167	The Elevated Express should also be considered for North MoPac and should be placed over the railroad tracks. The problems with congestion North will only be increased with the increased capacity on MoPac South as there is significant traffic flowing beyond downtown from either South or North and the current changes to North MoPac will offer limited improvement in the time frame covered by this South MoPac proposal.
168	I do not believe there has been adequate notice given to residents about the additional changes being put forth. This has not given us an opportunity to study the proposal in depth. I would also like to see studies on water and air quality which would include air pollution to surrounding schools, neighborhoods, sports complexes, recreational areas including swimming areas and the hike and bike trail. I also noticed that at the bottom of this survey you did not ask for additional comments. I'll give them to you; I don't like how you word the questionnaire to make the survey taker feel like they should be ashamed of themselves if they don't fall in line with what CAMPO is trying to do. The way it's set up is that the only solutions are to raise property taxes, toll roads, or nothing. Another issue is that just like with the toll road/MoPac in North Austin, the existing lanes were broadened and turned into the Toll Road; 4 free roads before = 4 free new roads that are now "access" and takes twice the time it took before to get around. So it's not that we will get to keep our existing lanes, it's that you will build us new lanes that are worse than useless forcing us to use the toll roads to get around. If you want to be seen as a fair advocate for change, you may want to make your surveys more equitable to both sides.
169	Extend this period of consultation for another 30 days.
170	The upper deck is horrible. For years this discussion has been about 1 managed lane in each direction. When did that change? You need to allow more time for the public to comment. Please extend the public comment period to April 2, so the public CAN comment.
171	keep public discussion open longer



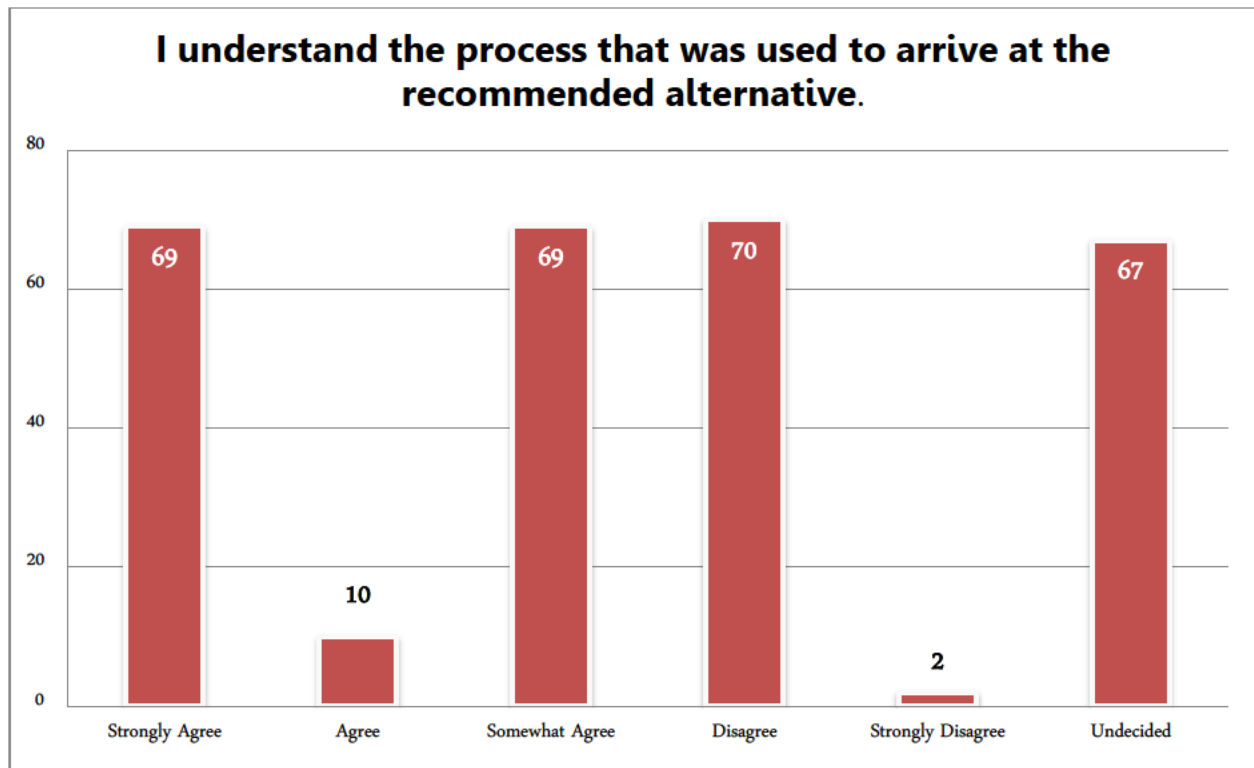
172	I think it's interesting to toll these, but don't like the idea of making it accessible to some that live in Austin. What if tolls were only used until the road is paid for? And then free? I also do understand that 1 or 2 general purpose lanes would fill up, but what if you added 4-6 general purpose lanes, not 1 or 2? As a double-decker road. Even if those lanes do fill up, the time it would take me to drive from north to south in rush hour would still be shorter.
173	Do Nothing would be the worse choice possible
174	The upper deck over our lake is horrific! You cannot possibly be considering the needs of the central city, the city's street network where you would be dumping all of that traffic, the impacts to students at Austin High, the impacts to the hike and bike trail and the LAB. You should be considering the needs of the citizens of Austin as much as you are considering commuters from the suburbs.
175	I'd just add that from an urban planning perspective encouraging sprawl and supporting that sprawl with increased vehicle capacity in freeways is a terrible way to grow a sustainable, prosperous city long-term - so I'd challenge the city to publicly express how the ultimate decision here also supports a smart growth plan.
176	I understand from an email from Brigid Shea that the toll authority's new four lane plan was rolled out last week (Feb 26) at an open house with only an 11-day public comment period. That is not enough time for the public to learn about and consider the impact of this proposal. Please extend the public comment period to April 2nd.
177	This 4 lane plan was rolled out with only an 11-day public comment period. Public comment period should be extended to April 2. If not, this is not a transparent and open process and will not allow enough input from stakeholders. What are the impacts on Cesar Chavez and 5th Street? Impacts to Austin HS (traffic, noise, air pollution, danger to young students driving to/from the school). The destruction of scenery around Lady Bird Lake, Zilker Park, etc. The financial costs to citizens? What happened to the one "managed" lane per direction on MoPac that is currently in the long-range plan? Why such a short public comment period after unveiling 4 lanes idea? We do not want MoPac connected to SH45 so that it can be connected to I-35.
178	This is but a segment of a larger project to build and improve lanes that connect I-35 to NW Austin. These projects need to be studied together, measuring their impact on traffic and the environment.
179	Why is this being rushed with such short time for comment? It would seem that the rush is designed to reduce the public concern and outcry.
180	Do not want a double-decker MoPac crossing Lady Bird Lake. This would result in tremendous noise and pollution in the nearby area and in Zilker Park.
181	Why have these lanes to dump further traffic on already-congested Cesar Chavez, which additionally requires construction of a new bridge in an environmentally sensitive area? This seems to ignore community and environmental concerns, and be bad traffic planning. Complete a full Environmental Impact Statement, not just an Environmental Analysis. This project warrants thorough analysis of all impacts.
182	Advance alternative transportation prior to considering MoPac south expressway.
183	Look at making bottleneck improvements northbound from Davis lane to William Cannon by restriping the wide (22 foot) inside shoulder as the third lane and southbound from William Cannon to David Lane by providing approx. 2500 feet of 12 foot widening to fill in the gaps of missing wide shoulder and provide three lanes to the Davis lane exit. These interim improvements look like they will work into the final design.
184	Using technology, improving flow & intersections, removal of bottlenecks, etc. will be just more effective than building lanes and decks and less destructive of the surrounding community.
185	another location
186	Highway improvements should be financed by indexing the gas tax. Politicians need to make this happen. Flyovers at Lady Bird Lake are way too high!
187	We could do better in Austin by using the space and money for a commuter rail line. A dedicated line for commuters, with the long range plan of an intercity (San Antonio-Austin-Waco-Fort Worth/Dallas-Amarillo).

188	I live 3 blocks from MoPac at Lake Austin Blvd. One of my neighbors just found out about this March 9th deadline and shared it with me. Please let us have more time to find out the details of what's being proposed and then let us give our feedback! I am a homeowner and this will definitely impact my neighborhood and quality of life!
189	Further study to ensure that this project does not adversely impact adjoining neighborhoods is critical.
190	Please extend public input period until at least April 2.
191	YOU ARE NOT GIVING THE PUBLIC ENOUGH TIME TO EVALUATE THIS PROPOSAL
192	I would hope that any work done on South MoPac would be done well in advance of building the SH45 link to Brodie Lane (with the continued 1626 link to I35). The intersections at Slaughter and LaCrosse also should be improved before any ground is broken on SH45. Secondly, I want lanes or space left available for more common transport - a dedicated mass transit lane? Or free access to the toll lane? Something to encourage common transportation.
193	This, of course, won't fix the basic problems of sprawl, but rather exacerbate the very bad problems we already have. I cannot support this project.
194	As I commented above, I am concerned that there is a rush to break ground on SH 45 just to get it built. If it is finished before improvements are made to South MoPac, MoPac will become unusable.
195	Work with Cap Metro to get Route 111, the MoPac Commuter flyer to expand frequency to cover all downtown work areas. This will further reduce cars moving people on MoPac during rush hour.
196	The Austin Heritage Tree Foundation prefers that the alternative NOT be advanced for further study. We strongly recommend the No Build option because this is an environmentally sensitive area and there is no way to build toll lanes without affecting the environment significantly in this area. Many trees will be removed including many heritage trees. The disturbance will affect the Barton Springs recharge zone that is extremely environmentally sensitive.
197	I prefer bonds be sold to pay for the road.
198	Current proposal does very little to decrease number of vehicles on road if the express lanes cannot be used by high occupancy vehicles toll-free.
199	Adding multiple express lanes to S. MoPac and double-decking the MoPac bridge over Lady Bird Lake will simply encourage adding more express lanes to N. MoPac, right? Remember "MoPac Blvd." and no trucks on MoPac??
200	Doing nothing is really insane. Austin is a large city and needs for its transportation to grow up and be designed to not only handle existing traffic but designed to handle more as people continue to move here.
201	I didn't go to an Open House and just recently became aware of the MoPac South website. I do not think enough people living in the neighborhoods are aware of the website and the expansion plans. Perhaps a direct mail piece as well as ads in the Statesman and Westlake Picayune would help get the word out. I would be especially interested in seeing the noise survey reports when completed.
202	Alternative funding methods other than toll lanes
203	The other alternatives are stupid... please stop wasting time and money evaluating them (especially the "no build" desire of the asinine environmentalists). Also, don't waste highway money trying to promote bicycle/pedestrian traffic - they don't belong on MoPac, let the City of Austin design and pay for that if it is so important.
204	Don't take away our land and roads and give it to the corporation for businesses. The big commercial vehicles should pay for using the roads but not the public people. I don't like the toll road idea; I just want to build more free lanes on the road to ease the traffic. Don't take away our lanes and let those big corporations get our lanes to make profits on us. Why only the wealthy can use the Express Lane and all the poor has to suffer in long traffic jam on the road. Just give us more lanes without charging us. The city should plan more thoroughly to build lanes to cope with the growth of traffic. Toll road is a horrible idea for Austin.
205	Please do not do any aggressive landscaping. Any other highways you have done this on only

	end up looking overgrown, dead and forlorn!
206	Light rail - suspended rail - better transit system routes - stop routing everything through downtown.
207	Why does TxDOT continue its racist policies
208	The traffic issues at Bee Cave Rd. need to be addressed. Getting off Bee Caves and back onto MoPac need to be reworked. A new innovative design solution for this intersection is needed. Special event traffic needs to be considered in this area because events encompass a large part of the year. The Barton Skyway turnaround will be a huge mess if that is the only way for Westbank/Barton Springs residents to turn around to access northbound express lanes. Why can't people exit express lanes at other points - 45th, 38th, hospital areas.
209	Love the elevated design. Need access to Hwy 360 also faster please
210	I want to see the TSM/TDM activities included as a major part of this alternative, not as an afterthought or as some small emphasis.
211	Study alternative to tolling. The state is working on additional transportation funding. Don't rush into tolling. More money may be available soon.
212	I am concerned about plans to add an 2nd deck to MoPac, and to add 4 new lanes. The impact on environment, on Austin High School, and Zilker/Hike & Bike trail, from that much additional roadway will be significant.
213	Why are HOV and Express Lane not combined? Why is Express Lane the only alternative that includes additional lanes being advanced?
214	Please extend the timeline before voting on this.
215	Please extend comment period until April 2.
216	Improvements to South MoPac are necessary, but what is proposed will be unattractive, obtrusive and too close to Austin High School. MoPac was designed to be an expressway not what is proposed which is more like a tolled freeway.
217	If high occupancy vehicles are not included in list of vehicles not required to pay tolls the plan will not decrease vehicle traffic count and will be a regressive tax on low and middle income residents.
218	I do not like that they are to be tolled, and that this will do little to nothing to fix the horrible bottleneck between the river and 183.
219	As near as I can tell the plan does not completely solve the dangerous exit off of southbound MoPac to westbound Bee Caves Road. There should be a flyover that directly connects this traffic to Bee Caves Road and eliminates having to merge across several lanes in a short distance.
220	Find another way to pay for this construction without setting up another useless toll road.
221	The existing MoPac to West Cesar Chavez routes, especially along Town Lake, are a total mess and dangerous (at AHS particularly). Will this project take away park and school lands to allow for more vehicles to "flow" to central Austin?? That's throwing away our patrimony - the inherited assets that make Austin unique.
222	I only support adding one lane each way without tolls. Also, create raised intersections at La Crosse and Slaughter. I do not support linking MoPac to I-35 in any way. Why are Travis County residents paying the majority of taxes for this regional project? The SH45 and MoPac projects will be heavily used by Hays County drivers. Travis County residents are disproportionately paying tolls on roads and county taxes. Out of the \$20 million seed money for SH45, Travis County had to pay \$15M and Hays only paid \$5M, but the majority of drivers will all be from Hays County. This is subsidizing other counties to use our roads. Hays County is smaller than Travis County but the users in Travis County will be south residents and will therefore be proportionate to the total users in Hays County. I don't support a loop around Austin going through the heart of MoPac. If you want to put a loop, go further west (like was done with SH130) and use 1826 to connect with the Oak Hill Parkway and connect to Loop 360 to go north and connect to arteries up north. Removing the idling cars on 360 with all the stop/start would be better for the environment than decking MoPac over Lady Bird Lake.
223	I do not believe the project will provide reliable travel times over the long term, considering the

	potential for continued growth in Hays County. The project will induce additional unsustainable development in the exurban areas. Eventually, the lanes will all fill up, regardless of tolls, and congestion will return to present levels. Passenger rail can provide reliable travel times, however, and can be expanded more easily as needed. I do not think any more money should be spent increasing roadway capacity on MoPac. It is a waste.
224	Alternative funding methods other than toll lanes.
225	The other alternatives are stupid...please stop wasting time & money evaluating them (especially the "No Build" desire of the asinine environmentalists). Also, don't waste highway money trying to provide bicycle/pedestrian traffic – they don't belong on MoPac. Let the City of Austin design and pay for that if it's so important.
226	Don't take away our land and roads and give it to the corporation for business. The big commercial vehicles should pay for using the roads but not the public people.
227	Light rail – suspended rail – better transit system routes – stop routing everything through downtown.
228	Why does TxDOT continue its racist policies
229	The traffic issues at Bee Cave Road need to be addressed. Getting off Bee Caves and back onto MoPac need to be reworked. A new innovative design solution for this intersection is needed. Special event traffic needs to be considered in this area because events encompass a large part of the year.
230	Love the elevated design. Need access to Hwy 360 also. Faster please.

Question 4:



Question 5:

**At the Open House held in April 2014, 76% of community survey respondents agreed or strongly agreed that the proposed criteria that would be used to evaluate the preliminary alternatives were appropriate. Please provide any additional comments regarding the evaluation process and results.**

1	76% is more than half and now it's 2015 and you're still not doing enough to improve transportation. START BUILDING MORE ROADS.
2	The structure of questions were extremely biased leaving toll roads as the only viable option for expansion. Hardly unbiased.
3	I suggest that two general purpose lanes be added in both directions. One combined HOV and Express lane in both directions be added. I don't think the massive growth in Buda and Kyle is being completely factored into the future predictions. The bridge over town lake needs to be resigned and rebuilt to reflect Austin better. It will probably need to be two story high to accommodate all the lanes and merging traffic coming into and out of downtown. It should also be iconic, like the penny backer or golden gate bridge. Not made out of more concrete. This bridge is the entry point into downtown, over town lake and Zilker. Pedestrians, bikers and park goers use this area daily. Please make it stand out and not be just another poured concrete bridge.
4	I wish the public had more input on toll road projects. I feel like the majority of the public is against them & yet a new toll project seems to be developed every few months and yet our traffic problems continue to get worse. It's time to try something else. Toll roads aren't the only answer to traffic problems.
5	None. I strongly agree that we need express lanes.
6	impact on Austin High and other buildings,
7	Do not build another highway, please.
8	na
9	The results were decided in advance. The only option that was ever on the table was to toll. Toll lanes cannot be the only solution because the city is growing every day. Few will be able to afford the '\$4 or perhaps much more' per trip to get to school and work. The taxing authorities need to add roads the old fashioned way and provide mobility to everyone. If another general purpose lane was added to the corridor, it would fill up with traffic just like the existing MoPac South. That is also true for the express lanes. Many people move in to the MSA every day. They all have to get around the city. Every lane that is built will become full until better transportation alternatives are activated.
10	What are the criteria? No public outreach has been done on the criteria. This survey is worded to support only the proposed project and not to solicit real input on the process.
11	None
12	Was self-driving car technology presented as one of the alternatives? If not, why not? The format of this "Feedback Survey" was obviously designed to garnish support for building toll lanes and does not give fair discussion or presentation to the no-build option. The assertion that new lanes will be required for future traffic is false as it ignores impacts of advances in self-driving car technology and options for public transportation by rail.
13	Agree
14	Please build these additional lanes and connect to SH-45 ASAP.
15	My pet peeve is that we upgrade our roads but, we don't upgrade our signage especially on the major highways. Part of enhancing roads like MOPAC is to beautify the roads too. Our WW11 signage looks bad. We should take a look how other cities, like ABQ to enhance the beauty of their highways.
16	Some will always find fault, but it appears that the proposed criteria for evaluation are more than adequate. Special interest groups have opposed all building options for the past 20 plus



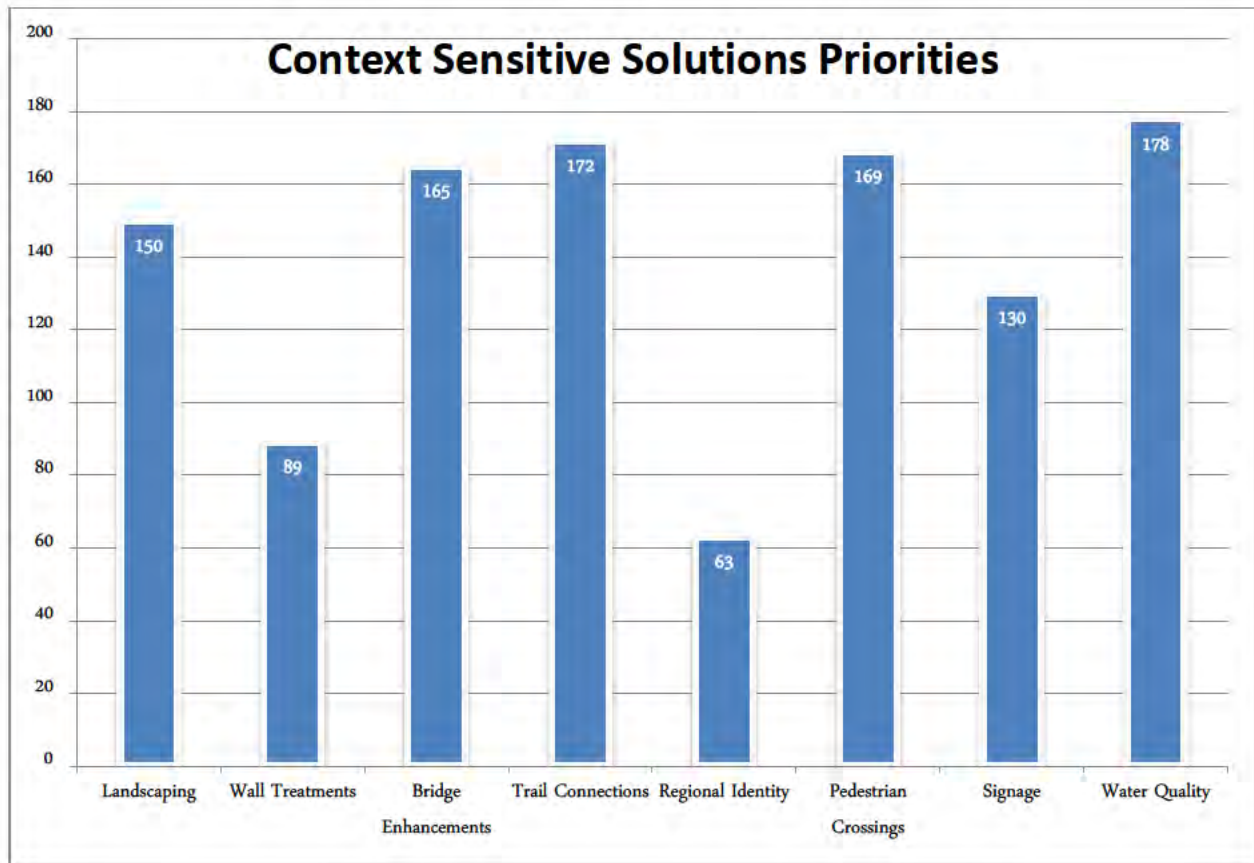
	years which has resulted in the promotion of massive urban sprawl We need to build our roads for the future growth that is going to occur.
17	South MoPac needs your help! Please help expand MoPac!
18	I agree
19	The No Build option needs to include more environmental and safety concerns that are increasing as traffic increases on the existing roads and streets that are being used as alternate roads while this planned road is delayed.
20	Put me in the strongly agreed column. We study things to death while our traffic problems worsen.
21	Build SH 45 and divert the traffic on Brodie to the newly upgraded MoPac express way
22	Build the road already!
23	AGREE - NEED MORE LANES TO HELP ABUNDANT TRAFFIC FLOW DISAGREE WITH VARIABLE TOLL; ALLOWS THE WEALTHY AN ADVANTAGE AND WE ALL SHOULD BE TREATED EQUAL
24	N/A
25	Instead of elimination of addtl general purpose lanes alternative, should pursue parallel initiative to secure funding should be pursued
26	There wasn't enough info spent saying that the roads CAN be built and protect the environment at the same time. Filling up Brodie every day is a mess. Imagine Exposition Drive without MoPac; that's what we live with every day without SH45 SW.
27	In your question below, "Knowing that gas taxes haven't increased in 21 years, how would you prefer that improvements in this corridor be funded? (Select one): ", where are the choices for increase the gasoline taxes or force the legislature to stop diverting gas tax revenue to other projects? I reject the theory that it's toll these lanes, raise property taxes or just do nothing. I'd rather see organizations like CAMPO and TxDOT fight the legislature for the funds they should already be receiving over creating new toll roads.
28	The process was complete. Let's get started.
29	I don't know what that criterion was or is. I was not noticed to attend the hearing that I'm aware of.
30	n/a
31	Safety of entrances and exits for express lanes should be paramount. The concerns of Central Austin dwellers should also take priority since these roads are rewarding people to move further from the city center and not pay the taxes for that area yet still get all the benefits of the city center. Higher tolls will not come close to offsetting the higher taxes they would pay to live more central.
32	Yes, I agree. Proceed. We have to grow our highways more and more quickly - this has taken too long already.
33	I did not attend the Open House, but I know it is vital to proceed with the proposed evaluation process and continue on to a solution to south Austin's bogged down traffic.
34	The roadway needs to be built and not studied forever.
35	WATER QUALITY AND RUNOFF ARE NUMBER ONE PRIORITY IN MY OPINION; AUSTIN HAS SOME OF THE WORST SIGNAGE IN THE COUNTRY. THAT MAKES IT A #2 PRIORITY BEHIND WATER. #3 PEDESTRIAN CROSSINGS: SINCE AUSTIN THINKS IT IS GOING TO GO ON BIKES AND HIKE GETTING ACROSS THE MONSTROSITIES IS VERY IMPORTANT
36	I think the impact of taking no action in terms of longer travel times, increased vehicle emissions, slowing of emergency response should be heavily weighted in the evaluation process.
37	Agree, as long as the road is built.
38	The process was used to lead the attendees to a certain result and was based on funding information that is misleading and doesn't consider possible future funding sources.
39	I have none.
40	Your position that these tolled options are better than more "general purpose" lanes because those lanes would just fill up with traffic is ludicrous. What exactly do you see as the purpose of

	transportation planning? Shouldn't it be to get as many people to their destinations as quickly, safely and economically as possible? If you want less highway traffic, then fund mass transit. If you're building a highway, serve everybody equally. Helping a privileged few who pay for the toll lanes while the vast majority of travelers sit in traffic is simply foolish and offensive.
41	None
42	I disagree with the claim below that states "If another general purpose lane was added to the corridor, it would fill up with traffic just like the existing MoPac South." You're saying that adding capacity to handle traffic would somehow not change the road's capacity to handle traffic?
43	You just stated your decision by the statement above "preliminary alternatives were appropriate".
44	The process is designed to gain approval rather than create true debate of alternatives. This survey does not elicit real feedback.
45	Please plant vegetation to damper the noise.
46	NO TOLL LANES - roadways should be a priority if we are recruiting out of state for new business and should not be an "additional expense" to be borne/burdened by drivers.
47	Too much emphasis on the endangered species factor. We're all endangered.
48	n\
49	The Open House should not have been scheduled at the same time as a City Council Meeting. Two Open Houses were held in the central and west areas and none were scheduled for SW.
50	Since east west access across Austin is already so limited, please do not dump all traffic in/out at just one or two places UNLESS those roads are going to be dramatically improved too. will just create more bottlenecks.
51	Please extend the public comment period to April 2, 2015.
52	The people of Austin should vote on it and the keyword toll should be used on the ballot. Your organization is mis-presenting the proposal with the current name.
53	There has been insufficient time to evaluate this. The public comment period should be extended.
54	Toll roads are divisive as the rich can easily afford to pay, and the poor can't afford to pay.
55	No comment.
56	The criteria are valid; the outcome may or may not be.
57	This is not being represented for what it really is. When people who live in the area find out the ramifications, there will be an outcry.
58	You only got that figure because most of the general public who live in this area and would be affected by it did not know about this meeting or the proposed plans. If you actually asked neighbors and residents, they would not support it.
59	The criteria have not been sufficiently publicized to receive adequate feedback.
60	The majority of the people who knew about and attended the "open house" were people who want more direct, easy access to the downtown/central Austin area; so, it's logical that 76% of the respondents agreed with this project's current process. If you were to go to central Austin area residents and ask them, they'd probably firstly point out that they live a denser area, bear the brunt of "traffic" issues more and more hours a day, and that the central area should have gotten some of the funding to plan and implement solutions to traffic issues. The process was stacked. If those overseeing this process really wanted community participation, they would have gotten the entire community to participate...
61	None at this time.
62	Why is rail not mentioned? Why not think about the problem's solutions in a wider perspective?
63	Citizens should be given more time to engage with this issue.
64	The evaluation process is flawed as it does not look at the overall impact of the road - it only looks at chunks of the proposed whole. This road is ultimately being built to line the pockets of developers and the receivers of tolls. It will not serve citizens or the environment.

65	I never heard of this process. How many people is comprised of this 76%? This proposal sounds HORRIFYING.
66	Equity is not adequately evaluated. You assume improvements to water quality over no build even though you do not count the impacts of extra traffic. Air quality increased emission is not mentioned. Cumulative impacts with SH45 SW should be considered.
67	Push polls don't tell us much. The "preliminary alternatives" are not appropriate without an initial, comprehensive study of the proposed tolled loop and alternatives to that proposed loop. A toll road agency cannot honestly and faithfully evaluate non-tolled options.
68	The survey should have been sent to every to every homeowner in Austin. I was unaware of this open house or the survey.
69	What Open House? Time to hire some new TxDOT people who can do the job correctly.
70	Please just take a little more time. Toll roads are not always the answer.
71	Did you ask about toll roads in the city? And, if so, what was the response?
72	I don't think many people are aware of the proposal to add a total of FOUR lanes, and the flyover at Lady Bird Lake- this should be presented more clearly.
73	The process is seemingly secret and fast moving. As with most such machinations, it creates the impression of insider dealing and corruption.
74	I like the layout you are providing to ease congestion for downtown workers headed south. I live in the Deep Eddy area and I think extending the toll option through from North to South and providing toll gates from Cesar Chavez is a good idea. I would like to stress an attempt at sound walls would greatly help the neighborhood. Even now from 6 blocks away MoPac is quite loud.
75	The public was not presented with the true nature of the plan. I think the 76% number would change if the overall project were presented.
76	None
77	You should including more than people who live south of the river. These changes impact us all. Hold your next meeting in Tarrytown. Especially when you are cramming SH45 down our throats to make a "loop" that impacts everyone. You have already wasted \$250 million on the MoPac North tree killing project when the community preferred a taking a GP lane and making it managed.
78	I have no knowledge of the criteria used
79	The purpose and need is satisfied with one managed lane in each direction. 4 total managed lanes is a waste of taxpayer money and the negative environmental impacts are far greater.
80	How do you know that a large percentage of respondents are truly not benefitting from these proposed toll roads or alternatives? In April 2014, did you show double decker lanes as an alternative?
81	The criterion is biased towards assuming that the new lanes will be improvements. There is damage that the lanes will cause (mitigation is only mitigation).
82	Why was there no opportunity for public input at the stage where evaluation criteria were being designed? The citizen input process does not seem meaningful if CTRMA gets to set the parameters of the discussion at the outset, including the proposed criteria, and then rather than include the public in applying those criteria, only ask for public input once the alternatives are more or less decided. Even this survey is so structured it hampers candid input.
83	The criteria need to include looking at the impacts of completing the entire Loop (MoPac, SH45, SH130)
84	The open houses are a poor way to choose a design. The response from an open house is in no way scientific and does not represent the true will of the community. This survey is crafted to lead respondents to favor adding additional tolled lanes. Someone without a vested interested in constructing toll lanes should draft more well-written, objectively worded survey so the results are more representative of the will of Austin residents.
85	environmental concerns
86	Do not build a double deck across lady bird lake. Noise carries over water and unless you built a tunnel, you'll ruin the enjoyment of the lake and Zilker and the surrounding neighborhoods

87	Missed it.
88	How many community members were surveyed? 76% of how many?
89	Please extend consumer response time. I was unaware of this discussion until today.
90	Your predefined criteria appear to be tailor made to arrive at a preselected conclusion. Here's a better framing: How can we create a great city that provides for the needs of its residents in an economical way that doesn't induce more sprawl?
91	I feel differently. I feel the alternative to expand/build was chosen, and then the criterion was used to decide how to expand/build. TxDOT should have evaluated the need for moving people. Then use criteria to determine how best to move those people. Cars not the most effective ways to move people. There are methods. You are Texas Department of transportation not Texas Department of Cars.
92	The evaluation process needs to include the environmental impact with much more weight. The EIS typically lumps all environmental features into something that is not as important as the wall treatment or trail connections. In this case, the environmental impact should be the number one criteria but it won't be if the traditional process is used. For instance, next question doesn't include the environment or preserving trees, especially heritage trees. That should be number one priority, much more than wall treatments. Tree preservation is NOT part of "landscaping." Landscaping is tree planting, not tree preservation.
93	No additional express lanes for MoPac S or N. No double-decking the MoPac bridge over Lady Bird Lake.
94	No comment
95	For once, a majority of Austinites got it right. (How did that happen?)
96	I think more time should have been spent evaluating what improvements are needed to the existing ramps, frontage infrastructure to improve traffic flow. The study does not consider the months' worth of days that traffic flow is impeded during rush hour because of event modifications to the traffic flow at MoPac and Bee Caves/Barton Skyway
97	It was a lot more benefit to people in North and South Austin in these alternatives. It will impact people who live near downtown in our commute and noise and views with no benefit.
98	Agree
99	NO more toll roads
100	The criteria are appropriate
101	Not sure who the audience there was . . . so why should I accept the responses as comprehensive statement of Austin views??
102	For once, a majority of Austin got it right. (How did that happen?)
103	I think more time should have been spent evaluating what improvements are needed to the existing ramps and frontage infrastructure to improve traffic flow. The study does not consider the month worth of days that traffic flow is impeded, during rush hour, because of special event modifications to the traffic flow at MoPac and Bee Caves/Barton Skyway.
104	There was a lot more benefit to people in north and south Austin in these alternatives. It will impact people who live near downtown in our commute and noise and views with no benefit.
105	Agree

Question 6:

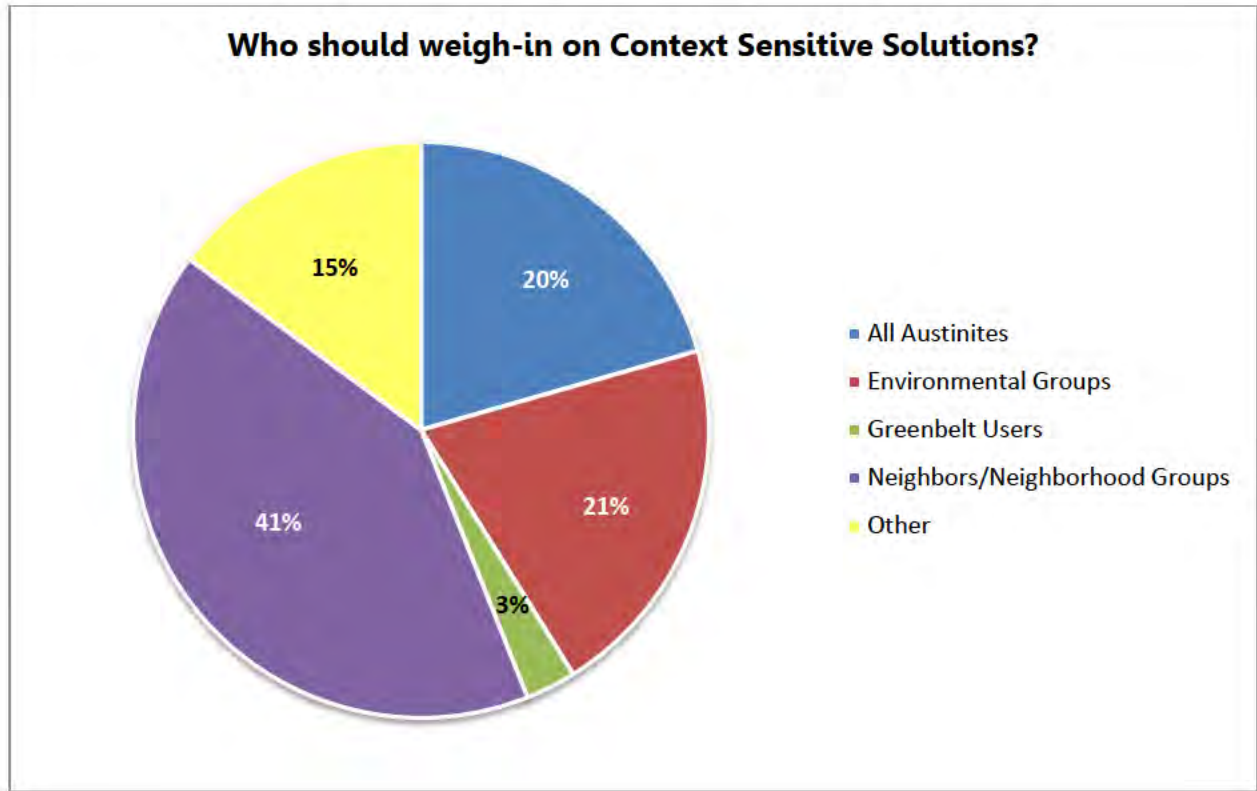


Other:

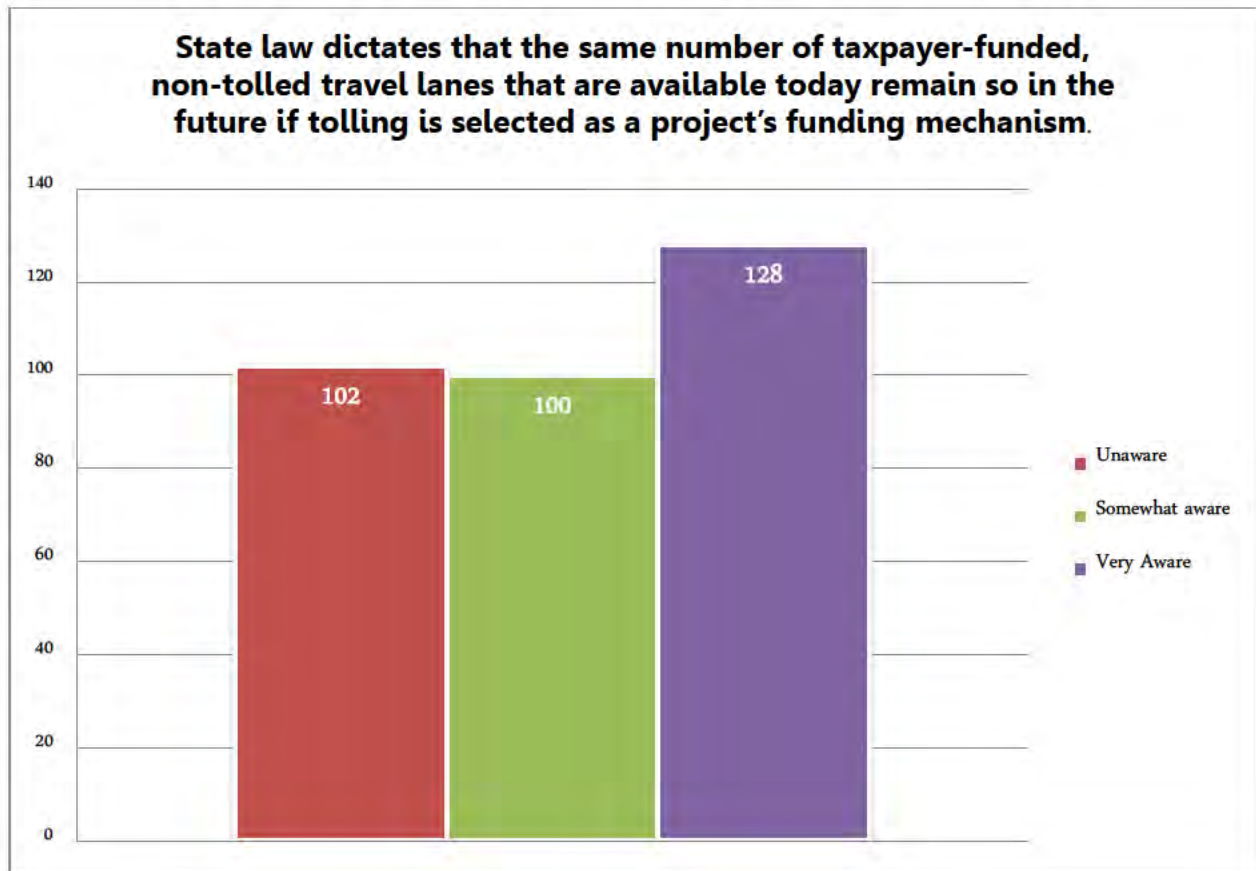
- They cut all the trees to build the toll road. That's awful
- Please do not do aggressive landscaping. Any other highways you have done this on only end up looking overgrown, dead and forlorn!
- Wildlife impact – migration
- Noise control/noise reduction
- Dark sky lighting



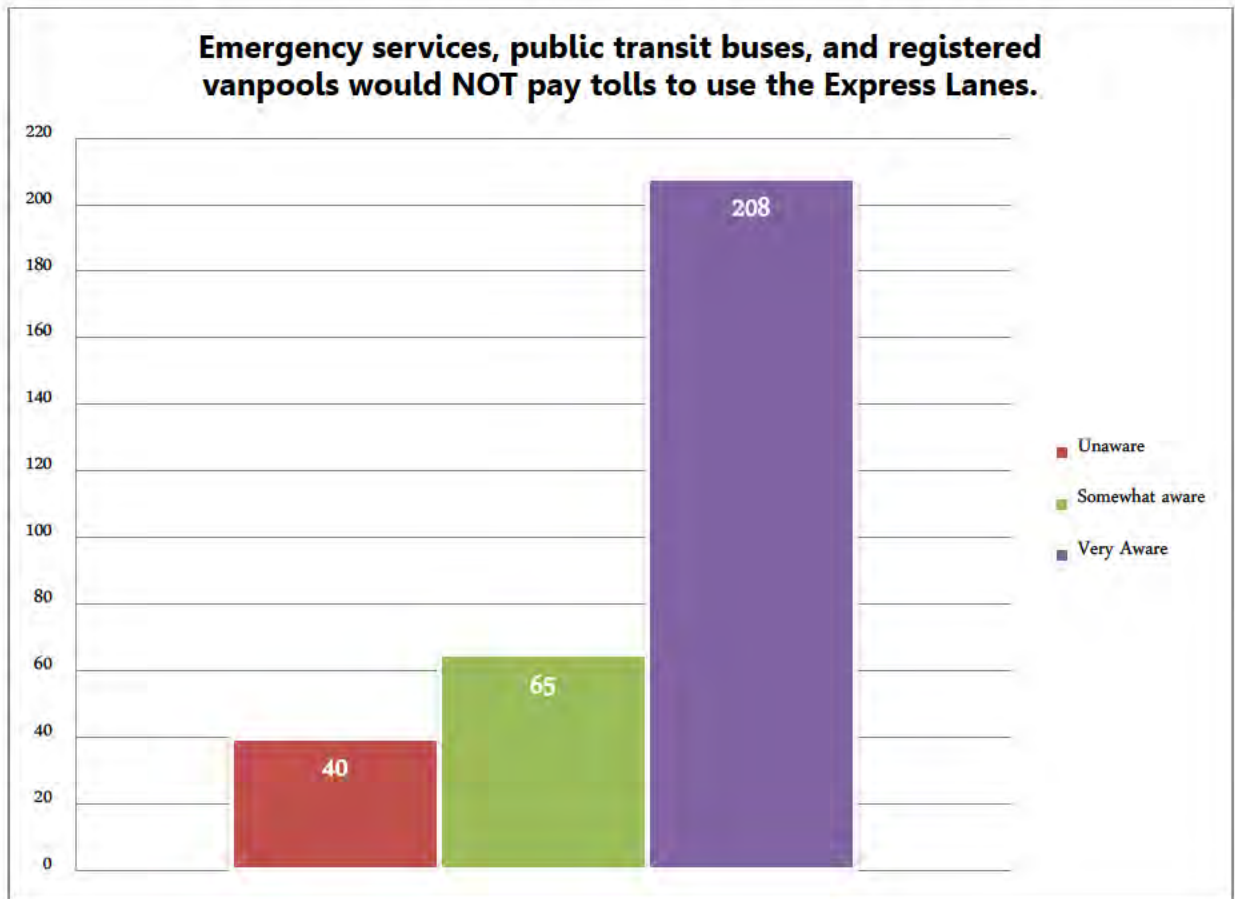
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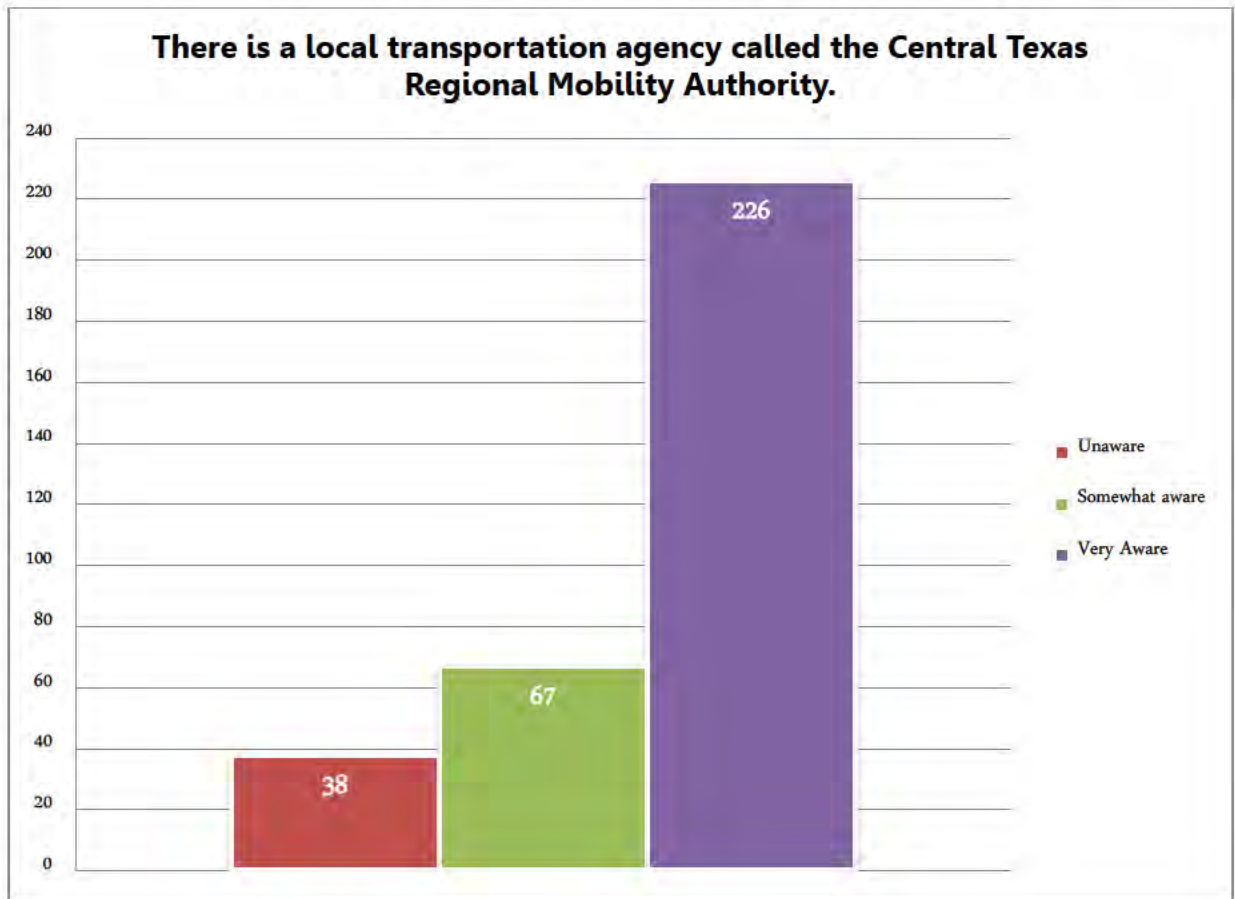
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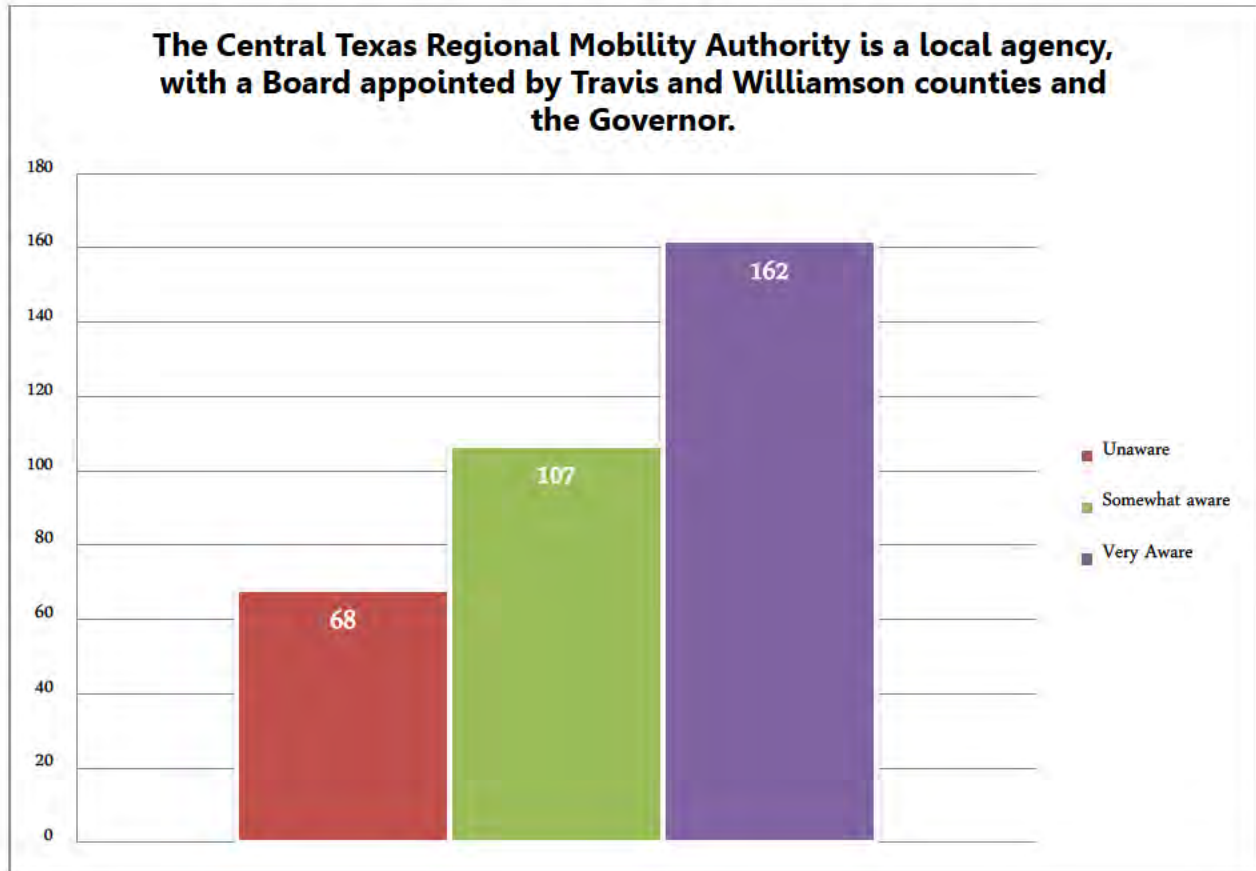
Question 9:



Question 10:



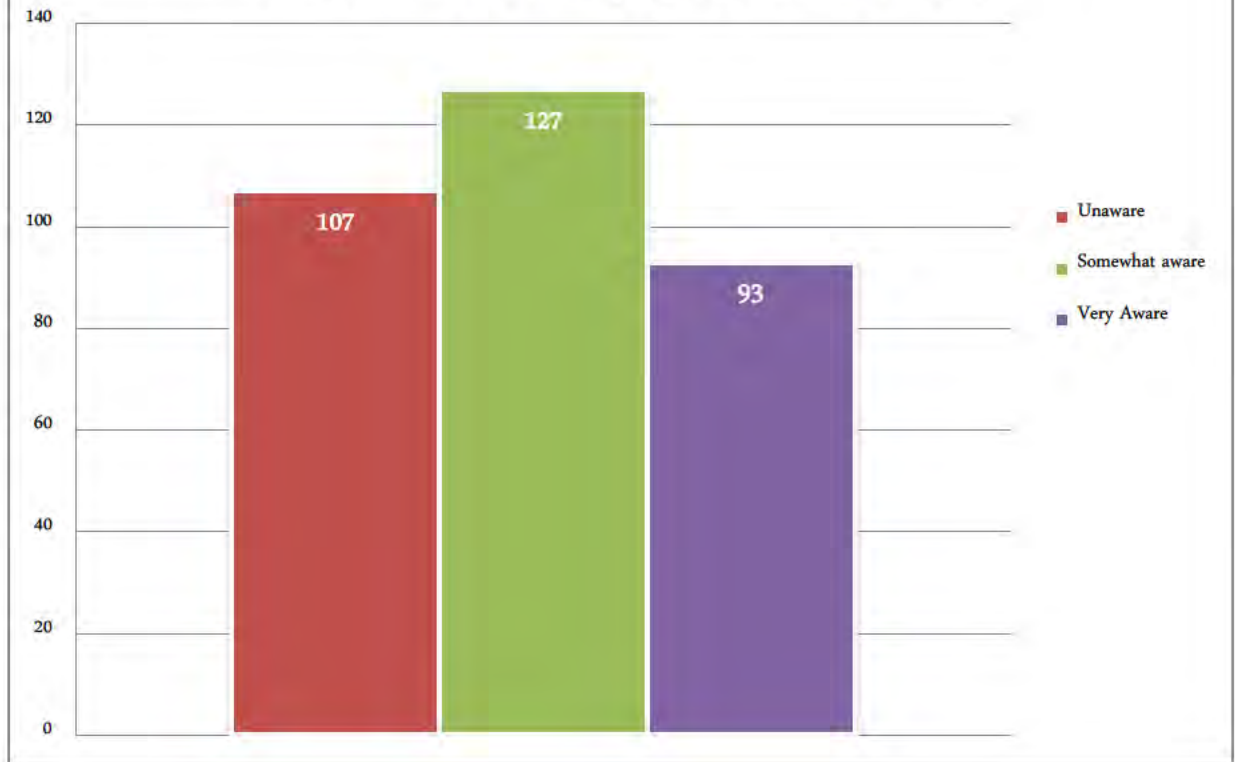
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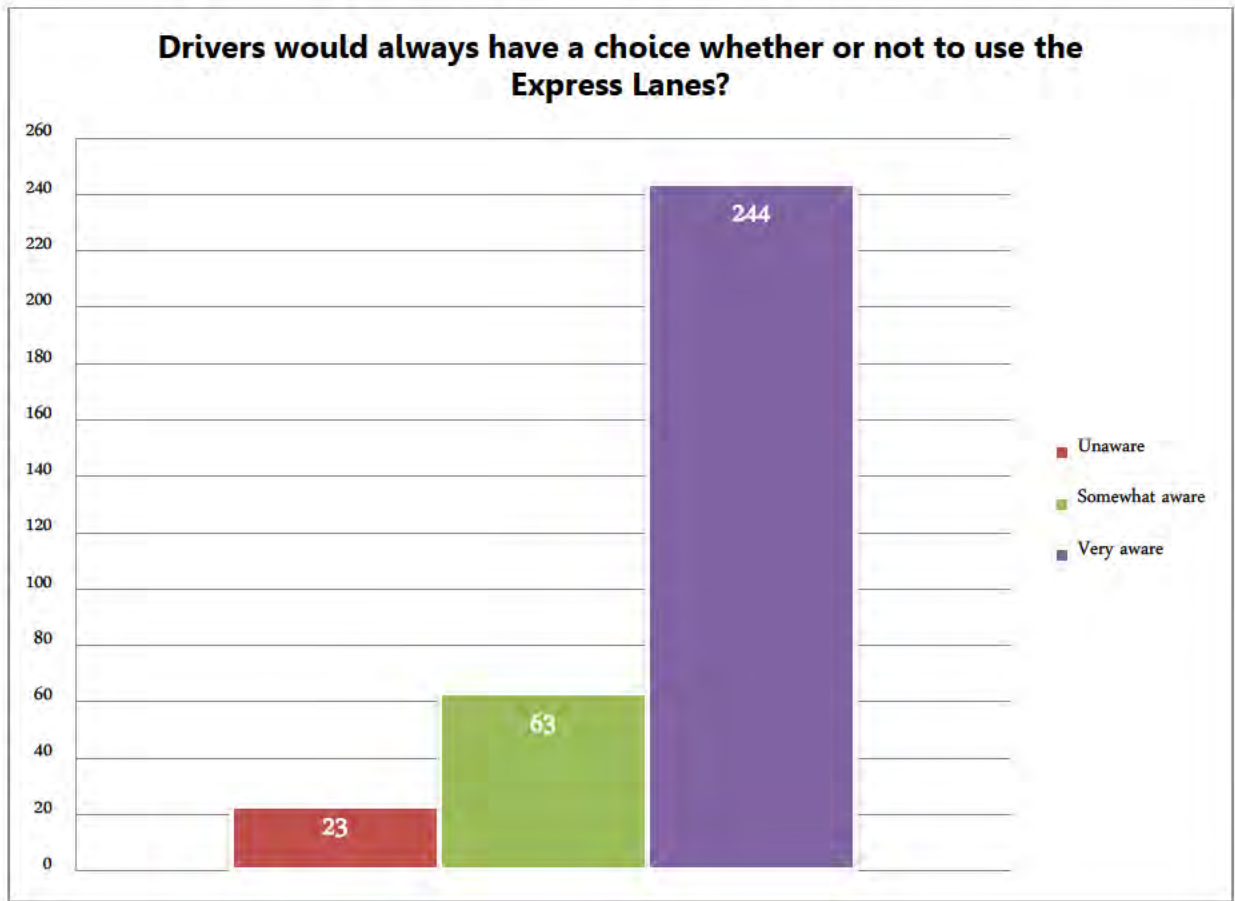


Question 12:

For fiscal year 2015, Prop 1 will provide an estimated \$1.7 billion for TxDOT's use. Of that amount, the TxDOT Austin District, which is comprised of 11 counties including Bastrop, Blanco, Burnet, Caldwell, Gillespie, Hays, Lee, Llano, Mason, Travis and Williamson, expects to receive approximately \$120 million in funds. The rest of the money is going elsewhere in the state.



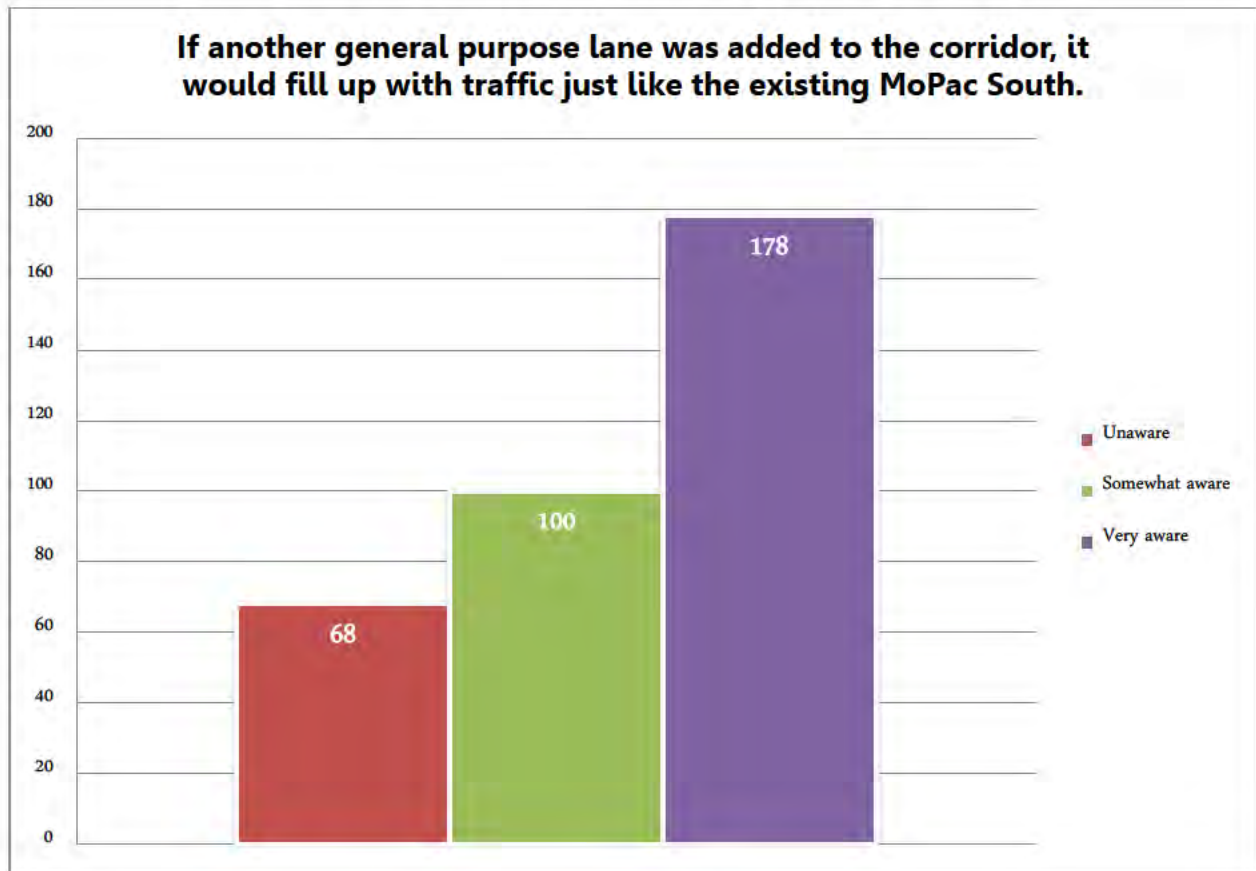
Question 13:



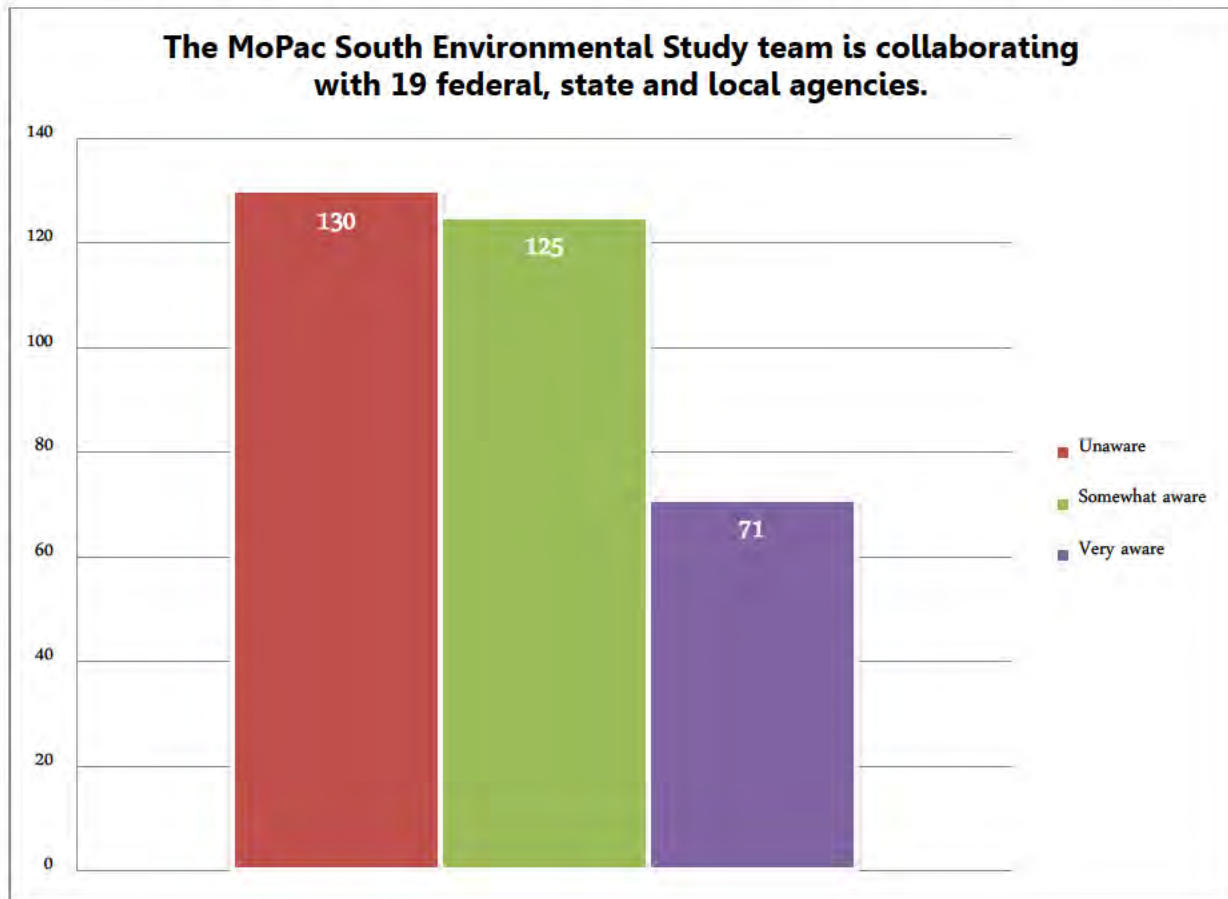
Comments:

- Can't access from Westbank

Question 14:



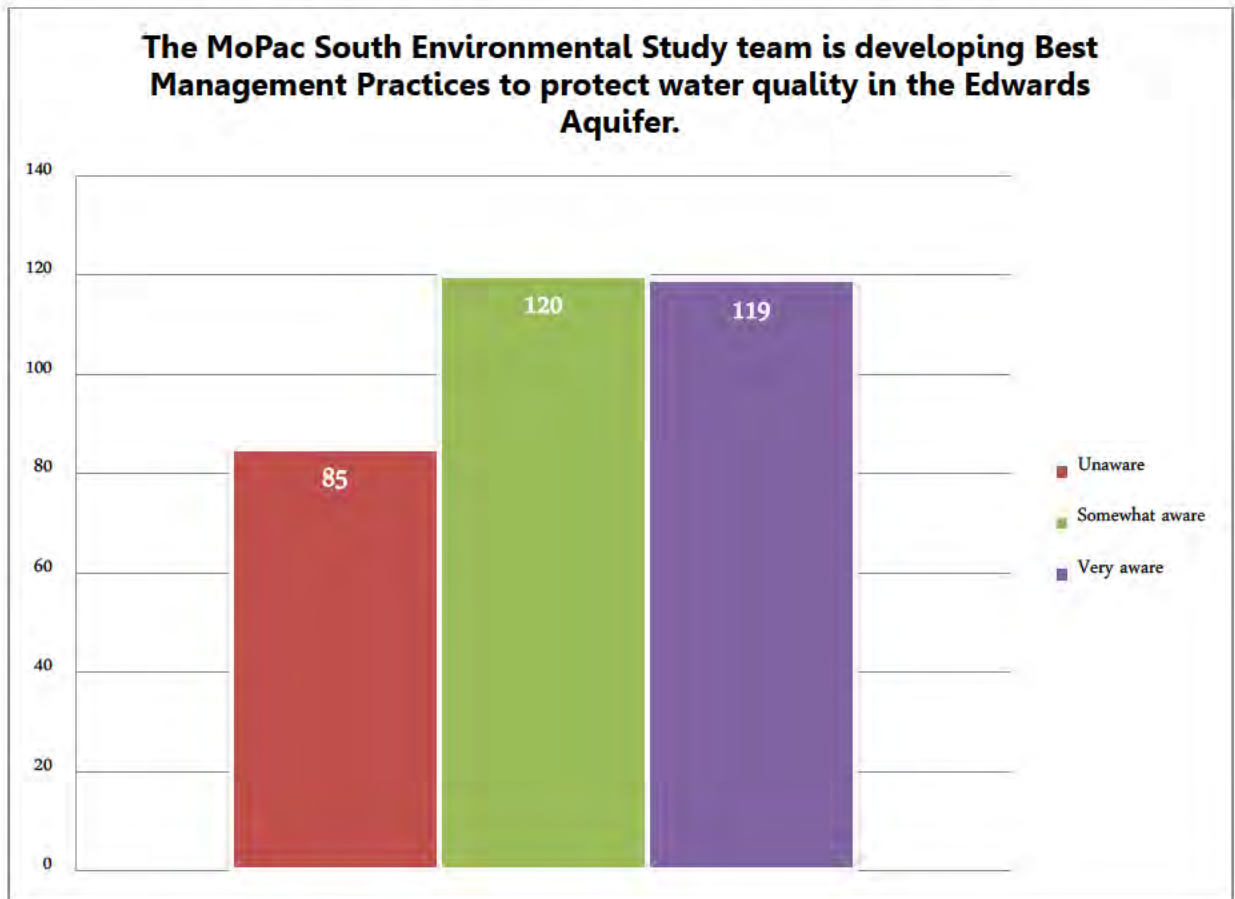
Question 15:



Comments:

- Only in government could such inefficient waste be tolerated...much less bragged about!
- Local and state agencies – state is Republican not very eco-friendly.

Question 16:

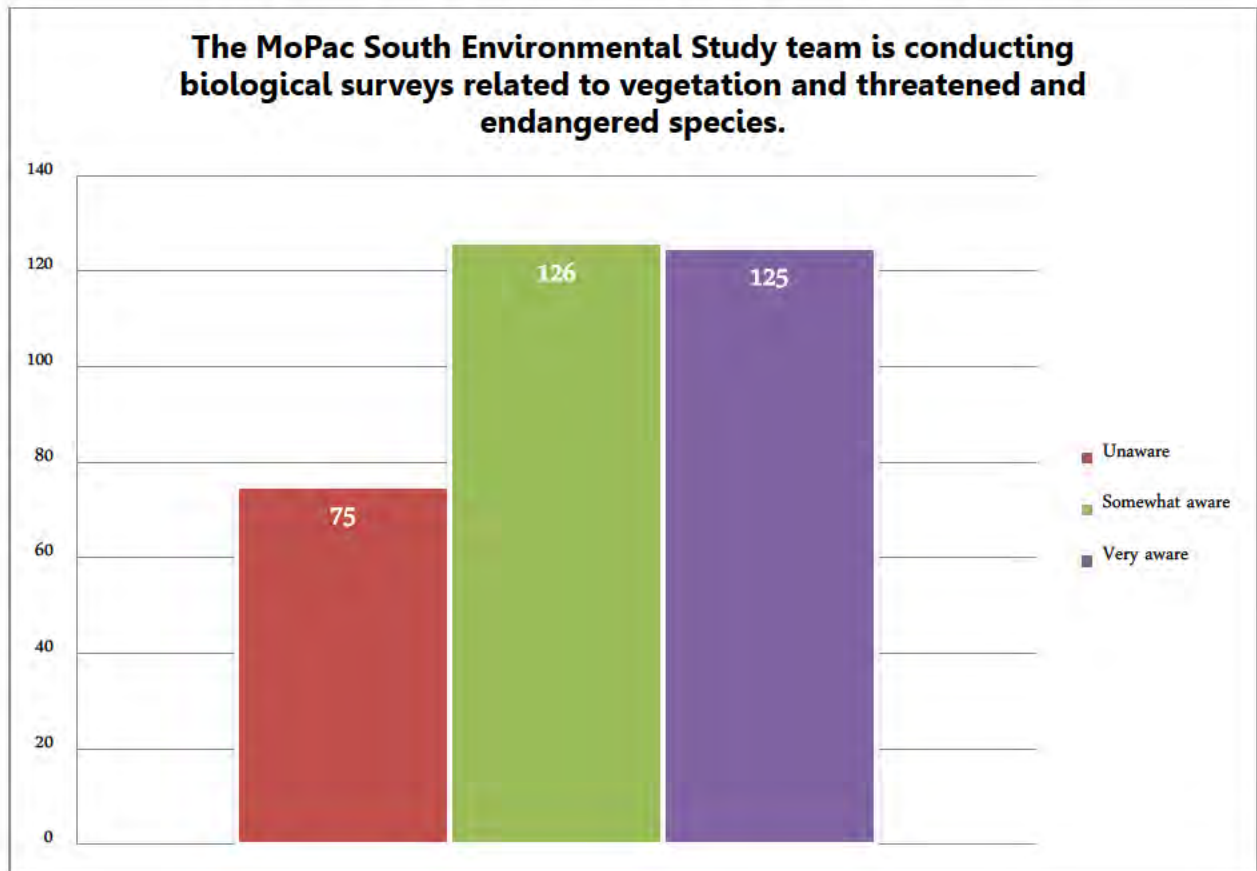


Comments:

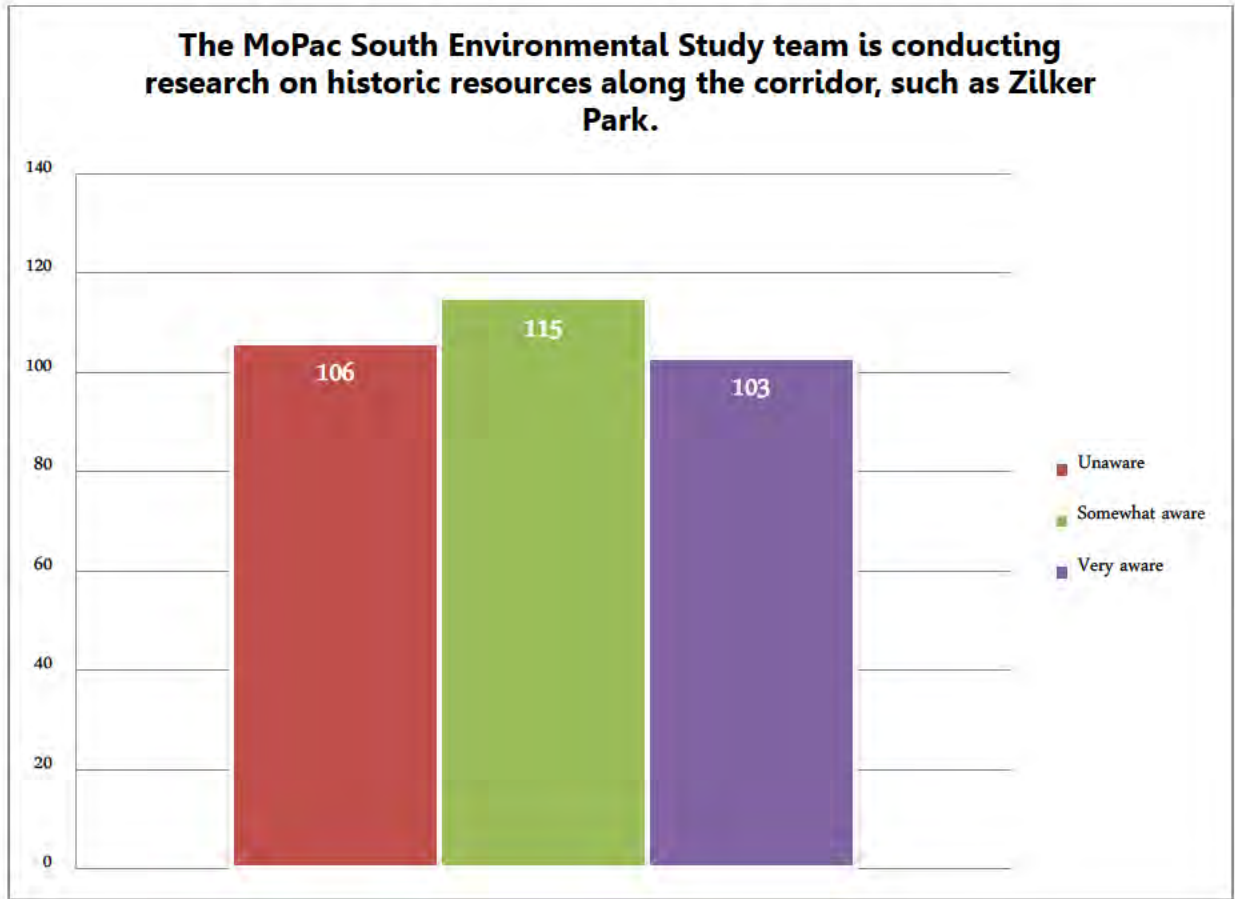
- Are they truly an independent team?



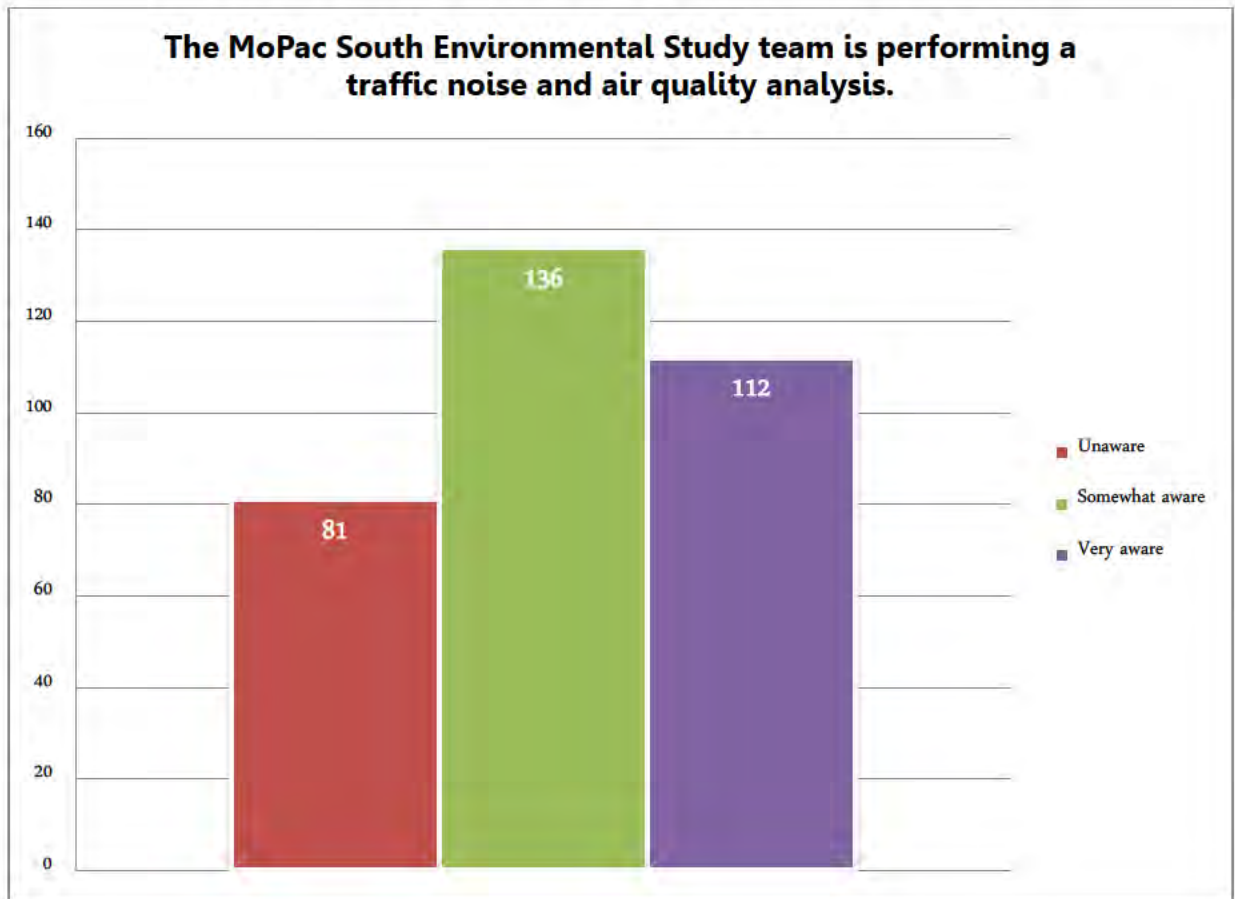
Question 17:



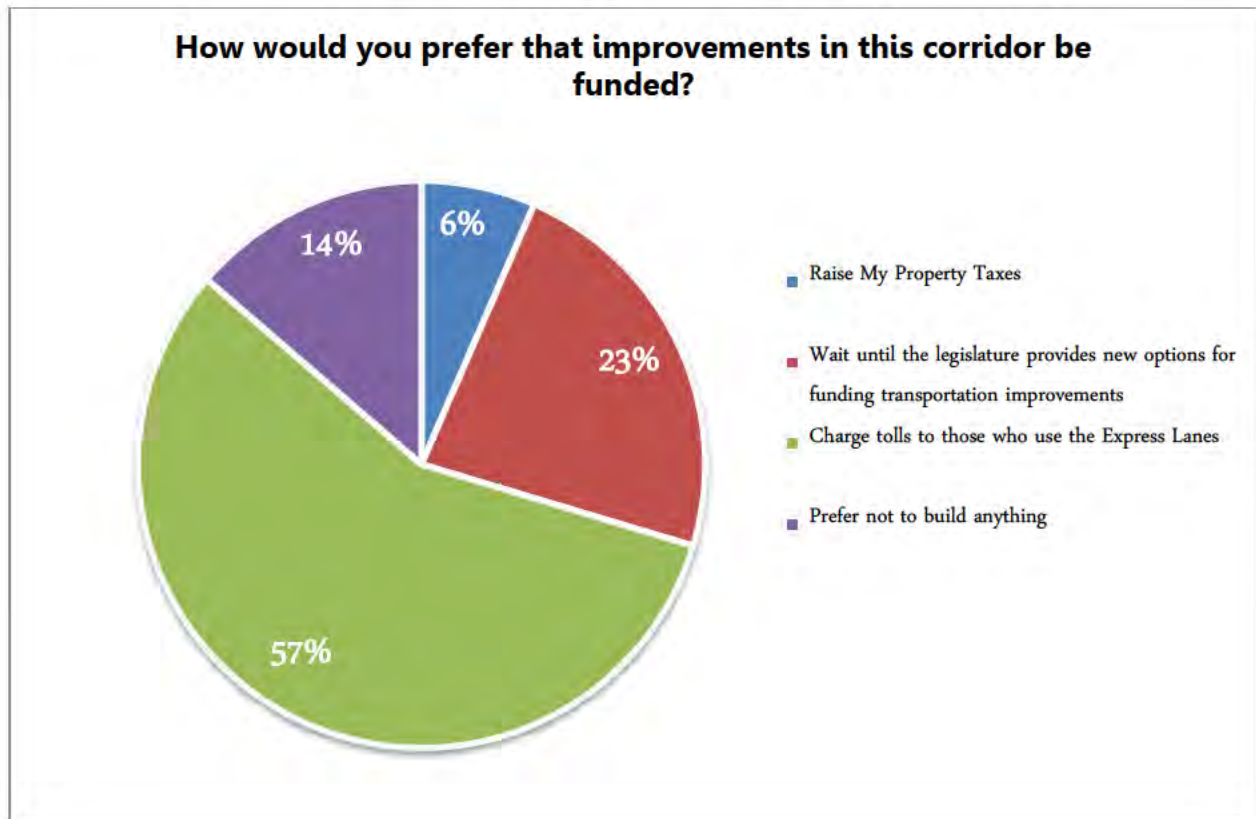
Question 18:



Question 19:



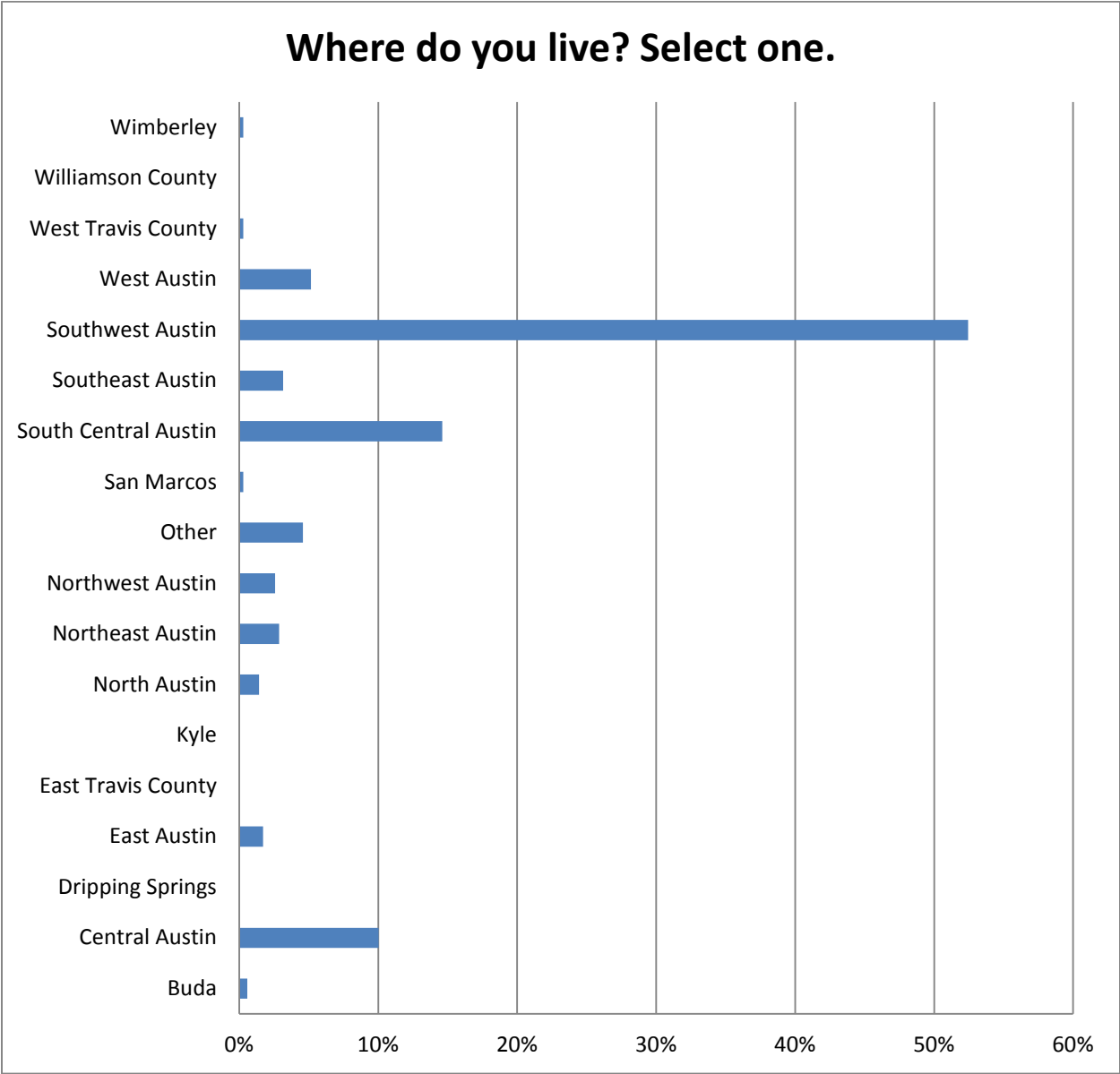
Question 20:



Comments:

- Raise the freaking gas tax. Tax business – equality in the tax structure would be a start.

Question 21:

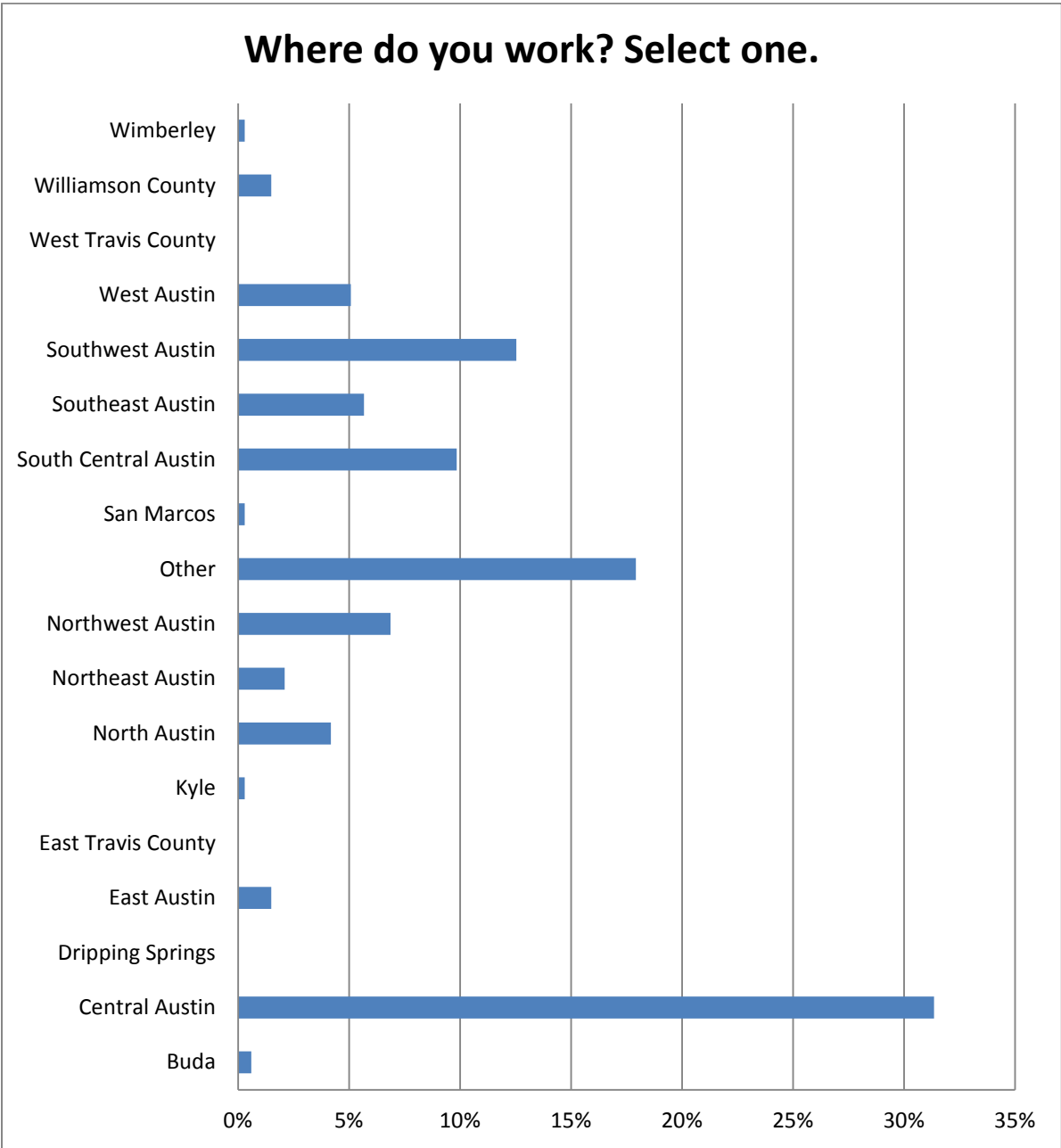


Other:

- Rollingwood
- Cuernavaca
- Deep Eddy
- Oak Hill
- Onion Creek, Far South Austin
- Pflugerville
- Shady Hollow
- South Travis County



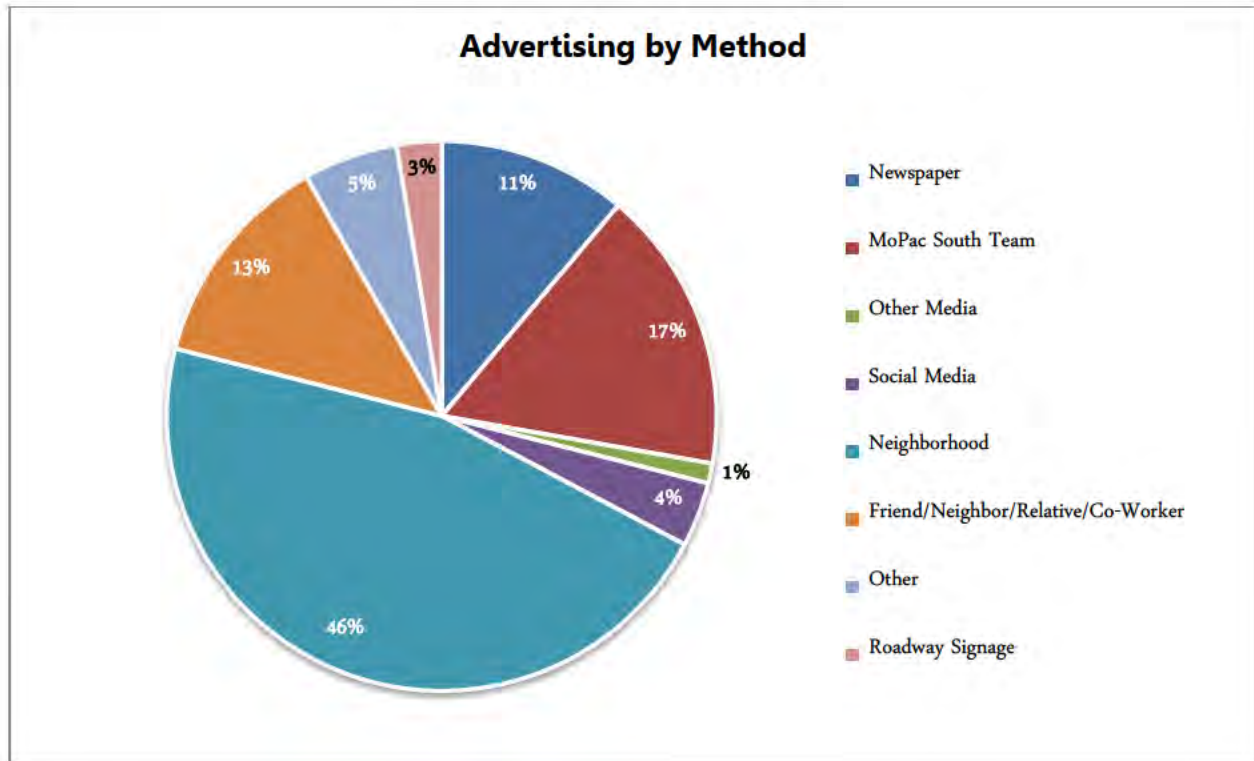
Question 22:



Other:

- All over Austin
- 3 county region
- Austin, Temple, Waco, Killeen, Dallas
- Bee Cave
- Downtown Austin
- Home
- Retired
- Rollingwood
- Round Rock
- San Antonio

Question 23:



Other:

- Radio

**Miscellaneous Comments:**

1	Come on! ...couldn't you have fixed the formatting of this document in ten seconds and saved all this wasted paper?! Signed, Grumpy Middle-aged Ma P.S. Again, great job with the design for South MoPac Improvements.
2	I don't like toll road idea; just want to build more free lanes on the road to ease the traffic. Don't take away our lanes and let those big corporations get our lanes to make profits on us. Why only the wealthy can use the express lane and all the poor has to suffer in heavy traffic jam on the road. Just give us more lanes without charging us. The city should plan more thoroughly to build lanes to cope with the growth of the traffic. Toll road is a horrible idea for Austin.
3	I don't believe that express elevated lanes will do what you want them to do. The best way is to get people out of the cars. Give them a truly great mass transit system. I loved living/vacationing in Europe.
4	The Barton Skyway turnaround will be a huge mess if that is the only way for Westbank/Barton Springs residents to turn around to access N. bound express lanes. Why can't people exit express lanes at other points – 45 <sup>th</sup> , 38 <sup>th</sup> and hospital areas?



Open House – February 26, 2015

## COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac South Environmental Study. Please share your thoughts with the study team.

The alternatives being advanced for further study include the following:

**Build Alternative: In each direction, add one or more Express Lanes**

- Special separated lanes that are designed to remain free-flowing
- Utilize variable toll pricing to manage the amount of traffic in the lane
- Tolls increase when traffic is heavy and decrease when traffic is light, in order to provide a reliable travel time
- Toll-free for emergency services, public transit buses, and registered vanpools

**No Build Alternative: Do nothing**

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed.

What do you like about the Express Lanes alternative?

I AM OPPOSED TO THE TOLL LANE PROPOSAL

What suggestions do you have for improving the Express Lanes alternative?

- EXPAND MoPac SOUTH BY INCREASING THE GASOLINE TAX OR DIVERTING MORE OF THE "RAINY DAY" FUND TO BUILDING WIDER ROADS.

Please list any comments or questions you may have about the alternatives being advanced for further study.

- ALTERNATIVE FUNDING METHODS OTHER THAN TOLL LANES.

Please review the Open House exhibit boards regarding the alternative evaluation and screening process. Then let us know how much you agree or disagree with the following statement (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
After reviewing the information provided at this Open House regarding the alternatives evaluation and screening process, I understand the process that was used to arrive at the recommended alternative.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

At the Open House held in April 2014, 76% of community survey respondents agreed or strongly agreed that the proposed criteria that would be used to evaluate the preliminary alternatives were appropriate. Please provide any additional comments regarding the evaluation process and results.

Identify and rank what you think should be the project team's top five priorities as they develop Context Sensitive Solutions in this corridor:

- Landscaping
- Wall Treatments
- 1 Bridge Enhancements
- 2 Trail Connections
- Regional Identity
- 3 Pedestrian Crossings
- 4 Signage
- Water Quality Enhancements
- Other (please describe) \_\_\_\_\_

*This is the first of several questions from our interactive web-based Context Sensitive Solutions (CSS) survey. Please visit our CSS station to learn how you can provide additional input about the look and feel of the corridor.*

What groups or individuals should we reach out to for inclusion in the Context Sensitive Solutions process?

NEIGHBORHOOD ASSOCIATIONS

Please indicate how aware you were of the following facts (Select one answer per question/statement):

	Very Aware	Somewhat Aware	Unaware
State law dictates that the same number of taxpayer-funded, non-tolled travel lanes that are available today remain so in the future if tolling is selected as a project's funding mechanism.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Emergency services, public transit buses, and registered vanpools would NOT pay tolls to use the Express Lanes.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is a local transportation agency called the Central Texas Regional Mobility Authority.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Central Texas Regional Mobility Authority is a local agency, with a Board appointed by Travis and Williamson counties and the Governor.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
For fiscal year 2015, Prop 1 will provide an estimated \$1.7 billion for TxDOT's use. Of that amount, the TxDOT Austin District, which is comprised of 11 counties including Bastrop, Blanco, Burnet, Caldwell, Gillespie, Hays, Lee, Llano, Mason, Travis and Williamson, expects to receive approximately \$120 million in funds. The rest of the money is going elsewhere in the state.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Drivers would always have a choice whether or not to use the Express Lanes?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
If another general purpose lane was added to the corridor, it would fill up with traffic just like the existing MoPac South.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is collaborating with 19 federal, state and local agencies.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is performing a traffic noise and air quality analysis.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Knowing that gas taxes haven't increased in 21 years, how would you prefer that improvements in this corridor be funded? (Select one):

\_\_\_ Raise my property taxes



- Charge tolls to those who use the Express Lanes
- Wait until the legislature provides new options for funding transportation improvements
- Prefer not to build anything

Where do you live? (Select one)

- |  |  |   |
|--|--|---|
| <input checked="" type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input type="checkbox"/> Central Austin                  | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin                    | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                            | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley                       | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County |
| <input type="checkbox"/> West Travis County              | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other              |

If "Other," please specify: \_\_\_\_\_

Where do you work? (Select one)

- |  |  |   |
|--|--|---|
| <input checked="" type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input type="checkbox"/> Central Austin                  | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin                    | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                            | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley                       | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County |
| <input type="checkbox"/> West Travis County              | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other              |

If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: SAFARI CHRONICLE
- Email from the MoPac South Environmental Study team
- MoPac South Environmental Study website
- Twitter
- Roadway signage
- Friend/neighbor/relative/co-worker
- Just passing by
- Neighborhood or organization: \_\_\_\_\_



Open House – February 26, 2015

## COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac South Environmental Study. Please share your thoughts with the study team.

The alternatives being advanced for further study include the following:

**Build Alternative: In each direction, add one or more Express Lanes**

- Special separated lanes that are designed to remain free-flowing
- Utilize variable toll pricing to manage the amount of traffic in the lane
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- Toll-free for emergency services, public transit buses, and registered vanpools

**No Build Alternative: Do nothing**

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed.

What do you like about the Express Lanes alternative?

*Cost-effective, timely, comprehensive solution!*

What suggestions do you have for improving the Express Lanes alternative?

*None. I like them!*

Please list any comments or questions you may have about the alternatives being advanced for further study.

*The other alternatives are stupid... please stop wasting time & money evaluating them (especially the "No Build" desire of the asinine environmentalists).*

*Also, don't waste highway money trying to provide bicycle/pedestrian traffic - they don't belong on MoPac, let the City of Austin design & pay for that if it's so important.*

Please review the Open House exhibit boards regarding the alternative evaluation and screening process. Then let us know how much you agree or disagree with the following statement (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
After reviewing the information provided at this Open House regarding the alternatives evaluation and screening process, I understand the process that was used to arrive at the recommended alternative.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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*For once, a majority of Austknobs got it right. (How did that happen?)*

Identify and rank what you think should be the project team's top five priorities as they develop Context Sensitive Solutions in this corridor:

- 1. Landscaping
- 2. Wall Treatments
- 3. Bridge Enhancements
- ~~4.~~ Trail Connections
- ~~5.~~ Regional Identity
- ~~6.~~ Pedestrian Crossings
- 7. Signage
- 8. Water Quality Enhancements
- ~~9.~~ Other (please describe) \_\_\_\_\_

This is the first of several questions from our interactive web-based Context Sensitive Solutions (CSS) survey. Please visit our CSS station to learn how you can provide additional input about the look and feel of the corridor.

What groups or individuals should we reach out to for inclusion in the Context Sensitive Solutions process?

*Exclude SOS — they're obstructionists who desire only to slow & eventually stop any expansion to our roadways.*

Please indicate how aware you were of the following facts (Select one answer per question/statement):

	Very Aware	Somewhat Aware	Unaware
State law dictates that the same number of taxpayer-funded, non-tolled travel lanes that are available today remain so in the future if tolling is selected as a project's funding mechanism.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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*Only in government could such inefficient waste be tolerated... much less bragged about!*

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\_\_\_ Raise my property taxes

- Charge tolls to those who use the Express Lanes
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- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin            |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs            |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County          |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                       |

If "Other," please specify: \_\_\_\_\_

Where do you work? (Select one)

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> South Central Austin | <input checked="" type="checkbox"/> Southeast Austin | <input type="checkbox"/> Southwest Austin   |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin                 | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin            | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle                        | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos                  | <input type="checkbox"/> East Travis County |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County           | <input type="checkbox"/> Other              |

If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: Austin American-Statesman
- Email from the MoPac South Environmental Study team
- MoPac South Environmental Study website
- Twitter
- Roadway signage
- Friend/neighbor/relative/co-worker
- Just passing by
- Neighborhood or organization: \_\_\_\_\_



Other: \_\_\_\_\_

Come on! ... couldn't you have  
fixed the formatting of this document  
in a few seconds and saved all this  
wasted paper?!

Signed,  
Grimy Middle-Aged Ma 😊

P.S. Agem, great job w/ the designs for  
South Mopac improvements.



Open House – February 26, 2015

## COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac South Environmental Study. Please share your thoughts with the study team.

The alternatives being advanced for further study include the following:

**Build Alternative: In each direction, add one or more Express Lanes**

- Special separated lanes that are designed to remain free-flowing
- Utilize variable toll pricing to manage the amount of traffic in the lane
- Tolls increase when traffic is heavy and decrease when traffic is light, in order to provide a reliable travel time
- Toll-free for emergency services, public transit buses, and registered vanpools

**No Build Alternative: Do nothing**

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed.

What do you like about the Express Lanes alternative?

I don't like the idea that you have to pay to get on Express Lanes.

What suggestions do you have for improving the Express Lanes alternative?

Austin needs more lanes on Mopac, just build more free new lanes without asking us to pay to get on the Express lanes. The city should provide roads or express ~~depend~~ roads for the growth.

Please list any comments or questions you may have about the alternatives being advanced for further study.

Don't take away our land and roads and give it to the corporation for business.

The big commercial vehicles should pay for using the roads but not the public people.

Please review the Open House exhibit boards regarding the alternative evaluation and screening process. Then let us know how much you agree or disagree with the following statement (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
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At the Open House held in April 2014, 76% of community survey respondents agreed or strongly agreed that the proposed criteria that would be used to evaluate the preliminary alternatives were appropriate. Please provide any additional comments regarding the evaluation process and results.

Identify and rank what you think should be the project team's top five priorities as they develop Context Sensitive Solutions in this corridor:

- Landscaping
- Wall Treatments
- Bridge Enhancements
- Trail Connections
- Regional Identity
- Pedestrian Crossings
- Signage
- Water Quality Enhancements
- Other (please describe)

*They cut all the trees to build the toll road, that's awful.*

This is the first of several questions from our interactive web-based Context Sensitive Solutions (CSS) survey. Please visit our CSS station to learn how you can provide additional input about the look and feel of the corridor.

What groups or individuals should we reach out to for inclusion in the Context Sensitive Solutions process?

Please indicate how aware you were of the following facts (Select one answer per question/statement):

	Very Aware	Somewhat Aware	Unaware
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The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The MoPac South Environmental Study team is performing a traffic noise and air quality analysis.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Knowing that gas taxes haven't increased in 21 years, how would you prefer that improvements in this corridor be funded? (Select one):

\_\_\_ Raise my property taxes

- Charge tolls to those who use the Express Lanes
- Wait until the legislature provides new options for funding transportation improvements
- Prefer not to build anything

**Where do you live? (Select one)**

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
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| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County          |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                       |

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|--|--|---|
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- Friend/neighbor/relative/co-worker
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- Neighborhood or organization: \_\_\_\_\_



Other: \_\_\_\_\_

I Don't like toll road ideas, I just want to build more <sup>free</sup> lanes on the road to ease the traffic.

Don't take away our lanes and let those big corporations get ~~our~~ our ~~money~~ lanes to make ~~their~~ profits ~~business~~ on us.

Why only the wealthy can use the express lane, and all the poor have to suffer in ~~the~~ heavy traffic jam on the road. Just give us more lanes without charging us.

The city should plan more thoroughly to build lanes to cope with the growth of the traffic.

Page 5 of 5

Toll Road is a ~~horrible~~ horrible idea for Austin



Open House – February 26, 2015

## COMMUNITY SURVEY

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**No Build Alternative: Do nothing**

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed.

What do you like about the Express Lanes alternative?

I like that more lanes will be added to MoPac

What suggestions do you have for improving the Express Lanes alternative?

I don't like the plan south of the 71 connection. 2 Express Lane & two general lanes don't make sense. Having an express lane cross Davis makes no sense either. Have 2 Lanes (express) to William Cannon, then knock it down to one lane AND have 3 general lanes

Please list any comments or questions you may have about the alternatives being advanced for further study.

Please review the Open House exhibit boards regarding the alternative evaluation and screening process. Then let us know how much you agree or disagree with the following statement (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
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Identify and rank what you think should be the project team's top five priorities as they develop Context Sensitive Solutions in this corridor:

- 1 Landscaping
- 3 Wall Treatments
- 4 Bridge Enhancements
- \_\_\_ Trail Connections
- 5 Regional Identity
- 2 Pedestrian Crossings
- \_\_\_ Signage
- \_\_\_ Water Quality Enhancements
- \_\_\_ Other (please describe) \_\_\_\_\_

*This is the first of several questions from our interactive web-based Context Sensitive Solutions (CSS) survey. Please visit our CSS station to learn how you can provide additional input about the look and feel of the corridor.*

What groups or individuals should we reach out to for inclusion in the Context Sensitive Solutions process?

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Drivers would always have a choice whether or not to use the Express Lanes?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
If another general purpose lane was added to the corridor, it would fill up with traffic just like the existing MoPac South.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Knowing that gas taxes haven't increased in 21 years, how would you prefer that improvements in this corridor be funded? (Select one):

\_\_\_ Raise my property taxes

- Charge tolls to those who use the Express Lanes
- Wait until the legislature provides new options for funding transportation improvements
- Prefer not to build anything

Where do you live? (Select one)

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
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| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs            |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County          |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                       |

If "Other," please specify: \_\_\_\_\_

Where do you work? (Select one)

- |  |  |   |
|--|--|---|
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Open House – February 26, 2015

## COMMUNITY SURVEY

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**No Build Alternative: Do nothing**

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What do you like about the Express Lanes alternative?

Not impressed. Would rather not see more tolls.

What suggestions do you have for improving the Express Lanes alternative?

2 lanes of express lanes is not necessary. Could be used to add another general purpose lane. 1 express lane is enough.

Please list any comments or questions you may have about the alternatives being advanced for further study.

Please review the Open House exhibit boards regarding the alternative evaluation and screening process. Then let us know how much you agree or disagree with the following statement (select one):

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Identify and rank what you think should be the project team's top five priorities as they develop Context Sensitive Solutions in this corridor:

- 2 Landscaping
- 4 Wall Treatments
- 3 Bridge Enhancements
- 4 Trail Connections
- 4 Regional Identity
- 5 Pedestrian Crossings
- 1 Signage
- 5 Water Quality Enhancements
- Other (please describe) \_\_\_\_\_

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Knowing that gas taxes haven't increased in 21 years, how would you prefer that improvements in this corridor be funded? (Select one):

\_\_\_\_\_ Raise my property taxes

- Charge tolls to those who use the Express Lanes
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- Prefer not to build anything

**Where do you live? (Select one)**

- |   |  |  |
|---|--|--|
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Open House – February 26, 2015

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What do you like about the Express Lanes alternative?

*Makes good sense*

What suggestions do you have for improving the Express Lanes alternative?

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- Pedestrian Crossings
- Signage
- Water Quality Enhancements
- Other (please describe) \_\_\_\_\_

*Please do not do aggressive landscaping. Any other highways you have done this on only end up looking overgrown, dead & forlorn!*

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Knowing that gas taxes haven't increased in 21 years, how would you prefer that improvements in this corridor be funded? (Select one):

\_\_\_ Raise my property taxes

MOPAC SOUTH ENVIRONMENTAL STUDY

COMMUNITY SURVEY

- Charge tolls to those who use the Express Lanes
- Wait until the legislature provides new options for funding transportation improvements
- Prefer not to build anything

Where do you live? (Select one)

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin <i>(Westlake area)</i> |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin  |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin                                   |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs                                   |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County                                 |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other  |

If "Other," please specify: \_\_\_\_\_

Where do you work? (Select one)

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin            |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs            |
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If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: \_\_\_\_\_
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- Twitter
- Roadway signage
- Friend/neighbor/relative/co-worker
- Just passing by
- Neighborhood or organization: Treemont HOA



**MoPac South**  
ENVIRONMENTAL STUDY

Open House – February 26, 2015

## COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac South Environmental Study. Please share your thoughts with the study team.

The alternatives being advanced for further study include the following:

**Build Alternative: In each direction, add one or more Express Lanes**

- Special separated lanes that are designed to remain free-flowing
- Utilize variable toll pricing to manage the amount of traffic in the lane
- Tolls increase when traffic is heavy and decrease when traffic is light, in order to provide a reliable travel time
- Toll-free for emergency services, public transit buses, and registered vanpools

**No Build Alternative: Do nothing**

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed.

What do you like about the Express Lanes alternative?

nothing - really believe it would make Austin too much like LA or Houston or Dallas

What suggestions do you have for improving the Express Lanes alternative?

~~we~~ need to focus on getting people out of their cars to impact congestion into the future  
HOV lanes no tolls

Please list any comments or questions you may have about the alternatives being advanced for further study.

Light rail - suspended rail - ~~cars~~  
better transit system routes -  
Stop routing everything through downtown

Please review the Open House exhibit boards regarding the alternative evaluation and screening process. Then let us know how much you agree or disagree with the following statement (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
After reviewing the information provided at this Open House regarding the alternatives evaluation and screening process, I understand the process that was used to arrive at the recommended alternative.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

At the Open House held in April 2014, 76% of community survey respondents agreed or strongly agreed that the proposed criteria that would be used to evaluate the preliminary alternatives were appropriate. Please provide any additional comments regarding the evaluation process and results.

Identify and rank what you think should be the project team's top five priorities as they develop Context Sensitive Solutions in this corridor:

- 2 Landscaping
- \_\_ Wall Treatments
- \_\_ Bridge Enhancements
- 3 Trail Connections
- \_\_ Regional Identity
- 4 Pedestrian Crossings
- 5 Signage
- 1 Water Quality Enhancements - wild life impact - migration
- \_\_ Other (please describe) \_\_\_\_\_

*This is the first of several questions from our interactive web-based Context Sensitive Solutions (CSS) survey. Please visit our CSS station to learn how you can provide additional input about the look and feel of the corridor.*

What groups or individuals should we reach out to for inclusion in the Context Sensitive Solutions process?

Sierra Club  
 Lady Bird Wildflower Center  
 Save our Springs

} water Quality issues



Please indicate how aware you were of the following facts (Select one answer per question/statement):

	Very Aware	Somewhat Aware	Unaware
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<i>local to State</i> The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is performing a traffic noise and air quality analysis.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

*local to State  
are they an independent team?*

Knowing that gas taxes haven't increased in 21 years, how would you prefer that improvements in this corridor be funded? (Select one):

\_\_\_ Raise my property taxes Raise the fracking gas Tax

*Page 3 of 5*  
Tax businesses - equality in the tax structure would be a start

**MOPAC SOUTH ENVIRONMENTAL STUDY**

**COMMUNITY SURVEY**

- Charge tolls to those who use the Express Lanes
- Wait until the legislature provides new options for funding transportation improvements
- Prefer not to build anything

**Where do you live? (Select one)**

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
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| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County          |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                       |

If "Other," please specify: Mopac & William Cannon

**Where do you work? (Select one)**

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> South Central Austin      | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input checked="" type="checkbox"/> Central Austin | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
| <input checked="" type="checkbox"/> North Austin   | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                      | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs   |
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| <input type="checkbox"/> West Travis County        | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other              |

If "Other," please specify: 49th & Lamar

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- Roadway signage
- Friend/neighbor/relative/co-worker
- Just passing by
- Neighborhood or organization: \_\_\_\_\_

X Other: radio

I don't believe that express elevated  
lanes will do ~~the~~ what you want them to do.  
The best way is to get people out of their  
cars. Give them a truly great mass transit  
system. ~~and that~~ I loved living/vacationing  
in Europe.



Open House – February 26, 2015

## COMMUNITY SURVEY

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**No Build Alternative: Do nothing**

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed.

What do you like about the Express Lanes alternative?

What suggestions do you have for improving the Express Lanes alternative?

- offer alternatives to a double decker bridge over Tom Lake
- offer an alternative design for Bee Caves/ Mopac
- offer a design w/ express lane access for north bound traffic originating at Bee Caves Road

Please list any comments or questions you may have about the alternatives being advanced for further study.

*me*

Please review the Open House exhibit boards regarding the alternative evaluation and screening process. Then let us know how much you agree or disagree with the following statement (select one):

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*I think more time should have been spent evaluating ~~the~~ what improvements are needed to the existing ramps & frontage infrastructure to improve traffic flow.*

*The study does not consider the MONTH worth of days that traffic flow is impeded, during rush hour, because of special*

Identify and rank what you think should be the project team's top five priorities as they develop Context Sensitive Solutions in this corridor:

- 5 Landscaping
- Wall Treatments
- Bridge Enhancements
- 4 Trail Connections
- Regional Identity
- 1 Pedestrian Crossings
- Signage
- 2 Water Quality Enhancements
- 3 Other (please describe) Noise control

*event modifications to the traffic flow at Mopac & Bee Caves/ Barton Skyway.*

This is the first of several questions from our interactive web-based Context Sensitive Solutions (CSS) survey. Please visit our CSS station to learn how you can provide additional input about the look and feel of the corridor.

What groups or individuals should we reach out to for inclusion in the Context Sensitive Solutions process?

*All residents & businesses within a 1/2 mile on east side of Mopac.*



Please indicate how aware you were of the following facts (Select one answer per question/statement):

	Very Aware	Somewhat Aware	Unaware
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Drivers would always have a choice whether or not to use the Express Lanes?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
If another general purpose lane was added to the corridor, it would fill up with traffic just like the existing MoPac South.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
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The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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The MoPac South Environmental Study team is performing a traffic noise and air quality analysis.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Knowing that gas taxes haven't increased in 21 years, how would you prefer that improvements in this corridor be funded? (Select one):

\_\_\_ Raise my property taxes

- Charge tolls to those who use the Express Lanes
- Wait until the legislature provides new options for funding transportation improvements
- Prefer not to build anything

**Where do you live? (Select one)**

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin       |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input checked="" type="checkbox"/> West Austin |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin       |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs       |
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| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                  |

If "Other," please specify: \_\_\_\_\_

**Where do you work? (Select one)**

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin       |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input checked="" type="checkbox"/> West Austin |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin       |
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If "Other," please specify: \_\_\_\_\_

**How did you hear about this Open House? (Select all that apply)**

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Open House – February 26, 2015

## COMMUNITY SURVEY

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**No Build Alternative: Do nothing**

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed.

What do you like about the Express Lanes alternative?

Nothing

What suggestions do you have for improving the Express Lanes alternative?

make it all toll lanes  
like you do to the  
east side

Please list any comments or questions you may have about the alternatives being advanced for further study.

Why does ~~your~~ Tx Dot  
continue its racist  
policies

Please review the Open House exhibit boards regarding the alternative evaluation and screening process. Then let us know how much you agree or disagree with the following statement (select one):

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At the Open House held in April 2014, 76% of community survey respondents agreed or strongly agreed that the proposed criteria that would be used to evaluate the preliminary alternatives were appropriate. Please provide any additional comments regarding the evaluation process and results.

Identify and rank what you think should be the project team's top five priorities as they develop Context Sensitive Solutions in this corridor:

- Landscaping
- Wall Treatments
- Bridge Enhancements
- Trail Connections
- Regional Identity
- Pedestrian Crossings
- Signage
- Water Quality Enhancements
- Other (please describe) \_\_\_\_\_

*This is the first of several questions from our interactive web-based Context Sensitive Solutions (CSS) survey. Please visit our CSS station to learn how you can provide additional input about the look and feel of the corridor.*

What groups or individuals should we reach out to for inclusion in the Context Sensitive Solutions process?

Please indicate how aware you were of the following facts (Select one answer per question/statement):

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Knowing that gas taxes haven't increased in 21 years, how would you prefer that improvements in this corridor be funded? (Select one):

\_\_\_ Raise my property taxes



- Charge tolls to those who use the Express Lanes
- Wait until the legislature provides new options for funding transportation improvements
- Prefer not to build anything

**Where do you live? (Select one)**

- |   |  |   |
|---|--|---|
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Open House – February 26, 2015

## COMMUNITY SURVEY

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**No Build Alternative: Do nothing**

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What do you like about the Express Lanes alternative?

*Traffic congestion management*

What suggestions do you have for improving the Express Lanes alternative?

*Continue to look at options for direct connects @ 360 & if we must double deck at turn lane, that it is as aesthetically pleasing as possible.*

Please list any comments or questions you may have about the alternatives being advanced for further study.

Please review the Open House exhibit boards regarding the alternative evaluation and screening process. Then let us know how much you agree or disagree with the following statement (select one):

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- Water Quality Enhancements
- Other (please describe) \_\_\_\_\_

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What groups or individuals should we reach out to for inclusion in the Context Sensitive Solutions process?

*Banker Creek Bluff neighborhood*

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Knowing that gas taxes haven't increased in 21 years, how would you prefer that improvements in this corridor be funded? (Select one):

\_\_\_ Raise my property taxes

- Charge tolls to those who use the Express Lanes
- Wait until the legislature provides new options for funding transportation improvements
- Prefer not to build anything

Where do you live? (Select one)

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> South Central Austin      | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input checked="" type="checkbox"/> Central Austin | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin              | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                      | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley                 | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County |
| <input type="checkbox"/> West Travis County        | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other              |

If "Other," please specify: \_\_\_\_\_

Where do you work? (Select one)

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> South Central Austin      | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input checked="" type="checkbox"/> Central Austin | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin              | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                      | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley                 | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County |
| <input type="checkbox"/> West Travis County        | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other              |

If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: \_\_\_\_\_
- Email from the MoPac South Environmental Study team
- MoPac South Environmental Study website
- Twitter
- Roadway signage
- Friend/neighbor/relative/co-worker
- Just passing by
- Neighborhood or organization: \_\_\_\_\_





Open House – February 26, 2015

## COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac South Environmental Study. Please share your thoughts with the study team.

The alternatives being advanced for further study include the following:

**Build Alternative: In each direction, add one or more Express Lanes**

- Special separated lanes that are designed to remain free-flowing
- Utilize variable toll pricing to manage the amount of traffic in the lane
- Tolls increase when traffic is heavy and decrease when traffic is light, in order to provide a reliable travel time
- Toll-free for emergency services, public transit buses, and registered vanpools

**No Build Alternative: Do nothing**

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed.

What do you like about the Express Lanes alternative?

I would like it better if Westbank/Barton Springs could access it.

What suggestions do you have for improving the Express Lanes alternative?

The express lane alternatives leave all of Westbank/Bee Caves/Barton Springs residents without northbound access until 2222. We also can't take express lanes south ~~until 2222~~ unless we get off at 2222 because there is no where to get off. Fix this!

Please list any comments or questions you may have about the alternatives being advanced for further study.

~~This~~ The traffic issues at Bee Cave Rd need to be addressed. Getting off Bee Caves and back onto mopac need to be reworked. A new innovative design solution for this intersection is needed. Special event traffic needs to be considered in this area because event encompass a large part of the year

Please review the Open House exhibit boards regarding the alternative evaluation and screening process. Then let us know how much you agree or disagree with the following statement (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
After reviewing the information provided at this Open House regarding the alternatives evaluation and screening process, I understand the process that was used to arrive at the recommended alternative.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

At the Open House held in April 2014, 76% of community survey respondents agreed or strongly agreed that the proposed criteria that would be used to evaluate the preliminary alternatives were appropriate. Please provide any additional comments regarding the evaluation process and results.

*There was a lot more benefit to people in North and South Austin in these alternatives. It will impact people who live near downtown in our commute and noise and views with no benefit.*

Identify and rank what you think should be the project team's top five priorities as they develop Context Sensitive Solutions in this corridor:

- Landscaping
- Wall Treatments
- Bridge Enhancements
- Trail Connections
- Regional Identity
- Pedestrian Crossings
- Signage
- Water Quality Enhancements
- Other (please describe) Noise Reduction

*This is the first of several questions from our interactive web-based Context Sensitive Solutions (CSS) survey. Please visit our CSS station to learn how you can provide additional input about the look and feel of the corridor.*

What groups or individuals should we reach out to for inclusion in the Context Sensitive Solutions process?

Please indicate how aware you were of the following facts (Select one answer per question/statement):

	Very Aware	Somewhat Aware	Unaware
State law dictates that the same number of taxpayer-funded, non-tolled travel lanes that are available today remain so in the future if tolling is selected as a project's funding mechanism.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Emergency services, public transit buses, and registered vanpools would NOT pay tolls to use the Express Lanes.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is a local transportation agency called the Central Texas Regional Mobility Authority.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Central Texas Regional Mobility Authority is a local agency, with a Board appointed by Travis and Williamson counties and the Governor.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
For fiscal year 2015, Prop 1 will provide an estimated \$1.7 billion for TxDOT's use. Of that amount, the TxDOT Austin District, which is comprised of 11 counties including Bastrop, Blanco, Burnet, Caldwell, Gillespie, Hays, Lee, Llano, Mason, Travis and Williamson, expects to receive approximately \$120 million in funds. The rest of the money is going elsewhere in the state.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drivers would always have a choice whether or not to use the Express Lanes? <i>Can't access from westbank</i>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
If another general purpose lane was added to the corridor, it would fill up with traffic just like the existing MoPac South.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is collaborating with 19 federal, state and local agencies.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The MoPac South Environmental Study team is performing a traffic noise and air quality analysis.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Knowing that gas taxes haven't increased in 21 years, how would you prefer that improvements in this corridor be funded? (Select one):

\_\_\_ Raise my property taxes

- Charge tolls to those who use the Express Lanes
- Wait until the legislature provides new options for funding transportation improvements
- Prefer not to build anything

Where do you live? (Select one)

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin               |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input checked="" type="checkbox"/> West Austin         |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin               |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs               |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County             |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input checked="" type="checkbox"/> Other (Rollingwood) |

If "Other," please specify: Rollingwood

Where do you work? (Select one)

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin             |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                  |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin             |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs             |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County           |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input checked="" type="checkbox"/> Other Rollingwood |

If "Other," please specify: Rollingwood

How did you hear about this Open House? (Select all that apply)

- Newspaper: \_\_\_\_\_
- Email from the MoPac South Environmental Study team
- MoPac South Environmental Study website
- Twitter
- Roadway signage
- Friend/neighbor/relative/co-worker
- Just passing by
- Neighborhood or organization: Nextdoor

---

Other: \_\_\_\_\_

---

The Barton Skyway turnaround will be a huge mess if that is the only way for Westbank/Barton Springs residents to turn around to access N. bound express lanes.

Why can't people exit express lanes at other points - 45<sup>th</sup>, 38<sup>th</sup> hospital areas.





Open House – February 26, 2015

## COMMUNITY SURVEY

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The alternatives being advanced for further study include the following:

**Build Alternative: In each direction, add one or more Express Lanes**

- Special separated lanes that are designed to remain free-flowing
- Utilize variable toll pricing to manage the amount of traffic in the lane
- Tolls increase when traffic is heavy and decrease when traffic is light, in order to provide a reliable travel time
- Toll-free for emergency services, public transit buses, and registered vanpools

**No Build Alternative: Do nothing**

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed.

What do you like about the Express Lanes alternative?

PROVIDE HIGH OCCUPANCY ACCESS

What suggestions do you have for improving the Express Lanes alternative?

DOUBLE THE NUMBER OF LANES  
OR  
ADD ONE MORE THAT IS  
REVERSIBLE

Please list any comments or questions you may have about the alternatives being advanced for further study.

LOVE THE ELEVATED DESIGN.  
NEED ACCESS TO HWY 360 ALSO  
FASTER PLEASE

Please review the Open House exhibit boards regarding the alternative evaluation and screening process. Then let us know how much you agree or disagree with the following statement (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
After reviewing the information provided at this Open House regarding the alternatives evaluation and screening process, I understand the process that was used to arrive at the recommended alternative.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

At the Open House held in April 2014, 76% of community survey respondents agreed or strongly agreed that the proposed criteria that would be used to evaluate the preliminary alternatives were appropriate. Please provide any additional comments regarding the evaluation process and results.

*Agree*

Identify and rank what you think should be the project team's top five priorities as they develop Context Sensitive Solutions in this corridor:

- Landscaping
- Wall Treatments
- Bridge Enhancements
- Trail Connections
- Regional Identity
- Pedestrian Crossings
- Signage
- Water Quality Enhancements
- Other (please describe) DARK SKY LIGHTING

*This is the first of several questions from our interactive web-based Context Sensitive Solutions (CSS) survey. Please visit our CSS station to learn how you can provide additional input about the look and feel of the corridor.*

What groups or individuals should we reach out to for inclusion in the Context Sensitive Solutions process?

*OHAN  
Oak Hill Association of Neighborhood*



~~base~~

Please indicate how aware you were of the following facts (Select one answer per question/statement):

	Very Aware	Somewhat Aware	Unaware
State law dictates that the same number of taxpayer-funded, non-tolled travel lanes that are available today remain so in the future if tolling is selected as a project's funding mechanism.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Emergency services, public transit buses, and registered vanpools would NOT pay tolls to use the Express Lanes.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is a local transportation agency called the Central Texas Regional Mobility Authority.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Central Texas Regional Mobility Authority is a local agency, with a Board appointed by Travis and Williamson counties and the Governor.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
For fiscal year 2015, Prop 1 will provide an estimated \$1.7 billion for TxDOT's use. Of that amount, the TxDOT Austin District, which is comprised of 11 counties including Bastrop, Blanco, Burnet, Caldwell, Gillespie, Hays, Lee, Llano, Mason, Travis and Williamson, expects to receive approximately \$120 million in funds. The rest of the money is going elsewhere in the state.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drivers would always have a choice whether or not to use the Express Lanes?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
If another general purpose lane was added to the corridor, it would fill up with traffic just like the existing MoPac South.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is collaborating with 19 federal, state and local agencies.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is performing a traffic noise and air quality analysis.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Knowing that gas taxes haven't increased in 21 years, how would you prefer that improvements in this corridor be funded? (Select one):

\_\_\_ Raise my property taxes

- Charge tolls to those who use the Express Lanes
- Wait until the legislature provides new options for funding transportation improvements
- Prefer not to build anything

Where do you live? (Select one)

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin            |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs            |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County          |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                       |

If "Other," please specify: \_\_\_\_\_

Where do you work? (Select one)

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input checked="" type="checkbox"/> Southwest Austin |
| <input type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin                 |
| <input type="checkbox"/> North Austin         | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin            |
| <input type="checkbox"/> Buda                 | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs            |
| <input type="checkbox"/> Wimberley            | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County          |
| <input type="checkbox"/> West Travis County   | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other                       |

If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: AAS
- Email from the MoPac South Environmental Study team
- MoPac South Environmental Study website
- Twitter
- Roadway signage
- Friend/neighbor/relative/co-worker
- Just passing by
- Neighborhood or organization: OHAW



Open House – February 26, 2015

## COMMUNITY SURVEY

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**No Build Alternative: Do nothing**

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed.

What do you like about the Express Lanes alternative?

What suggestions do you have for improving the Express Lanes alternative?

Please list any comments or questions you may have about the alternatives being advanced for further study.



Please review the Open House exhibit boards regarding the alternative evaluation and screening process. Then let us know how much you agree or disagree with the following statement (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
After reviewing the information provided at this Open House regarding the alternatives evaluation and screening process, I understand the process that was used to arrive at the recommended alternative.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

At the Open House held in April 2014, 76% of community survey respondents agreed or strongly agreed that the proposed criteria that would be used to evaluate the preliminary alternatives were appropriate. Please provide any additional comments regarding the evaluation process and results.

Identify and rank what you think should be the project team's top five priorities as they develop Context Sensitive Solutions in this corridor:

- Landscaping
- Wall Treatments
- Bridge Enhancements
- Trail Connections
- Regional Identity
- Pedestrian Crossings
- Signage
- Water Quality Enhancements
- Other (please describe) \_\_\_\_\_

*This is the first of several questions from our interactive web-based Context Sensitive Solutions (CSS) survey. Please visit our CSS station to learn how you can provide additional input about the look and feel of the corridor.*

What groups or individuals should we reach out to for inclusion in the Context Sensitive Solutions process?

Please indicate how aware you were of the following facts (Select one answer per question/statement):

	Very Aware	Somewhat Aware	Unaware
State law dictates that the same number of taxpayer-funded, non-tolled travel lanes that are available today remain so in the future if tolling is selected as a project's funding mechanism.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Emergency services, public transit buses, and registered vanpools would NOT pay tolls to use the Express Lanes.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is a local transportation agency called the Central Texas Regional Mobility Authority.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Central Texas Regional Mobility Authority is a local agency, with a Board appointed by Travis and Williamson counties and the Governor.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Drivers would always have a choice whether or not to use the Express Lanes?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
If another general purpose lane was added to the corridor, it would fill up with traffic just like the existing MoPac South.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is collaborating with 19 federal, state and local agencies.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
The MoPac South Environmental Study team is performing a traffic noise and air quality analysis.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Knowing that gas taxes haven't increased in 21 years, how would you prefer that improvements in this corridor be funded? (Select one):

Raise my property taxes **X**  No

- Charge tolls to those who use the Express Lanes
- Wait until the legislature provides new options for funding transportation improvements
- Prefer not to build anything

Where do you live? (Select one)

- |  |  |   |
|--|--|---|
| <input checked="" type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input type="checkbox"/> Central Austin                  | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin                    | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                            | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley                       | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County |
| <input type="checkbox"/> West Travis County              | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other              |

If "Other," please specify: \_\_\_\_\_

Where do you work? (Select one)

- |  |  |   |
|--|--|---|
| <input checked="" type="checkbox"/> South Central Austin | <input type="checkbox"/> Southeast Austin  | <input type="checkbox"/> Southwest Austin   |
| <input checked="" type="checkbox"/> Central Austin       | <input type="checkbox"/> East Austin       | <input type="checkbox"/> West Austin        |
| <input type="checkbox"/> North Austin                    | <input type="checkbox"/> Northeast Austin  | <input type="checkbox"/> Northwest Austin   |
| <input type="checkbox"/> Buda                            | <input type="checkbox"/> Kyle              | <input type="checkbox"/> Dripping Springs   |
| <input type="checkbox"/> Wimberley                       | <input type="checkbox"/> San Marcos        | <input type="checkbox"/> East Travis County |
| <input type="checkbox"/> West Travis County              | <input type="checkbox"/> Williamson County | <input type="checkbox"/> Other              |

If "Other," please specify: \_\_\_\_\_

How did you hear about this Open House? (Select all that apply)

- Newspaper: \_\_\_\_\_
- Email from the MoPac South Environmental Study team
- MoPac South Environmental Study website
- Twitter
- Roadway signage
- Friend/neighbor/relative/co-worker
- Just passing by
- Neighborhood or organization: ZILKER

**Attachment I**  
**Comments (Forms, Web Mail and USPS Mail)**



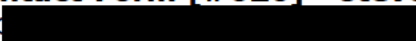
*This page was intentionally left blank.*

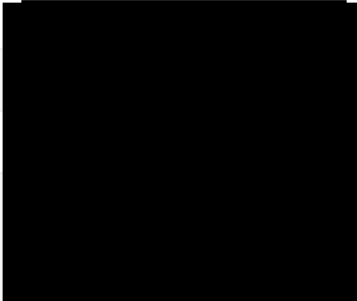


**From:** [Melissa Hurst](#)  
**To:** [Bruck, Tricia](#); [Crispin Ruiz](#)  
**Subject:** Fwd: Contact Form [#626] - steve-pustelnyk  
**Date:** Monday, March 09, 2015 9:11:31 AM

---

Begin forwarded message:

**From:** Central Texas Regional Mobility Authority <[no-reply@wufoo.com](mailto:no-reply@wufoo.com)>  
**Date:** March 9, 2015 at 8:47:32 AM CDT  
**To:** <[info@ctrma.org](mailto:info@ctrma.org)>  
**Subject:** Contact Form [#626] - steve-pustelnyk  
**Reply-To:** <

Full Name *	C Adams
Email Address *	
Verify Email Address *	
Phone *	
Address *	

Enter Your Message \*

This is regarding CTRMA's recent proposal to add four toll lanes on Mopac, from Cesar Chavez across Lady Bird Lake and south to Slaughter Lane, if built, will require a double decking of Mopac over Lady Bird Lake, with flyovers connecting to Cesar Chavez alongside Austin High School.

By your own estimates, your proposal would cost hundreds of millions of dollars. BUT, there are many questions being raised, and so far the answers are limited and not satisfactory. Some of these questions include impacts on traffic on Cesar Chavez and 5th St; on traffic, noise and air pollution at Austin High School; on noise, air and visual pollution on neighborhoods, Zilker Park, and the Lady Bird Lake hike and bike trail; on water quality at Barton Springs; and the financial impacts to residents. And many more questions about what the potential costs and benefits - and the REAL IMPACT - of this proposal.

The fact that CTRMA offered a disturbingly short 11-day public comment period, which ends tonight, indicates that you, along with TXDOT and whatever infrastructure companies might get the work, want to ram it through - and hope that the public doesn't notice.

This is a request to extend the public comment period until April 2, 2015. It will look very suspicious to the voters and residents of Austin and Travis County if you don't

give them enough time to consider this ill-advised plan.

Staff Name

steve-pustelnyk

**From:** [Melissa Hurst](#)  
**To:** [Bruck, Tricia](#); [Crispin Ruiz](#)  
**Subject:** Fwd: Contact Us [#929] - United States  
**Date:** Monday, March 09, 2015 9:10:07 AM

---

Begin forwarded message:

**From:** Wufoo <[no-reply@wufoo.com](mailto:no-reply@wufoo.com)>  
**Date:** March 9, 2015 at 8:45:32 AM CDT  
**To:** <[info@ctrma.org](mailto:info@ctrma.org)>  
**Subject:** Contact Us [#929] - United States  
**Reply-To:** <[no-reply@wufoo.com](mailto:no-reply@wufoo.com)>

Full Name *	Cristina Adams
Email Address *	
Verify Email Address *	
Phone Number *	
Address *	

Enter Your Message \*

Your recent proposal to add four toll lanes on Mopac, from Cesar Chavez across Lady Bird Lake and south to Slaughter Lane, if built, will require a double decking of Mopac over Lady Bird Lake, with flyovers connecting to Cesar Chavez alongside Austin High School.

By your own estimates, your proposal would cost hundreds of millions of dollars. BUT, there are many questions being raised, and so far the answers are limited and not satisfactory. Some of these questions include impacts on traffic on Cesar Chavez and 5th St; on traffic, noise and air pollution at Austin High School; on noise, air and visual pollution on neighborhoods, Zilker Park, and the Lady Bird Lake hike and bike trail; on water quality at Barton Springs; and the financial impacts to residents. And many more questions about what the potential costs and benefits – and the REAL IMPACT – of this proposal.

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give them enough time to consider this ill-advised CTRMA plan.

---

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Feb 26, 2015 1:35 pm

**To:** [REDACTED]

A new entry has been added to the form Comment on the SH45 SW draft Environmental Impact Statement at [keepmopaclocal.org](http://keepmopaclocal.org):

Name : Cristina Adams

Email : [REDACTED]

Subject : Please withdraw the SH45 SW draft Environmental Impact Statement

Message : Dear TxDOT, CTRMA, and local and state officials:

Please withdraw the draft Environmental Impact Statement on the proposed SH 45 SW toll road in favor of an honest and comprehensive analysis of the real project: the conversion of Mopac from a local commuter highway to an alternative Interstate 35 West.

TxDOT and the CTRMA are currently pursuing this conversion of Mopac to I-35 West in piecemeal fashion, with the 4 mile segment of SH 45 SW over the Barton Springs Edwards Aquifer recharge zone as just one of four pieces. The other pieces include: (1) building freeway (or tolled) mainlanes and bridges at the Mopac/Slaughter and Mopac/LaCrosse intersections; (b) expanding South Mopac from Slaughter all the way north, across Lady Bird Lake to Cesar Chavez with up to four toll lanes (2 in each direction); and (c) building SH 45 SW Phase II from FM 1626 to I-35 and SH 45 SE.

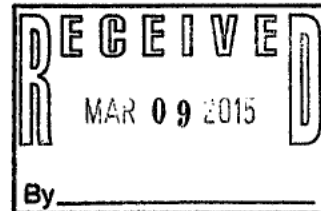
Mopac traffic is already maxed out, especially at the bottleneck that exists at the Lady Bird Lake bridge. Moving forward with SH 45 SW Phase I before figuring out what, if anything, can be done to this bottleneck only assures much worse traffic on Mopac and more pollution of the Barton Springs Edwards Aquifer.

The traffic, financial, environmental and social impacts of building SH 45 SW and expanding Mopac from Cesar Chavez to the southern terminus must be studied before taking the first step. The Austin community deserves, and sound planning requires, that we analyze the whole picture – including viable alternatives that keep Mopac a local commuter highway while improving commuter and interregional traffic flow along the I-35 corridor.

Please promptly undertake an honest evaluation of alternatives that do not divert I-35 commuters to already overwhelmed Mopac or further pave and pollute the Barton Springs Edwards Aquifer.

Thank you for your consideration.

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3/9/2015

[Print](#) | [Close Window](#)**Subject:** New entry added**From:** Keep Mopac Local [REDACTED]**Date:** Thu, Mar 05, 2015 2:52 pm**To:** [REDACTED]

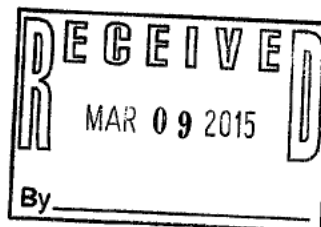
A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

**Name :** Paul Addington**Email :** [REDACTED]**Subject :** Study the whole Mopac/45SW toll loop first; keep Mopac local**Message :** Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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# MoPac South

ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – February 26, 2015

Please fill this out to sign up for updates on this study.

NAME (PLEASE PRINT): Karen Ward

EMAIL: 

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.

- Historic Resources
- Bicycle/Pedestrian
- Aesthetics/Context Sensitive Solutions
- Parks
- Transit
- Environmental/Water Quality

Other \_\_\_\_\_

2



# MoPac South

ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – February 26, 2015

Please fill this out to sign up for updates on this study.

NAME (PLEASE PRINT): LARRY AKERS

EMAIL: 

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.

- Historic Resources
- Bicycle/Pedestrian
- Aesthetics/Context Sensitive Solutions
- Parks
- Transit
- Environmental/Water Quality

Other COST mobility

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#191]  
**Date:** Thursday, March 05, 2015 6:52:36 PM

---

Comment Type \* Official Comment

Name \* Robert Akers

Email \*



Address

Message \*

By refusing to advance a non-tolled option for the project, you are by anti-democratic means imposing an unnecessary burden of taxation and additional personal and business expense on the driving public.

Toll roads ALWAYS cost more to construct than non-tolled roads, not to mention the ongoing recurring costs to both CTRMA and the public of collecting tolls.

But the inward-facing financing of the roadway is just the beginning. NEVER on your balance sheets do you reflect the cost to the public of participating in the toll collection scheme. Oh, it's easy with Tex Tag, or whichever of the many collection schemes you choose.

But how much private time is spent acquiring the tags and making sure they do not run down? When a car is low on fuel, it will tell you so. Will a tag do this? How much time is wasted ensuring a positive balance? How much time is wasted refueling the tag? Why is this cost not on your balance sheet? It is certainly a fact of life for the public.


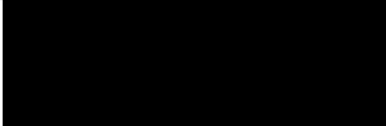
How much cost of lost time is imposed on businesses who must reimburse employees for using toll roads on company time? How much paperwork is required? How many employee and admin hours are spent processing reimbursements? Where is that cost in your balance sheet? The public must pay, but you ignore this.

Toll roads are an abomination of public finance. If you are creative people, find another way to manage demand on behalf of emergency vehicles.

Put a non-tolled option forward for this project.

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#198]  
**Date:** Sunday, March 08, 2015 12:35:52 PM

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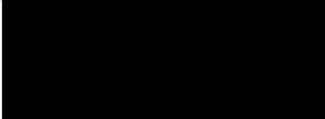
Comment Type *	Official Comment
Name *	Amy Allen
Email *	
Address	

Message \*

I am an Austin High School parent and resident of [South Austin, East Austin, West Austin]. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community. I am also very concerned about the cut through on Pressler with a 20mph road over a railroad track with a curve that will be offered to walkers, bikers & drivers all together.

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#199]  
**Date:** Sunday, March 08, 2015 12:42:07 PM

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Comment Type *	Official Comment
Name *	Carolyn Allen
Email *	
Address	

**Message \***

Please consider the impact on Austin High when you are working on the Mopac South project. Austin High has a plethora of new drivers, who don't have much experience behind the wheel, driving cars to and from school. There is no other way to access Austin High for these students so I feel it is imperative that you consider the impact when making any decisions on new and changing roads in the area. Cesar Chavez already backs up regularly in the mornings and evenings and that is without adding new access from Mopac. High school hours are mandated by the school board and are closely aligned with business hours, which further creates a problem. Please consider having the off/on ramps from a different access than Cesar Chavez. Thank you for your consideration.



[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local <[REDACTED]>

**Date:** Tue, Mar 03, 2015 6:37 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name: MEGAN AL RUTZ

Email: [REDACTED]

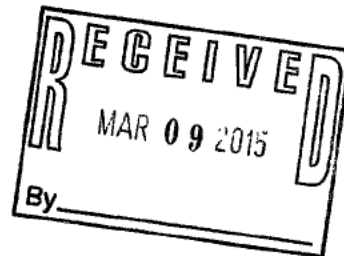
Subject: Please withdraw the SH45 SW draft Environmental Impact Statement

Message: Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 9:35 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Tara Anders

Email : [REDACTED]

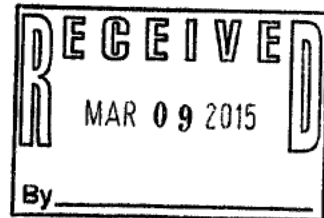
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

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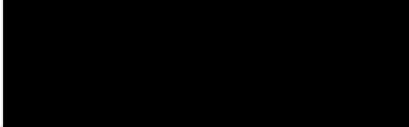
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2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
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4. Any Mopac expansion should be limited, WITHOUT double decker flyovers through West Austin, Zilker Park, and Austin High School

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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#205]  
**Date:** Sunday, March 08, 2015 4:07:21 PM

---

Comment Type *	Official Comment
Name *	Sarah Anderson
Email *	
Address	
Message *	<p>I am the parent of an Austin High student who is about to get her driver's license. I am extremely concerned about the increase in traffic that will result from express lanes egressing at Cesar Chavez. In particular, drivers merging into Austin High traffic, and the possibility of drivers needing to cross over three lanes of traffic to turn right into the high school, seems like very poor planning. Please consider alternatives in design, taking into account the number of young, inexperienced and impulsive drivers entering and exiting at Cesar Chavez.</p>



# MoPac South

ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – February 26, 2015

### COMMENT FORM

**DEADLINE for Comments: Monday, March 9, 2015**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): \_\_\_\_\_

ADDRESS: \_\_\_\_\_

COMMENTS: *This is crazy. You are wasting money on this and not 360. Why are you doing this? Have you no shame? When this is built it will already be out of date and you still have not done anything to 360. Also this is not fair to the east side you are providing free lanes as part of the project yet the east side gets only toll roads. This project is ~~not~~ racist!!*

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Tue, Mar 03, 2015 6:35 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Daniel Armendariz

Email : [REDACTED]

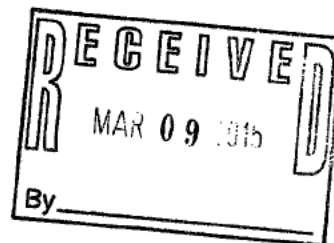
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2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#213]  
**Date:** Monday, March 09, 2015 10:34:57 AM

---

Comment Type \* Official Comment

Name \* Mary Arnold

Email \*

Address

Message \*

I attended the Open House at O Henry Middle School on Wednesday, March 4, 2015.

I am very much OPPOSED to the proposal to add additional lanes some 25 feet or more ABOVE the existing MoPac bridge across Lady Bird Lake. This is an affront to the integrity and beauty of the Town Lake Corridor and should not be approved.

The Environmental Studies that have been done and are being done on both the current managed lane project from Lady Bird Lake north on MoPac to Parmer, as well as any that were done prior to working on the unnecessary bike bridges in the area south of Loop 360 have obviously been flawed and incomplete, as damage has been caused in parts of Barton Creek re the bicycle bridge activities, and problems have arisen on the north managed lane project reportedly because of hitting some very hard rock, AND problems related to existing water lines. Such things should not happen – particularly damaged to the creek area. Issues of "hard rock" have been encountered in other areas nearby -- such as on Lake Austin Blvd. several years ago when an Austin Water Utility project was ultimately abandoned due to inability to bore through hard rock.

I strongly support considering ALL the multiple proposed TxDot and CTRMA projects on MoPac, and tying into MoPac be studied altogether -- and NOT piece meal... This is especially necessary because of the Environmental Priority and Importance of the area through which MoPac is built.

Sincerely, Mary Arnold



**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015**

**COMMENT FORM**

**DEADLINE for Comments: Monday, March 9, 2015**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Julie Ballard

ADDRESS: [REDACTED]

COMMENTS: I am very concerned about the impact of additional expressway traffic feeding into our Austin high ingress/egress pathways which are already very congested at drop off and pick up times. We seek a design that will separate expressway ingress/egress traffic from our students/staff/families who will not benefit from using northbound or southbound express ways since they live between expressway access points.

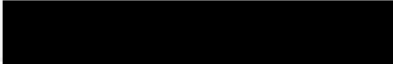

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting


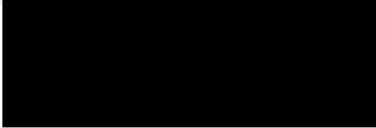
**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#214]  
**Date:** Monday, March 09, 2015 10:40:13 AM

---

Comment Type *	Official Comment
Name *	Trina Barlow
Email *	
Address	
Message *	<p>I am an Austin High School parent and resident of south Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p> <p>Trina</p>

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#173]  
**Date:** Wednesday, March 04, 2015 12:02:38 PM

---

Comment Type *	Official Comment
Name *	Rossana Barrios
Email *	
Address	

**Message \***

I am an Austin High School parent and resident of [South Austin, East Austin, West Austin]. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Mon, Mar 09, 2015 2:52 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Katie bartley

Email : [REDACTED]

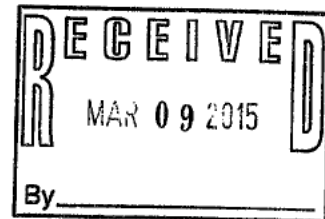
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1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
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# MoPac South

ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – February 26, 2015

### COMMENT FORM

**DEADLINE for Comments: Monday, March 9, 2015**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): JOYCE BASCIANO

ADDRESS: \_\_\_\_\_

COMMENTS: 1 - Study the whole proposed MoPac expansion/SH 45 SW loop as a loop project; STOP THE PIECEMEAL APPROACH!

2 - Study all the impacts and all the costs first - before building SH 45 SW

3 - Keep I-35 traffic on I-35 - and keep MoPac as a local commuter Hwy

4 - Any MoPac expansion should be limited <sup>without</sup> ~~without~~ double decker flyovers through West Austin, Zilker Park and Austin High School

5 - How about taking traffic lights off 360 and building over-passes underpasses at intersections so that more cars can use 360?

You can't bring thousands of cars into downtown Austin w/out causing gridlock! Why not make the new double-decker lanes for Express buses only? - You need park and ride and buses w/ more passenger appeal!

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 3:07 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Tony Bell

Email : [REDACTED]

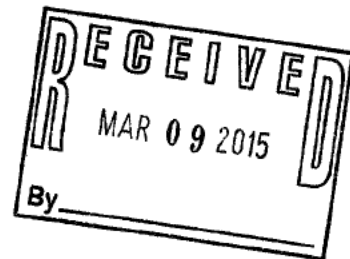
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As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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**Subject:** New entry added

**From:** Keep Mopac Local <[REDACTED]>

**Date:** Fri, Mar 06, 2015 9:39 am

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at [keepmopaclocal.org](http://keepmopaclocal.org):

**Name :** Frank Berlanga Jr

**Email :** [REDACTED]

**Subject :** Study the whole Mopac/45SW toll loop first; keep Mopac local

**Message :** Dear City, County, TxDOT, CTRMA and CAMPO officials:

As a small business owner that works in the field, I drive daily on Austin's road ways. Other than the reasons listed below,

Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;

2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;

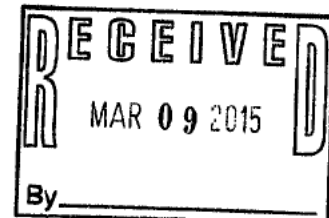
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and

4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

Please consider the long term effects of this endeavor. Who really benefits? Is it purely for economic gain that benefits few, it usually is. Seriously consider what it does to our beautiful Lady Bird Lake. This is one of the main draws and beautiful features of our great city. Think of how much more pollutants will go into it. Think Long Term! Consider the legacy you leave to our children. Don't leave a mess for them to clean up. That's already been taken care of by previous generations. Don't contribute to that bad legacy. It's simple, keep it local, leave I35 where it is. Don't bring it over the lake. Please do the right thing.


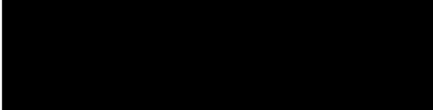
Frank Berlanga Jr.

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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#147]  
**Date:** Monday, February 23, 2015 9:25:40 AM

---

Comment Type *	General Inquiry
Name *	Laura Bettor
Email *	
Address	
Message *	I just want it to be known that I am against all toll roads, especially plans to place them near schools, such as Austin High School. That is irresponsible planning. If one child is hurt, it was not worth it, whatever the benefit is thought to be.

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#208]  
**Date:** Sunday, March 08, 2015 9:56:53 PM

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Comment Type \* General Inquiry

Name \* Laura Bettor

Email \*

Address

Message \*

I am an Austin High School parent and resident of Southwest Austin (Travis Country). I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#178]  
**Date:** Wednesday, March 04, 2015 3:19:24 PM

---

Comment Type \* Official Comment

Name \* Jill Bogaczyk

Email \*

Address

Message \*



I am an Austin High School parent and resident of West Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.

Warm Regards, Jill



**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#153]  
**Date:** Friday, February 27, 2015 8:55:02 AM

---

Comment Type *	General Inquiry
Name *	Barry Bone
Email *	
Address	
Message *	<p>Please send me the following information used for your commute time analysis that was presented last night for No Build, General Purpose and Express Lanes for trips into downtown Austin:</p> <ol style="list-style-type: none"><li>1) Car counts for Existing Conditions on Mopac Northbound to Cesar Chavez and 5th Street, Lake Austin Blvd to Cezar Chavez and 5th Street and Mopac Southbound to Cesar Chavez and 5th Street.</li><li>2) Same information for after completion of the recommended project for the year 2030 or the year used in the presentation..</li><li>3) Beginning and ending location used for the commute time.</li></ol>

1 MR. COLIN MacDOUGAL: I would like the  
2 planning and engineering group to pay particular  
3 attention to any increased noise that's going to flow  
4 off these changes into Rollingwood and look at the  
5 design of the access to the tollways northbound, because  
6 it is critical that residents in Rollingwood, Westlake,  
7 Westlake Hills, have access to the express lanes from  
8 Bee Cave interchange.

9 MR. BOB BREIHAN: First place, I've been  
10 a resident of Austin since 1951, and I've watched it  
11 expand. And I'm very concerned about the impact of  
12 expansion and particularly this type of expansion as the  
13 roadway's proposal suggests.

14 On the water quality, since we sit on the  
15 Barton Springs Aquifer -- and we've had some respect for  
16 it, but there's always push to do more, to build more,  
17 to, you know, invade that aquifer more and more by the  
18 growth of Austin's automobiles and people and buildings  
19 and so forth.

20 And just last night, I watched a TV thing  
21 on EDTV about parks of the world where just a little bit  
22 of change started and then the result was a whole lake  
23 disappeared. That was in Russia.

24 And this -- another part of it was the  
25 southern end of the Colorado River, out western part of

1 the country, not the Colorado here, and how we found  
2 reasons always to do something. And what it did, it  
3 sort of killed off a lot of area associated with the  
4 physical environment.



5                   And that's one of my fears. I -- we are  
6 accommodating cars. That's the number one goal. That's  
7 not my number one goal. We can do more with public  
8 transportation than we have done. But we're  
9 facilitating more and more cars, and that is impacting  
10 this very sensitive ecosystem of water.

11                   I spend a good bit of time working with a  
12 water board of a water district, and we're dependent on  
13 water from the Colorado River. And that's only  
14 tangential to this. It's not connected to this, but  
15 it's, again, a picture of how we're -- we're making a  
16 priority of economics and use in business and not being  
17 sensitive as we should to the physical environment in  
18 which this is happening. I guess that's clear enough.

19  
20  
21  
22  
23  
24  
25



**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#209]  
**Date:** Sunday, March 08, 2015 9:58:06 PM

---

Comment Type *	General Inquiry
Name *	Mark Brinkman
Email *	
Address	
Message *	<p>I am an Austin High School parent and resident of Southwest Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p>



**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#148]  
**Date:** Wednesday, February 25, 2015 1:18:22 PM

---

Comment Type *	Official Comment
Name *	Roger Brown
Email *	
Address	
Message *	<p>Please do not let SOS and the Keep Mopac Local "NIMBY people" sabotage your well thought out plans.</p> <p>They seem to be stuck in a faults "don't build it and they won't come" mind set that did not work in the 90s and will not work today. We must build our infrastructure to keep up with our growth.</p> <p>Build it with the environment in mind, but please build it.</p>

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#161]  
**Date:** Wednesday, March 04, 2015 7:25:01 AM

---

Comment Type *	Official Comment
Name *	<p>Jan sp am an Austin High School parent and resident of [South Austin, East Austin, West Austin]. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.ain</p>
Email *	
Address	
Message *	<p>I am a resident of west Austin and an Austin High parent. I am very concerned about the impact of toll road entrance/exit near Austin High. This is a large school with many drivers, most inexperienced. There is a huge influx of parent and student drivers at the start and finish of school every weekday. Lunchtime also sees many student drivers. I would ask that you please keep Austin high and its community in mind when planning. Thanks!</p>



[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Mon, Mar 09, 2015 2:49 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

**Name :** Suzanne Bryant

**Email :** [REDACTED]

**Subject :** Study the whole Mopac/45SW toll loop first; keep Mopac local

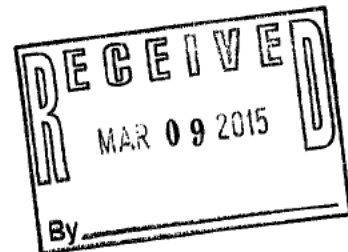
**Message :** Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School



THE TIME FRAME FOR DISCUSSION AND PUBLIC INPUT ON THIS ISSUE MUST BE EXTENDED. AUSTIN RESIDENTS WILL NOT ACCEPT THIS ABRUPT CHANGE WITHOUT THROUGH DISCUSSION AND INPUT!!!

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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atmlinson@HNTB.com](mailto:atmlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#206]  
**Date:** Sunday, March 08, 2015 7:40:06 PM

---

Comment Type *	Official Comment
Name *	Susie Buehler
Email *	
Address	
Message *	<p>I am an Austin High School parent and resident of Central Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p>

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 5:46 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Karl Buesing

Email : [REDACTED]

Subject : Study the whole Mopac/45 SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

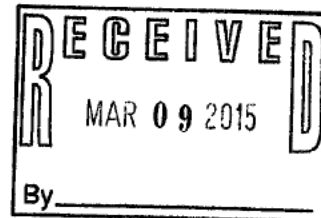
As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

Thank you,

Karl Buesing

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**Subject:** New entry added

**From:** Keep Mopac Local <[REDACTED]>

**Date:** Thu, Mar 05, 2015 4:17 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Jared Burck

Email : [REDACTED]

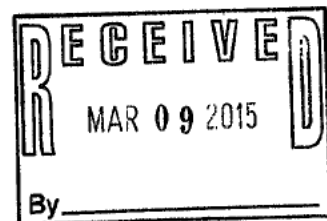
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

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2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
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4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local <[REDACTED]>

**Date:** Thu, Mar 05, 2015 2:49 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Reed Burns

Email : [REDACTED]

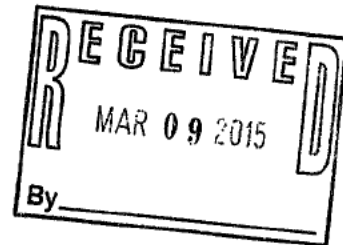
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:


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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#152]  
**Date:** Thursday, February 26, 2015 8:48:02 PM

---

Comment Type *	Official Comment
Name *	Steve Byrd
Email *	
Message *	It's great to see that someone is finally looking to address traffic issues in South Austin. I am in total support of the South Mopac project. Let's get it going!!

---



[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 3:07 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Matthew Caldwell

Email : [REDACTED]

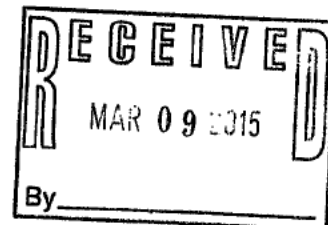
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
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4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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**Subject:** New entry added

**From:** Keep Mopac Local <[REDACTED]>

**Date:** Thu, Mar 05, 2015 4:41 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Susan Caldwell

Email : [REDACTED]

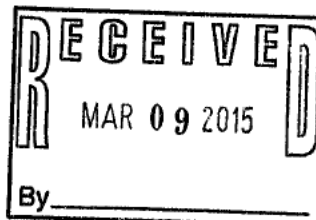
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

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1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
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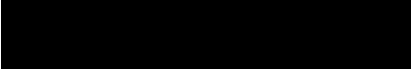
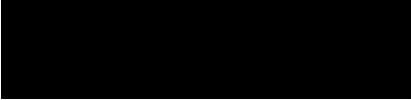
**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#203]  
**Date:** Sunday, March 08, 2015 2:13:00 PM

---

Comment Type *	Official Comment
Name *	Alex Cameron
Email *	
Address	
Message *	<p>I am an Austin High School student and resident of West Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community</p>

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#202]  
**Date:** Sunday, March 08, 2015 2:10:48 PM

---

Comment Type *	Official Comment
Name *	Shannon Cameron
Email *	
Address	
Message *	<p>The north bound entrance ramp will drive to much traffic to cut-thru in front and around Austin High. Our kids are all young and inexperienced drivers. The current area is congested enough with the huge number of people that use Austin High to access the running/walking trails around Lady Bird Lake.</p> <p>We already are lacking parking for our students and the school is extremely congested at school drop off and pick up times. Many parents must just wait in the lanes of traffic for their children to come to the car.</p>

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#183]  
**Date:** Wednesday, March 04, 2015 9:50:24 PM

---

Comment Type \* Official Comment

Name \* Cherylann Campbell

Email \*

Address

Message \*

I live in Barton Hills just south of Zilker Park. We love it in central Austin and pay a pretty price in taxes to be close to everything and enjoy beauty of the river and park. I know Mopac is a crazy zoo at peak times but please come up with alternatives to the current plan. I am an also Austin High School parent--current 16 yr old and 13 yr old on the way. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. Aside from the eye sore over the lake, we are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. I drive that route every day at 8am and then at 9am so I know it well and have to believe creative minds can come up with a lternatives that don't ruin beauty of the area nor threaten safety of the young public --and parents. thank you.



# MoPac South

ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – February 26, 2015

### COMMENT FORM

**DEADLINE for Comments: Monday, March 9, 2015**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Michael Cannatti

ADDRESS: [REDACTED]

COMMENTS: Dont build a bigger, taller MoPac. This road was never intended to be a thoroughfare, or even cross the river. This expansion will only bring more traffic and noise and pollution into our neighborhood, especially if the "loop" is completed. All traffic impacts of the full loop need to be studied, presented, reviewed and known. MoPac should NOT connect I-35 traffic through west Austin, but should be a local commuter (non-truck) traffic. No noisy double decker highways to dump traffic into downtown

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting





# MoPac South

ENVIRONMENTAL STUDY

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### COMMENT FORM

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NAME (PLEASE PRINT): RICHARD COLLINS

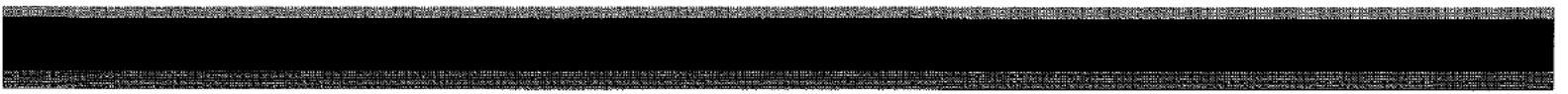
ADDRESS: [REDACTED]

COMMENTS: I WOULD PREFER ANY MOPAC IMPROVEMENT PROJECT TO BE FUNDED BY TRADITIONAL FUNDING METHODS SUCH AS THE GASOLINE TAX OR DEVOTING MORE OF THE "RAINY DAY" FUNDS TO BUILD MORE ROADS. I AM OPPOSED TO CREATING TOLL LANES TO FUND MOPAC SOUTH BECAUSE I BELIEVE IT BENEFITS ONLY A FEW WEALTHY INDIVIDUALS AT THE EXPENSE OF THE PUBLIC AT LARGE. PLEASE CONSIDER ALTERNATIVE METHODS OF FUNDING OTHER THAN TOLL LANES, TEXAS ENTERED FOR 40 OR MORE YEARS WITHOUT TOLLS, LET US CONTINUE THAT TRADITION.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting





**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015**

**COMMENT FORM**

**DEADLINE for Comments: Monday, March 9, 2015**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): SANDY COMPIAN

ADDRESS: [REDACTED]

COMMENTS: As principal of Austin High my first priority is the safety of all of our students (2055), our faculty (250), and our community. We are being hit in all directions with all of the new and proposed roadways. Other options besides constructing roadways on Cesar Chavez must be investigated. As we currently sit, traffic is horrific especially between 8-10 AM, 12-2, and 3-6 p.m.

Thanks! SC

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

**From:** [Melissa Hurst](#)  
**To:** [Bruck, Tricia](#); [Crispin Ruiz](#)  
**Subject:** Fwd: Contact Us [#928] - United States  
**Date:** Monday, March 09, 2015 9:10:05 AM

---

Begin forwarded message:

**From:** Wufoo <[no-reply@wufoo.com](mailto:no-reply@wufoo.com)>  
**Date:** March 9, 2015 at 8:41:39 AM CDT  
**To:** <[info@ctrma.org](mailto:info@ctrma.org)>  
**Subject:** Contact Us [#928] - United States  
**Reply-To:** <[no-reply@wufoo.com](mailto:no-reply@wufoo.com)>

Full Name *	Heidi Connealy
Email Address *	
Verify Email Address *	
Phone Number *	
Address *	
Enter Your Message *	I am writing to express my disapproval over the idea of making South Mopac a toll road. Charging people to use the road will not solve traffic problems. It will create a financial burden on drivers. We need real traffic solutions in the form on increased public transportation.

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local

**Date:** Thu, Mar 05, 2015 4:38 pm

**To:**

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Peter Craig

Email :

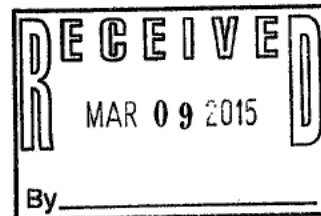
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:


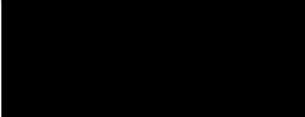
1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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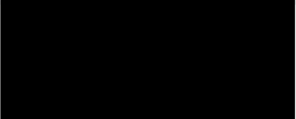
**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](mailto:Bruck, Tricia); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#144]  
**Date:** Monday, January 12, 2015 12:21:15 PM

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Comment Type *	General Inquiry
Name *	Ken Crone
Email *	
Address	
Message *	Two questions/concerns...Are there any plans to widen Mopac to three lanes from William Cannon to Slaughter? If so, when? If not, why not? Secondly, who is responsible for picking up the trash and mowing along Mopac? As far as I can tell the mowers come maybe 2-3 times a year whether we've had rain or not and the trash gets picked up about once a year.

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#195]  
**Date:** Saturday, March 07, 2015 4:04:01 PM


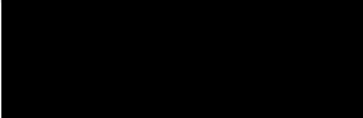
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Comment Type *	Official Comment
Name *	Carolyn Croom
Email *	
Address	
Message *	<p>The proposal to double the number of toll lanes and add a double deck to Mopac is a major change in costs (an additional hundreds of millions) and potential impacts to the area and many questions have not been adequately addressed. Please extend the public comment period until April 2 to allow for more community exchange. I am particularly against a project such as this that would likely have an impact on water quality at Barton Springs, and I am concerned about the financial impacts to residents.</p> <p>Respectfully submitted,</p> <p>Carolyn Croom</p>



**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#165]  
**Date:** Wednesday, March 04, 2015 8:41:30 AM

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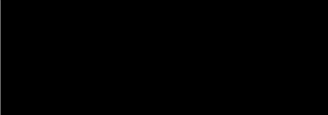
Comment Type *	General Inquiry
Name *	Judy Curran
Email *	
Address	

Message \*

I am an parent of an Austin High School student and resident of Southwest Austin who sits in traffic on Mopac for what seems like hours every day. While I know we are in desperate need of additional lanes, I am concerned about the increase in traffic that will result from the proposed Express lanes egressing at Cesar Chavez. There are about 2,000 students traveling to and from school everyday most with minimal driving experience. The prospect of drivers from the Express lanes merging with school traffic is disconcerting. The idea that drivers will exit the northbound Express lane and then cross over three lanes to turn right into the high school is a disaster waiting to happen. Additionally, I am vehemently opposed to additional toll roads. The privatization of our infrastructure for profit is offensive to me. Please consider alternatives to ensure the safety of Austin High School students and community and to make sure roads are avai lable for all to travel, and not just for the rich.

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#216]  
**Date:** Monday, March 09, 2015 11:03:02 AM

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Comment Type *	Official Comment
Name *	Robyn Czarnecki
Email *	
Address	
Message *	<p>I am an Austin High School parent and resident of [Southwest Austin]. I am very concerned about the increase in traffic that will result from express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p>

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#156]  
**Date:** Saturday, February 28, 2015 7:18:19 AM

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Comment Type *	Official Comment
Name *	Joel Davis
Email *	[REDACTED]
Message *	<p>Instead is charging taxpayers to build toll lanes that we then also have to pay to use, why not simply repaint the lanes? I spend countless hours sitting on mopac only to look over at huge shoulders most of the way that would easily create an additional 1.5 lanes. Then all you have to do is convert the 290 flyover exit lanes from must exit to full use (stay on mopac or exit) lanes. And consider ending the bottlenecks at the points where mopac goes down to two lanes. Seems a lot simpler cheaper and more fair to the taxpayer.</p>

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Mon, Mar 09, 2015 2:59 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at [keepmopaclocal.org](http://keepmopaclocal.org):

Name : Dana Dean

Email : [REDACTED]

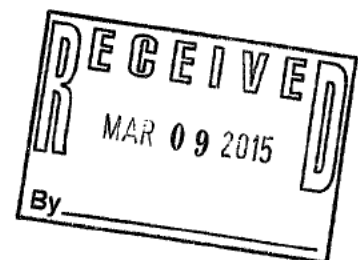
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Mon, Mar 09, 2015 3:05 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Gary Deaver

Email : [REDACTED]

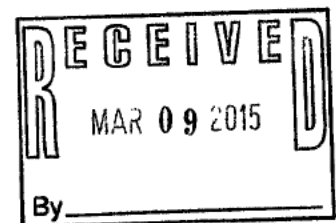
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Mon, Mar 09, 2015 2:21 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Diana Dierks

Email : [REDACTED]

Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

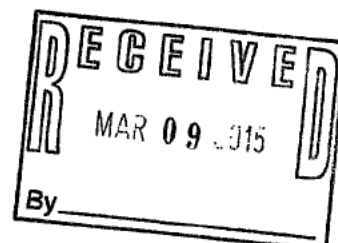
I live near Mopac on Enfield Rd and am concerned about any further expansion of Mopac in the area including Town Lake, Zilker, Barton Creek Greenbelt, etc. We need to invest in alternative modes of transportation (trains) rather than more of the same (roads) as more lanes only help temporarily. Please apply a holistic plan that provides alternatives to diversify and distribute the congestion and does so in a way that honors residents desire for reduced noise pollution and protects the natural environment that Austinites so love and need.

I believe TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

Thank you,  
Diana Dierks  
2412 Enfield Rd Unit 8

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**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 10:53 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Nick Doughty

Email [REDACTED]

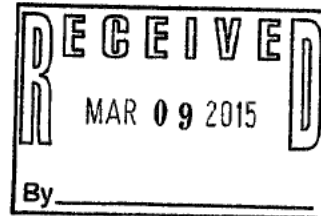
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
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4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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3/9/2015

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 2:46 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Barae Dula

Email : [REDACTED]

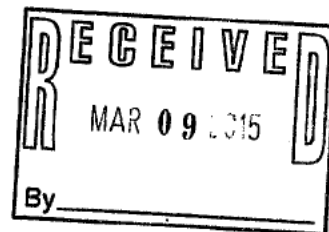
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

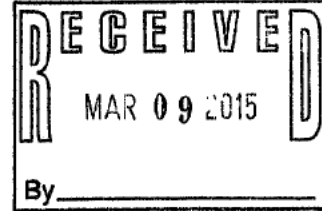
Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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[Print](#) | [Close Window](#)**Subject:** New entry added**From:** Keep Mopac Local [REDACTED]**Date:** Mon, Mar 09, 2015 1:25 pm**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at [keepmopaclocal.org](http://keepmopaclocal.org):

Name : Sharon Edgar Greenhill

Email [REDACTED]

Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

#### Comments on Flyover Proposal

March 9, 2015

Suddenly, on February 26, we are presented with last minute, additional modifications to MoPac's extension plans for FLYOVERS, while limiting citizen input to less than 2 weeks? And now just hearing about it???? is this fair or even legal? In an era facing unprecedented environmental catastrophes, is it wise to increase heat gain, dependency on the car and more water quality issues? Not to mention the additional 100s of million dollars from unknown, undisclosed sources (taxpayers???) for such flyovers? Are we not killing the goose that laid the golden egg by erecting flyovers in the heart of Austin next to Zilker Park? Ouch!

I live at 612 Deep Eddy Av, at the junction of MoPac and Lake Austin Blvd; my husband has occupied our 100 year-old historic home since 1974; for myself, since 1996. To be asked to endure such flyovers in our neighborhood goes against every thing we approved and envisioned. At the heart of the issue is increased environmental, noise and air quality degradation, (there is yet to be released environmental impact statements on your website) and throws even more heat gain into this neighborhood from cars, and increased concentration of concrete.



The historic Johnson Creek has been irreversibly damage from the 1st MoPac construction/runoff -- it no longer flows; with the flyovers, Lake Austin will face even greater issues of run off and decline. Take a walk through the soccer fields of Zilker Park and listen to the traffic noise, which I do almost every day; isn't it reasonable to assume that the high noise level that exists now from MoPac will be magnified exponentially with flyovers? Which are almost impossible to soundproof because of the elevations? And, yes, when will the environmental studies for MoPac extension be released to the public????

We have been good care providers of a piece of Austin history; yet at every turn, in the last 15 years, we have been inundated with local, county and state governmental policies and decisions that make it less and less desirable and possible for us to keep this property. In a neighborhood that exemplifies what Austin was once all about.

I ask that you please extend the cut-off date past today, March 9, and allow more time for public input for this LAST MINUTE PLAN FOR FLYOVERS, and better yet, take this last minute, sad, sad plan for inner-city flyovers totally off the books.

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#188]  
**Date:** Thursday, March 05, 2015 12:36:39 PM

---

Comment Type *	Official Comment
Name *	Amy Ehrlich
Email *	
Address	

Message \*

I am a parent of four Austin High School graduates and resident of West Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic has me extremely concerned. To imagine novice drivers having to exit the northbound Express lane and then safely navigate three lanes in order to turn right to get to school daily is frightening. I feel that the safety of our children should be of the highest consideration in designing our roads. Please consider alternatives to ensure the safety of Austin High School students and community.



**MOPAC SOUTH**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015**

Please fill this out to sign up for updates on this study.

NAME (PLEASE PRINT): Carl Van Ryswyk

EMAIL: [REDACTED]

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.

- Historic Resources
- Bicycle/Pedestrian
- Aesthetics/Context Sensitive Solutions
- Parks
- Transit
- Environmental/Water Quality

Other Open up 3 lanes at Davis North Bound using shoulder to connect with 3 at Convict Hill Rd



**MOPAC SOUTH**  
ENVIRONMENTAL STUDY

6

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015**

Please fill this out to sign up for updates on this study.

NAME (PLEASE PRINT): Amber Elenz

EMAIL: [REDACTED]

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.

- Historic Resources
- Bicycle/Pedestrian
- Aesthetics/Context Sensitive Solutions
- Schools
- Parks
- Transit
- Environmental/Water Quality

Other Downtown exit strategy off of Express lanes. Please build exit lanes past Austin High entrances.



# MoPac South

ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015

## COMMENT FORM

**DEADLINE for Comments: Monday, March 9, 2015**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Adele Ely

ADDRESS: [REDACTED]

COMMENTS: 1.) We really need to address the So. bound off-ramp to Bee Cave Rd. Please consider a new ramp so we don't have to cross multiple lanes in such a close space. 2.) I think the regional authority needs to reconsider connecting 45 to So. MoPac. Dumping more traffic directly onto S. MoPac will only negate the good being done by adding these lanes presented here.

Thank you for doing this very informative presentation.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting





# MoPac South

ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – February 26, 2015

### COMMENT FORM

**DEADLINE for Comments: Monday, March 9, 2015**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Dale Evans

ADDRESS: [REDACTED]

COMMENTS: ① The turn lane on MoPac South Access Rd to Wm Cannon west bound is shared with traffic going straight (south) through the light. During peak times you are not able to turn right (west) on Wm Cannon until the light is green. This really backs up traffic often even onto MoPac. If a dedicated turn lane was created it would really fix this problem.

② Please take the access road by COSTCO through to Convict Hill. This would greatly improve the flow of traffic on Wm Cannon and surrounding area.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:



I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#192]  
**Date:** Friday, March 06, 2015 9:19:05 AM

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Comment Type *	Official Comment
Name *	
Email *	
Message *	<p>Do not build more toll roads. How are you going to build over the greenbelt? You cannot just add onto (widen) the existing bridge – the capacity of the existing foundations is unknown. They had major problems with installation if the foundations of the existing bridges that span Barton creek. That is why the bike bridge couldn't be hung from the existing lanes. No more toll roads.</p>
Per Texas Transportation Code, §201.811(a)(5) check each of the following boxes that apply to you:	<ul style="list-style-type: none"><li>• I am employed by TxDOT</li></ul>

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Feb 26, 2015 9:39 am

**To:** [REDACTED]

A new entry has been added to the form Comment on the SH45 SW draft Environmental Impact Statement at [keepmopaclocal.org](http://keepmopaclocal.org):

**Name :** Steven Flood

**Email :** [REDACTED]

**Subject :** Please withdraw the SH45 SW draft Environmental Impact Statement

**Message :** Dear TxDOT, CTRMA, and local and state officials:

Please withdraw the draft Environmental Impact Statement on the proposed SH 45 SW toll road in favor of an honest and comprehensive analysis of the real project: the conversion of Mopac from a local commuter highway to an alternative Interstate 35 West.

TxDOT and the CTRMA are currently pursuing this conversion of Mopac to I-35 West in piecemeal fashion, with the 4 mile segment of SH 45 SW over the Barton Springs Edwards Aquifer recharge zone as just one of four pieces. The other pieces include: (1) building freeway (or tolled) mainlanes and bridges at the Mopac/Slaughter and Mopac/LaCrosse intersections; (b) expanding South Mopac from Slaughter all the way north, across Lady Bird Lake to Cesar Chavez with up to four toll lanes (2 in each direction); and (c) building SH 45 SW Phase II from FM 1626 to I-35 and SH 45 SE.

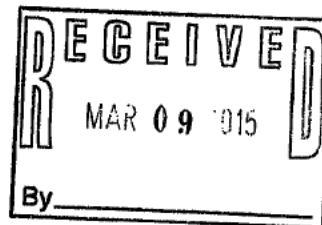
Mopac traffic is already maxed out, especially at the bottleneck that exists at the Lady Bird Lake bridge. Moving forward with SH 45 SW Phase I before figuring out what, if anything, can be done to this bottleneck only assures much worse traffic on Mopac and more pollution of the Barton Springs Edwards Aquifer.

The traffic, financial, environmental and social impacts of building SH 45 SW and expanding Mopac from Cesar Chavez to the southern terminus must be studied before taking the first step. The Austin community deserves, and sound planning requires, that we analyze the whole picture – including viable alternatives that keep Mopac a local commuter highway while improving commuter and interregional traffic flow along the I-35 corridor.

Please promptly undertake an honest evaluation of alternatives that do not divert I-35 commuters to already overwhelmed Mopac or further pave and pollute the Barton Springs Edwards Aquifer.

Thank you for your consideration.

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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#190]  
**Date:** Thursday, March 05, 2015 4:48:53 PM

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Comment Type *	Official Comment
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Name *	Joanne Foote
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Email *	[REDACTED]
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Message \*

I am an Austin High School parent and resident of South Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. The roads surrounding the school are already quite chaotic and inadequate during school drop-off and pick-up times, which coincide when access getting of/off Mopac are the most congested.

We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is extremely concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome.

Please consider alternatives to ensure the safety of Austin High School students and community, including ideas to improve the flow around the school and improve safety for the students who are traveling on foot, bike or skateboards to area Cap Metro Bus stops. There is inadequate areas for parents to park during school pick up in the afternoon and that should be addressed before any more cars are put on the road in this area. I urge you also to remember how many young, and inexperience drivers are coming to the school each day and will be navigating the area.

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# MoPac South ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – February 26, 2015

### COMMENT FORM

**DEADLINE for Comments: Monday, March 9, 2015**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Jeff Fowler

ADDRESS: [REDACTED]

COMMENTS: Between Wm. Cannon & Davis Lane, please consider immediately restriping the existing roadway in both directions to add one new lane in each direction between the on-/exit-ramps at Wm. Cannon & Davis. Very, very little new concrete or asphalt would need to be added between these two roads to make this suggestion happen – just new striping. Northbound, the Davis Ln on-ramp would become a dedicated lane that terminates as the Wm. Cannon off-ramp. Similarly, the southbound on-ramp at Wm. Cannon would become a dedicated lane that terminates as the Davis Ln off-ramp. Meanwhile, two other lanes in each direction would accommodate the pass-through traffic. Regarding ~~the~~ all of the proposed changes to South MoPac, I whole-heartedly agree with them as presented. Let's get started!

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

*Great design work!*



(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting



**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#145]  
**Date:** Wednesday, January 21, 2015 6:53:27 PM

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Comment Type *	General Inquiry
Name *	Robert Fowler
Email *	
Address	
Message *	Where is the Feb 26 open house? Not in the announcement.

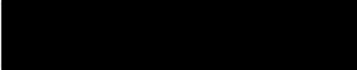
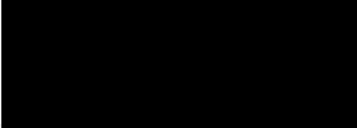
Per Texas Transportation Code, §201.811(a)(5) check each of the following boxes that apply to you:

- I do business with TxDOT



**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#193]  
**Date:** Friday, March 06, 2015 3:24:22 PM

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Comment Type *	Official Comment
Name *	John Foxworth
Email *	
Address	
Message *	After viewing the various plans, why are there no plans for potential future rail? Could the express lanes be built in such a way that they could support future rail lines? Bike trails are nice, but what happens when it's 104 F degrees and the price of gas is \$5+ a gallon? Let's think further into the future than what will solve today's problems!



**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015**

*Please fill this out to sign up for updates on this study.*

NAME (PLEASE PRINT): Bob Breihan

EMAIL: [REDACTED]

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.

- Historic Resources
- Bicycle/Pedestrian
- Aesthetics/Context Sensitive Solutions

- Parks
- Transit
- Environmental/Water Quality

Other \_\_\_\_\_  
\_\_\_\_\_



4

**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015**

*Please fill this out to sign up for updates on this study.*

NAME (PLEASE PRINT): Richard Francis

EMAIL: [REDACTED]

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.



- Historic Resources
- Bicycle/Pedestrian
- Aesthetics/Context Sensitive Solutions

- Parks
- Transit
- Environmental/Water Quality

Other Possible future Barton Skyway bridge?

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#143]  
**Date:** Thursday, January 08, 2015 8:45:41 AM

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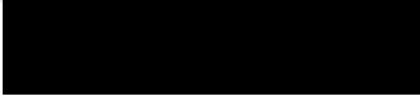
Comment Type *	General Inquiry
Name *	ALAN GALBREATH
Email *	
Address	

Message \*

Has anyone proposed a 3-tier idea? The added Mopac lanes would be depressed underpasses. Slaughter would be at grade. One of the left turn lanes would be depressed under the opposite lane (Ex. Westbound Slaughter to Southbound Mopac would go under Eastbound Slaughter). Then the opposite left turn lane (Eastbound Slaughter to Northbound Mopac in this example) would be a short flyover. You can still add your turnarounds (Eastbound to Westbound Mopac and vice-versa) easily. This would probably cost more, but would have zero stoplights. I sketched it quickly in MS Paint to give more of an idea, but can't attach it here.

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#194]  
**Date:** Friday, March 06, 2015 3:45:29 PM

---

Comment Type *	Official Comment
Name *	Alison Gallaway
Email *	
Address	
Message *	<p>It appears there is not an exit for 290/71 from any proposed toll lanes. Why not? Huge numbers of people get off and on Loop 1 from both these roads. Failure to address that will add huge amounts of cars to the already failing William Cannon exit.</p>

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#150]  
**Date:** Thursday, February 26, 2015 1:27:23 PM

---

Comment Type *	General Inquiry
Name *	Helen Garrett
Email *	[REDACTED]

Message \*

Has there been any consideration of opening up the Turnaround [travelling south, the exit immediately after the William Cannon exit] to allow traffic to enter and exit Mopac at Convict Hill Rd / Brush Country Rd?

I have lived on Beckett Rd for 25 years and my block is between William Cannon and Convict Hill Rd. It's the only block on Beckett where the houses face forward to the street. It's like a freeway now with cars getting to and from Mopac via Wm Cannon.

Now that cars can travel west on Convict Hill Rd to Hwy 290 in Oak Hill, that has provided a little relief.

Oh how I wish opening up that Turnaround was a possibility even if it were opening just the entrance or exit from Mopac.

---

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 4:37 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Chad Geraci

Email : [REDACTED]

Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

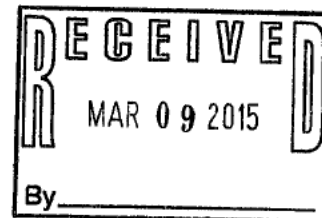
Message : Dear Officials,

Please don't allow them to follow through with this plan! This is an outrage.

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 3:15 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at [keepmopaclocal.org](http://keepmopaclocal.org):

Name : Robert Gilliland

Email : [REDACTED]

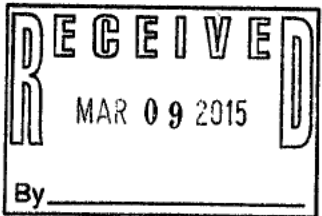
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

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4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#204]  
**Date:** Sunday, March 08, 2015 3:15:18 PM

---

Comment Type *	Official Comment
Name *	Marla Gilliland
Email *	
Address	

Message \*

I am an Austin High School parent and resident of Southwest Austin in the Oak Hill area. My neighborhood is zoned for Austin High school. For six years I have had my children on the road (Mopac) between here and AHS for early practice with the band and drill teams, and constantly commuting to be an active part of the central community of Austin High. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is not only concerning, but unthinkable. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 10:41 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Raul Gonzalez

Email : [REDACTED]

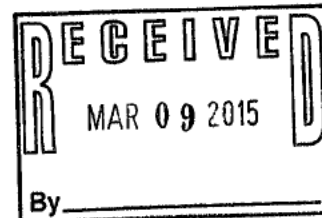
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
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4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015**

**COMMENT FORM**

**DEADLINE for Comments: Monday, March 9, 2015**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Vikki Goodwin

ADDRESS: [REDACTED]

COMMENTS: We need the extra lanes on South MoPac  
sooner rather than later. There is too  
much traffic now and more people  
moving here everyday.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Mon, Mar 09, 2015 3:04 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Jennifer Greenberg

Email : [REDACTED]

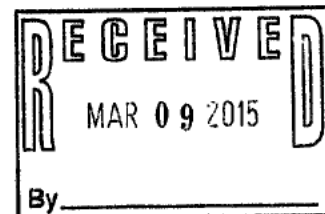
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015**

*Please fill this out to sign up for updates on this study.*

NAME (PLEASE PRINT): SANDY CAMPAN

EMAIL: [REDACTED]

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Historic Resources          | <input type="checkbox"/> Parks                       |
| <input checked="" type="checkbox"/> Bicycle/Pedestrian          | <input checked="" type="checkbox"/> Transit          |
| <input type="checkbox"/> Aesthetics/Context Sensitive Solutions | <input type="checkbox"/> Environmental/Water Quality |

Other \_\_\_\_\_  
\_\_\_\_\_



5

**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015**

*Please fill this out to sign up for updates on this study.*

NAME (PLEASE PRINT): Karen Hammond

EMAIL: [REDACTED]

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.



- |   |  |
|---|--|
| <input type="checkbox"/> Historic Resources                     | <input type="checkbox"/> Parks                       |
| <input type="checkbox"/> Bicycle/Pedestrian                     | <input type="checkbox"/> Transit                     |
| <input type="checkbox"/> Aesthetics/Context Sensitive Solutions | <input type="checkbox"/> Environmental/Water Quality |

Other apt off Mopac @ Bee Caves Rd



**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#170]  
**Date:** Wednesday, March 04, 2015 11:33:39 AM

---

Comment Type *	Official Comment
Name *	Amy Harris
Email *	
Address	

**Message \***

I am an Austin High School parent and resident of Southwest Austin I am extremely concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, very inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is extremely alarming. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is a very scary idea. Please consider alternatives to ensure the safety of Austin High School students and community. IT'S ESSENTIAL WE PROTECT OUR CHILDREN AT ALL COSTS. IT SEEMS THAT YOU HAVE NOT KEPT AUSTIN HIGH AS AN IMPORTANT STAKE HOLDER IN THIS DESIGN PROCESS. LIVES ARE AT STAKE HERE. PLEASE RECONSIDER.

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 5:44 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : John Hartigan

Email : [REDACTED]

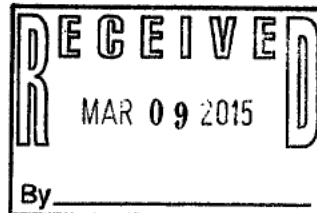
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Wed, Mar 04, 2015 6:36 am

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Perry Heitman

Email : [REDACTED]

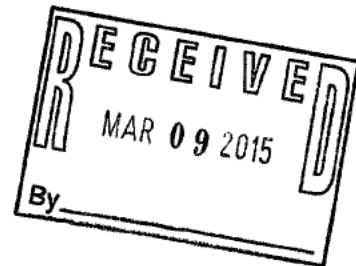
Subject : Please withdraw the SH45 SW draft Environmental Impact Statement

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Study the impact of expanding Mopac/SH 45 SW as a loop project, which is a likely outcome; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway;
4. Implement Rail and expanded mass transit options; and
5. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Mon, Mar 09, 2015 12:38 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Susan Hile

Email : [REDACTED]

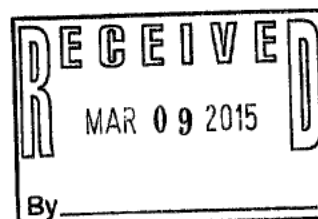
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School  
please do not add the proposed expansion to Mopac. Our communities have already been changed due to the addition of two lanes. The noise will be unbearable and so will the landscape of our loved communities. We do not want to become Dallas or Houston.

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3/9/2015

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 3:40 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : David Hixon

Email : [REDACTED]

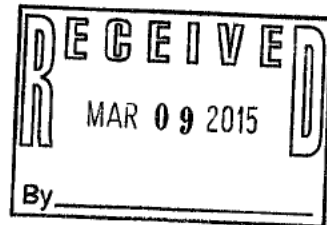
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#218]  
**Date:** Monday, March 09, 2015 12:11:28 PM

---

Comment Type \* Official Comment

Name \* Gaye Holden

Email \* 

Message \*

I do not like the plan to feed express traffic onto Cesar Chavez right where Austin High sits. There are only two ways to the school and two ways out, and both are totally impacted by Mopac's existence. Not only will the school likely have to deal with traffic generated by the round-a-bout proposed to help northbound traffic enter the northern section of the tollroad, but now fast express lanes will enter Cesar Chavez right where the school is located. The exit off of Cesar Chavez (headed east) to get to the school is already problematic in that drivers nearly have to come to a complete crawl to make the nearly 180 degree turn to get to the school, but now intersection will be worse with speeding cars zooming past/tailgating/switching lanes to get ahead by 10 feet. I have two teenage drivers who attend AHS-- and I have trouble with these types of complicated and fast intersections--so they certainly do and will. Maybe money coming from the state's Rainy Day fund can be used to buy the school? Soon, it will be encircled by high speed driving lanes, ensuring that those folks who live in the suburbs can get in and out of downtown more quickly and easily.

---



**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#146]  
**Date:** Thursday, February 05, 2015 2:25:10 PM

---

Comment Type *	Official Comment
Name *	Iain Howe
Email *	
Address	

Message \*

I had written in about this before, but a simple solution for South MoPac, which would alleviate a lot of the back-up, is to extend the MoPac on-ramp from 2222/Bee Cave so that it joins the exit ramp to 360/Barton Creek Mall.

From traveling that direction each day, the bottleneck always begins at that on-ramp right under Barton Skyway overpass. From there it backs up across the river and to the 1st/5th Street split. Since the SB area right before Barton Skyway overpass is at the bottom of a hill, an on-ramp extending up the hill and joining the 360/Barton Creek Mall exit ramp would allow traffic entering the freeway at the on-ramp to do so at speed, which would allow flow-through SB MoPac traffic to keep moving. With an extended on-ramp, vehicles from 2222/Bee Cave could much more easily merge onto SB MoPac as they would have plenty of time/distance to do so.

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 8:18 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Robert James

Email [REDACTED]

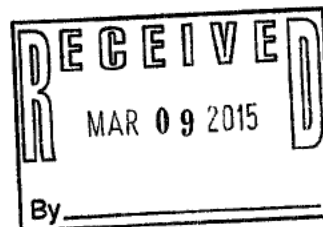
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:



1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#212]  
**Date:** Monday, March 09, 2015 10:25:56 AM

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Comment Type *	Official Comment
Name *	Jordan Johnson
Email *	
Address	
Message *	No more toll roads! Toll roads are only good for lining the pockets of contractors. We don't need anymore express lanes for the rich. Consider sustainable transportation solutions for Austin instead of terrible toll road ideas!

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [iengelhardt@rifeline.com](mailto:iengelhardt@rifeline.com)  
**Subject:** Contact Form [#211]  
**Date:** Monday, March 09, 2015 8:59:16 AM

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Comment Type \* Official Comment

Name \* Katherine Jones

Email \*

Address

Message \*

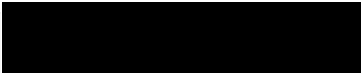
We are OPPOSED to double decker layering of Mopac Expressway!

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#172]  
**Date:** Wednesday, March 04, 2015 11:54:25 AM

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Comment Type *	Official Comment
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Name *	Elizabeth Kalbacher
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Email *	
---------	--

Address	
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Message \*

I am an Austin High School parent and resident of South-West Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.

Thank you.

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#220]  
**Date:** Monday, March 09, 2015 1:30:57 PM

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Comment Type *	Official Comment
----------------	------------------

Name *	Nanci Kehoe
--------	-------------

Email *	[REDACTED]
---------	------------

Message \*

Hello,

As a long time resident of West Austin, and a parent of several children in the AISD, I am concerned about proposed egress of northbound Express Lanes onto Cesar Chavez.

The proposal, as I see it, would require drivers exiting the Express lane flyover to quickly travel across several lanes of traffic to make the right hand turn onto AHS property. This sounds like a disaster, considering that many of the drivers that will be attempting this task will be young and inexperienced.

One solution may be to have the Express lane egress merge with eastbound traffic AFTER the point where drivers can turn right to AHS. This would require all vehicles heading to AHS to do so in the presently existing lanes of Mopac/Cesar Chavez and NOT via Express lanes.

While this is just one possible scenario, I implore the CTRMA to find a solution that will not put our children at risk to serious harm or death resulting from auto accidents.

In addition, I also encourage you to extend the public hearing timeline on this very important issue...11 days is just not enough!


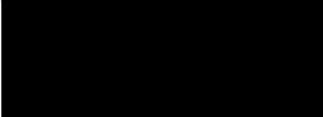
Respectfully,  
Nanci Kehoe

---



**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#217]  
**Date:** Monday, March 09, 2015 11:39:20 AM

---

Comment Type *	Official Comment
Name *	Sandra Keller
Email *	
Address	

Message \*


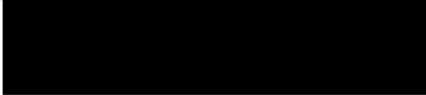
I am deeply troubled by the newly released plans for MoPac South. Four tolled lanes over Lady Bird Lake – including two that are elevated 25 feet above the existing roadway – will negatively impact Zilker Park, Lady Bird Lake, Butler Hike and Bike Trail, Austin High School and the surrounding neighborhoods on both sides of the lake. Noise pollution, visual obstruction, and water contamination are the most serious issues raised but are far from the only problems associated with this plan. No clearly delineated connections of the elevated sections to Ceasar Chavez or 5th Street are currently available to the public. For these reasons, i oppose the current proposal for MoPac South.

Additionally, I strongly urge that the comment period be extended to at least the beginning of April. The expanded plans for reworking Loop 1 were unveiled less than two weeks ago. Eleven days is insufficient time to inform the community and consider the impact of such material changes. Without additional input the erosion of public trust that already clouds CTRMA and CAMPO will only increase.

Sandra L. Keller


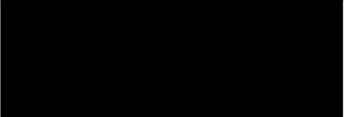
**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#223]  
**Date:** Monday, March 09, 2015 2:18:13 PM

---

Comment Type *	Official Comment
Name *	Denise Ketcham
Email *	
Address	
Message *	<p>I am an Austin High School parent and resident of Central Austin (Rosedale). I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p>

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atmlinson@HNTB.com](mailto:atmlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#222]  
**Date:** Monday, March 09, 2015 2:14:42 PM

---

Comment Type *	Official Comment
Name *	Kim Klataske
Email *	
Address	
Message *	<p>I am an Austin High School parent and resident of South Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p>

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 3:46 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Diane Kloc

Email : d.kloc@sbcglobal.net

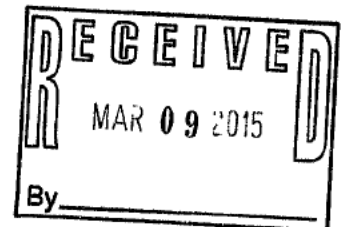
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:


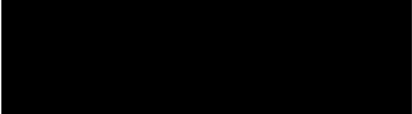
1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#185]  
**Date:** Thursday, March 05, 2015 8:11:12 AM

---

Comment Type *	Official Comment
Name *	Karen Kreps
Email *	
Address	
Message *	I strongly oppose the addition of any toll lanes on Mopac. It will be detrimental to Austin high school and it would make it difficult for me to drive in and out of my own home. I oppose the connection to SH 45 due to the increase of traffic it will bring.

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#158]  
**Date:** Saturday, February 28, 2015 6:39:18 PM

---

Comment Type \* General Inquiry

Name \* Joyce Lally

Email \*

Address

Message \*

I feel as if perhaps I don't have enough information or else no one in their right mind who lives along Mopac from Cesar Chavez to mopac troll back to north I-35 towards round rock would support this. . If you link south MOPAC with I 35 (without a light between) we will end up with:

-18 wheeler trucks using the loop to avoid downtown austin via I35, (result-mopac will be twice as polluted -remember we live here! and because 18 wheelers are very hard on roads, plenty of potholes). As it stands there are not many 18 wheelers that travel mopac but that will definitely change.

-loads of non austin motorists just going through Austin but via mopac to avoid the constant I-35 snarl. If so, this addition will not ease our local commute. It would seem that it would make traffic worse because we are adding that "passing through" element

Maybe I am missing something, but the only winners are I-35 commuters at our neighborhoods' expense. I-35 will ease, but our neighborhood would appear to acquire a commute that has added dangerous 18 wheeler trucks, increased pollution in our backyards, potholes and more traffic.

Wow. What a deal. I would love to know if im missing some information that would convince me this is good thing? Thanks



**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#187]  
**Date:** Thursday, March 05, 2015 10:54:27 AM

---

Comment Type \* General Inquiry

Name \* Julia Lancaster

Email \* 

Message \*

1. I appreciate the care and concern taken to preserve the Edwards Aquifer.
  2. Ultimately, population growth is a main source contributing to traffic woes.
  3. The elimination of the entrance to MoPAC South from the access road by Target is a good choice; however, this change will not greatly reduce traffic congestion because of:
    - (a) The Hwy 71 fly-over traffic entering MoPAC South just before the Wm. Cannon exit creates congestion for exiting traffic at Wm Cannon (from MoPAC) and the entering fly-over traffic to MoPAC vying for access to MoPAC.
    - (b) The bottleneck at Wm. Cannon/MoPAC exit (and access road) most times of the day, with traffic exiting MoPAC, the 71 flyover traffic, as well as access road traffic. If possible, construct a right turn lane at Wm. Cannon (by Chase Bank). This new turn lane would alleviate the traffic backlog at the signal light and allow vehicles to move off the access road quicker.
  4. There is a lot of concrete in this plan. It seems the overall MoPAC South (and North) upgrade plan will create a long sea of concrete from north to south Austin.
  5. Who will be the toll contractor? Past tollway operations have demonstrated significant failures: from the SH130 low usage and high fees and SH 130 Concession Company's massive debt problems to the TXTag billing fiasco that has created frustrations for toll users and unnecessary financial harm for some people.
  6. Make a small exit footprint off MoPAC at Convict Hill because when traffic is backed up at the Wm. Cannon exit traffic is forced to exit at Davis. When some vehicles exit at Davis they double back to get to their point of destination.
  7. The Davis entrance to MoPAC North is dangerous, especially when it is dark outside. West bound traffic does not stop and is difficult to see. Accidents or near misses have occurred.
  8. There seems to be no reason for express lanes past Slaughter, and the proposed express roads die at odd places north and south bound.
  9. There is no viable, efficient, and quick alternative motorized mode of transportation (bus or rail) for those living in SW Austin to travel around the city. A two hour one way morning bus ride to North Austin (with one or more exchange) does not encourage bus rider usage.
-



# MoPac South

ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – February 26, 2015

### COMMENT FORM

**DEADLINE for Comments: Monday, March 9, 2015**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Maggie Lee

ADDRESS: [REDACTED]

COMMENTS: I disagree with MoPac South Toll Road project. I strongly believe the city should provide everyone a free new lane on MoPac but definitely not the toll lane. Why we have to suffer to build the new toll lane and we have to pay to get on the lane. It only benefits the wealthy and give them privilege to use the lane, that's discrimination against the poor and public. We need new free lanes on MoPac for everybody. Why ~~not~~<sup>stop</sup> those commercial big trucks or 18 wheelers to ~~pay~~ use MoPac, they occupy all the space on MoPac.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)). Check each of the following boxes that apply to you: I am strongly against the toll road on MoPac. I am strongly disagree you take away my right to get free lanes on MoPac.

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Mon, Mar 09, 2015 2:52 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

**Name :** Julie Lewis

**Email :** [REDACTED]

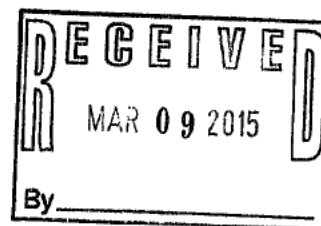
**Subject :** Study the whole Mopac/45SW toll loop first; keep Mopac local

**Message :** Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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**MOPAC SOUTH**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015**

*Please fill this out to sign up for updates on this study.*

NAME (PLEASE PRINT): Roxanne McKee

EMAIL: \_\_\_\_\_

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.

- Historic Resources
- Bicycle/Pedestrian
- Aesthetics/Context Sensitive Solutions
- Parks
- Transit
- Environmental/Water Quality

Other \_\_\_\_\_



**MOPAC SOUTH**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015**

*Please fill this out to sign up for updates on this study.*

NAME (PLEASE PRINT): Molly M

EMAIL: \_\_\_\_\_

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.

- Historic Resources
- Bicycle/Pedestrian
- Aesthetics/Context Sensitive Solutions
- Parks
- Transit
- Environmental/Water Quality

Other no toll roads

3

1 MR. COLIN MacDOUGAL: I would like the  
2 planning and engineering group to pay particular  
3 attention to any increased noise that's going to flow  
4 off these changes into Rollingwood and look at the  
5 design of the access to the tollways northbound, because  
6 it is critical that residents in Rollingwood, Westlake,  
7 Westlake Hills, have access to the express lanes from  
8 Bee Cave interchange.

9 MR. BOB BREIHAN: First place, I've been  
10 a resident of Austin since 1951, and I've watched it  
11 expand. And I'm very concerned about the impact of  
12 expansion and particularly this type of expansion as the  
13 roadway's proposal suggests.

14 On the water quality, since we sit on the  
15 Barton Springs Aquifer -- and we've had some respect for  
16 it, but there's always push to do more, to build more,  
17 to, you know, invade that aquifer more and more by the  
18 growth of Austin's automobiles and people and buildings  
19 and so forth.

20 And just last night, I watched a TV thing  
21 on EDTV about parks of the world where just a little bit  
22 of change started and then the result was a whole lake  
23 disappeared. That was in Russia.

24 And this -- another part of it was the  
25 southern end of the Colorado River, out western part of

1 the country, not the Colorado here, and how we found  
2 reasons always to do something. And what it did, it  
3 sort of killed off a lot of area associated with the  
4 physical environment.

5                   And that's one of my fears. I -- we are  
6 accommodating cars. That's the number one goal. That's  
7 not my number one goal. We can do more with public  
8 transportation than we have done. But we're  
9 facilitating more and more cars, and that is impacting  
10 this very sensitive ecosystem of water.

11                   I spend a good bit of time working with a  
12 water board of a water district, and we're dependent on  
13 water from the Colorado River. And that's only  
14 tangential to this. It's not connected to this, but  
15 it's, again, a picture of how we're -- we're making a  
16 priority of economics and use in business and not being  
17 sensitive as we should to the physical environment in  
18 which this is happening. I guess that's clear enough.

19  
20  
21  
22  
23  
24  
25



Comments (Colin Mac Dougal)

1) Express Lane access North from 2244  
Is it true that our access to the  
express lanes currently is only temporary?  
I heard at this meeting that when  
the south section joins with the North  
section our access will disappear. This  
affects Rollingwood, West Lake and West  
Lake Hills greatly and is unacceptable.  
Please find an engineering solution.

①



**MOPAC SOUTH**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015**

Please fill this out to sign up for updates on this study.

NAME (PLEASE PRINT): Colin MacDougal

EMAIL: [REDACTED]

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.

Historic Resources

Bicycle/Pedestrian

Aesthetics/Context Sensitive Solutions

Parks

Transit

Environmental/Water Quality

Other Noise  
Express lane access from 2244

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local <[redacted]>

**Date:** Thu, Mar 05, 2015 2:48 pm

**To:** [redacted]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Joseph MacNaughton

Email : [redacted]

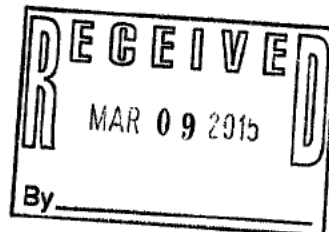
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

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2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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**Subject:** New entry added

**From:** Keep Mopac Local <[REDACTED]>

**Date:** Thu, Mar 05, 2015 3:25 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Majesta Majorca

Email : [REDACTED]

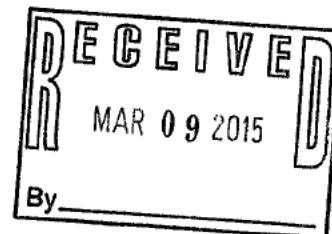
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

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4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#180]  
**Date:** Wednesday, March 04, 2015 5:22:14 PM

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Comment Type *	Official Comment
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Name *	Andrew Mawer
--------	--------------

Email *	[REDACTED]
---------	------------

Message \*


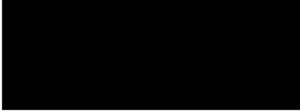
Dear CTRMA – I am an Austin High School parent and resident of West Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.

Thank you for your consideration,  
Andrew Mawer

---

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#171]  
**Date:** Wednesday, March 04, 2015 11:46:30 AM

---

Comment Type *	Official Comment
Name *	Connie Mawer
Email *	
Address	

**Message \***

I am an Austin High School parent and resident of West Austin. I am very concerned about the increase in traffic that will result from Mopac Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and the community. Thank you.

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#159]  
**Date:** Tuesday, March 03, 2015 12:53:31 PM

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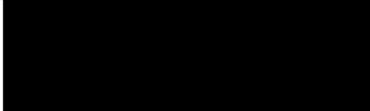
Comment Type *	General Inquiry
Name *	Rebecca May
Email *	[REDACTED]
Message *	Is there an Open House on March 9,2015? if yes, where and what time? Thank you, Rebecca

---



**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#200]  
**Date:** Sunday, March 08, 2015 12:43:22 PM

---

Comment Type *	General Inquiry
Name *	Linda McCoy-Schriever
Email *	
Address	
Message *	<p>I am an Austin High School parent and resident of West Austin.</p> <p>I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p>

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local <[REDACTED]>

**Date:** Mon, Mar 09, 2015 2:57 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Liz McGuire

Email : [REDACTED]

Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

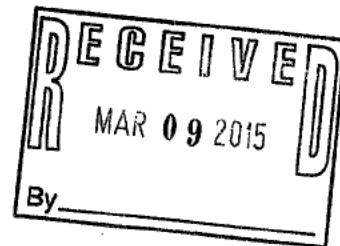
Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

I'm writing to request the following as you make proposals and decisions regarding Mopac expansions...

1. Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

Sincerely,  
Liz McGuire  
Deep Eddy resident

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**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 3:10 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Bill Meacham

Email : [REDACTED]

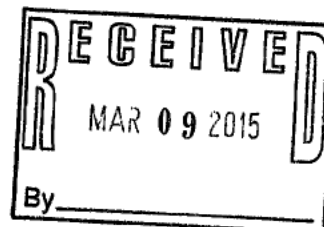
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:


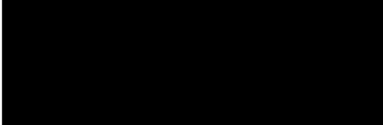
1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#157]  
**Date:** Saturday, February 28, 2015 1:29:32 PM

---

Comment Type *	Official Comment
Name *	Ron Meade
Email *	
Address	

Message \*

Comments following Open House at Hill CO. Elem.

1. S.B. MOPAC Exit ramp to William Cannon: proposed design changes won't adequately relieve the congestion that forms during peak times. SUGGESTION: When on-ramp from SB access road (near TARGET) is eliminated, divide flyover lane into two merge options: A) enter MOPAC SB (as current) or B) divert to SB Access road.
2. Add a dedicated right turn lane onto William Cannon to improve traffic flow.
3. Express lanes from both SB and NB traffic, as well as general purpose lanes, all converge onto two lanes at Cesar Chavez heading into down town. This appears to create a bottleneck which will be amplified by stoplight near YMCA (at Lamar)
3. Please keep emphasis on alternative travel options: protected bicycle/pedestrian lanes

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local <[redacted]>

**Date:** Thu Mar 05 2015 9:28 pm

**To:** [redacted]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

**Name :** Mona Mehdy

**Email :** [redacted]

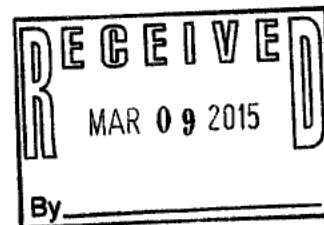
**Subject :** Study the whole Mopac/45SW toll loop first; keep Mopac local

**Message :** Dear City, County, TxDOT, CTRMA and CAMPO officials:

Individually driven automobiles should be discouraged rather than subsidized and encouraged, in 2015 given the host of planet wide problems associated with fossil fuels, pollution, land use. Going in the exact opposite direction, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin which will increase auto traffic and use. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](mailto:Bruck,Tricia); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#181]  
**Date:** Wednesday, March 04, 2015 6:27:38 PM

---

Comment Type *	Official Comment
Name *	Anne Miller
Email *	[REDACTED]
Message *	<p>I am an Austin High School parent and resident of Central Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p>

---

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Mon, Mar 09, 2015 2:54 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Kathryn Miller Anderson

Email : [REDACTED]

Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School


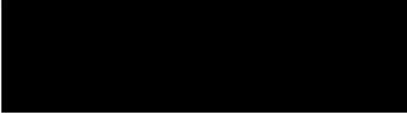
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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#184]  
**Date:** Wednesday, March 04, 2015 10:14:08 PM

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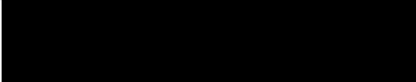
Comment Type *	Official Comment
Name *	Jennifer Modesett
Email *	
Address	

Message \*

I am an Austin High School parent and resident of [South Austin, East Austin, West Austin]. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#177]  
**Date:** Wednesday, March 04, 2015 2:04:10 PM

---

Comment Type *	Official Comment
Name *	David Muñoz
Email *	
Address	

**Message \***

ATTENTION: CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

I am an Austin High School parent and resident of Southwest Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.

Sincerely,  
David MUñoz

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#176]  
**Date:** Wednesday, March 04, 2015 1:59:43 PM

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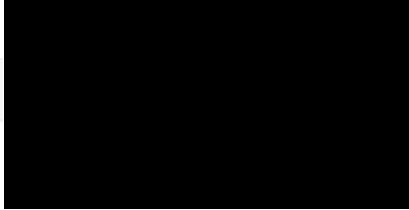
Comment Type \*

Official Comment

Name \*

Email \*

Address



Message \*

Attention: Central Texas Regional Mobility Authority

I am an Austin High School parent and resident of Southwest Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.

Sincerely,  
Stephanie Muñoz

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Fri, Mar 06, 2015 8:04 am

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Thomas Murphy

Email : [REDACTED]

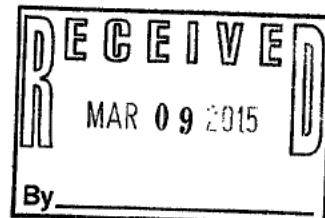
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Fri, Feb 27, 2015 9:05 am

**To:** [REDACTED]

A new entry has been added to the form Comment on the SH45 SW draft Environmental Impact Statement at [keepmopaclocal.org](http://keepmopaclocal.org):

Name : Dr. Noster

Email : [REDACTED]

Subject : Please withdraw the SH45 SW draft Environmental Impact Statement

Message : Dear TxDOT, CTRMA, and local and state officials:

Please withdraw the draft Environmental Impact Statement on the proposed SH 45 SW toll road in favor of an honest and comprehensive analysis of the real project: the conversion of Mopac from a local commuter highway to an alternative Interstate 35 West.

TxDOT and the CTRMA are currently pursuing this conversion of Mopac to I-35 West in piecemeal fashion, with the 4 mile segment of SH 45 SW over the Barton Springs Edwards Aquifer recharge zone as just one of four pieces. The other pieces include: (1) building freeway (or tolled) mainlanes and bridges at the Mopac/Slaughter and Mopac/LaCrosse intersections; (b) expanding South Mopac from Slaughter all the way north, across Lady Bird Lake to Cesar Chavez with up to four toll lanes (2 in each direction); and (c) building SH 45 SW Phase II from FM 1626 to I-35 and SH 45 SE.

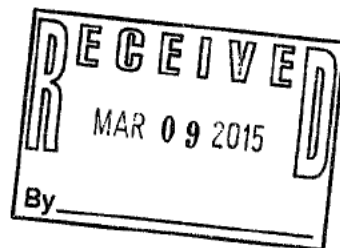
Mopac traffic is already maxed out, especially at the bottleneck that exists at the Lady Bird Lake bridge. Moving forward with SH 45 SW Phase I before figuring out what, if anything, can be done to this bottleneck only assures much worse traffic on Mopac and more pollution of the Barton Springs Edwards Aquifer.

The traffic, financial, environmental and social impacts of building SH 45 SW and expanding Mopac from Cesar Chavez to the southern terminus must be studied before taking the first step. The Austin community deserves, and sound planning requires, that we analyze the whole picture – including viable alternatives that keep Mopac a local commuter highway while improving commuter and interregional traffic flow along the I-35 corridor.

Please promptly undertake an honest evaluation of alternatives that do not divert I-35 commuters to already overwhelmed Mopac or further pave and pollute the Barton Springs Edwards Aquifer.

Thank you for your consideration.

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[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Mon, Mar 09, 2015 2:43 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at [keepmopaclocal.org](http://keepmopaclocal.org):

Name : Tiffany O'Shea

Email : [REDACTED]

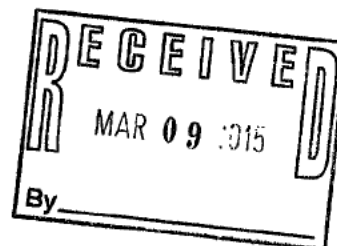
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:


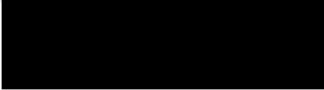
1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
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4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](mailto:Bruck, Tricia); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#175]  
**Date:** Wednesday, March 04, 2015 1:04:09 PM

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Comment Type *	Official Comment
Name *	Kim Oswald
Email *	
Address	

Message \*

1. You need to develop unbiased surveys that will collect the opinions and concerns of respondents. It is, for example, impossible to interpret "very aware" as equivalent to "strongly agree" or agree at all. Some of the statements listed as facts in the survey are not facts at all. Survey participants should not have only "not aware" as a way to disagree.

2. The evaluation of alternatives presented suggests that the Express lane option is "best" for reducing travel times for ALL drivers, relative to additional general use lanes or additional lanes that are HOV. It is impossible for this to be true. If additional lanes are added that are accessible to all drivers, they will carry more traffic than having the same number of lanes, with 2 lanes carrying a much smaller number. Assuming 5 total lanes, That is  $(5 \text{ lanes} * Y \text{ cars/lane}) > (3 \text{ Lanes} * Y \text{ cars/lane}) + (2 \text{ Lanes} * (Y-n) \text{ cars per lane})$ . To cover the same total number of cars, more cars must be in the non-tolled lanes, making them move more slowly.

HOV lanes improve the math if the lanes encourages more people to carpool. If the same number carpool after construction of additional lanes as carpool now, the math is the same as for the express lane option.

Both scenarios ignore the additional congestion arising when the separated lanes have to merge into general lanes in order to exit. With limited accessible exits, there is a substantial overload before each of these exits, further slowing traffic in the general use lanes relative to the congestion when exiting traffic is dispersed across lanes prior to exit.

3. Tolls will not and can not pay the full cost of construction at the rates suggested in the materials presented here for a very, very long time. And yet, at the end of the borrowed money and interest held by the tolling entity for that very, very long time, that entity will continue to collect tolls and the city will still be paying for repairs.

I expect that this alternative provides accounting benefits to the City in the short run, but excessive long-term costs. Moreover, I expect that traffic congestion will be worse relative to other options with equivalent lane additions.



3/9/2015

[Print](#) | [Close Window](#)**Subject:** New entry added**From:** Keep Mopac Local [REDACTED]**Date:** Thu, Mar 05, 2015 9:32 am**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at [keepmopaclocal.org](http://keepmopaclocal.org):

Name : Matthew Otto

Email : [REDACTED]

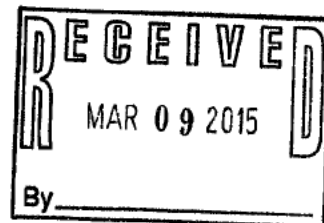
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

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**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015**

**COMMENT FORM**

**DEADLINE for Comments: Monday, March 9, 2015**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Tim Overlund

ADDRESS: [REDACTED]

COMMENTS: Bee Caves traffic needs better access to express lanes.

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\_\_\_\_\_

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting



**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#155]  
**Date:** Friday, February 27, 2015 1:15:27 PM

---

Comment Type *	General Inquiry
Name *	Stacy Pandey
Email *	[REDACTED]
Message *	<p>Is re-designing the intersection between Lake Austin Blvd and Mopac being considered as part of this project (or another project that isn't part of this)? That intersection does not work at all during rush hour coming from Lake Austin Blvd onto Mopac. There is yield only for the right lane (which isn't even a proper turn lane) and when the highway backs up only a few cars can get through per light cycle making it more reliable to go up to enfield to enter mopac south instead of taking chances with Lake Austin blvd.</p> <p>thanks, stacy</p>



# MoPac South

ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – February 26, 2015

### COMMENT FORM

**DEADLINE for Comments: Monday, March 9, 2015**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): D CRAIG PARKER

ADDRESS: [REDACTED]

COMMENTS: CONSIDER SEGMENTAL DESIGN  
@ FLYOVER @ LADY BIRD LAKE TO  
1st

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting



**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#215]  
**Date:** Monday, March 09, 2015 10:58:07 AM

---

Comment Type *	Official Comment
Name *	Susan Pascoe
Email *	[REDACTED]
Address	 2502 Hartford Rd. Austin, Texas 78703 United States

Message \*

I am opposed to the double decking of MoPac over Lady Bird Lake. The visual intrusion as well as the environmental damage would carry significant long term cost and consequence. I do not think the actual environmental and human costs have been adequately calculated or explained. The original plan of one additional lane in each direction should be maintained. Additionally, since numerous Austin residents are not aware of the current plan or the proposed plan, I join Travis County Commissioner Bridget Shea in requesting that the comment period be extended to April 2, 2015. I also encourage wider publicity and discussion of the additions you are proposing. Thank you.

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu Mar 05 2015 3:41 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Annalisa Peace

Email : [REDACTED]

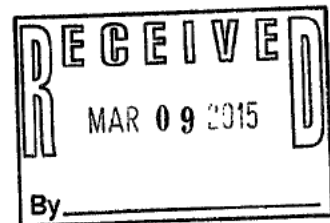
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

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**MoPac South**  
ENVIRONMENTAL STUDY

**MoPac South from Cesar Chavez Street to Slaughter Lane  
Open House – February 26, 2015**

**COMMENT FORM**

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NAME (PLEASE PRINT): RICK PERKINS

ADDRESS: [REDACTED]

COMMENTS: I think we are FINALLY GETTING 1990'S  
Freeway system.

Thank you. Please be sure to work on  
upgrading Cesar Chavez, + SW Parkway,

Roadway Egress to Ingram.

thx.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:



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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting





**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#197]  
**Date:** Sunday, March 08, 2015 12:32:04 PM

---

Comment Type *	Official Comment
Name *	Sue Phillips
Email *	
Address	
Message *	<p>I am an Austin High School parent and resident of west Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p>

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local - [REDACTED]

**Date:** Thu, Mar 05, 2015 2:59 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Tom Price

Email : [REDACTED]

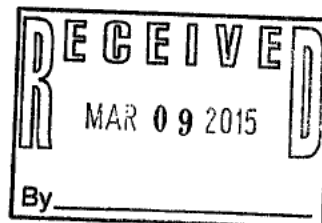
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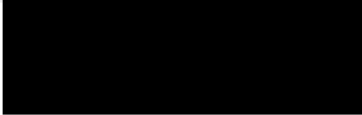
**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#166]  
**Date:** Wednesday, March 04, 2015 9:41:02 AM

---

Comment Type *	Official Comment
Name *	Anthony Propst
Email *	
Address	
Message *	<p>I am an Austin High School parent and resident of West Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p>

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#162]  
**Date:** Wednesday, March 04, 2015 8:04:34 AM

---

Comment Type *	Official Comment
Name *	Wendy Propst
Email *	
Address	

Message \*

To Whom it May Concern:

I am an Austin High School parent and resident of West Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.

Best,

Wendy Propst

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Sat, Feb 28, 2015 11:14 am

**To:** [REDACTED]

A new entry has been added to the form Comment on the SH45 SW draft Environmental Impact Statement at keepmopaclocal.org:

Name : Janice W Randle

Email [REDACTED]

Subject : Please withdraw the SH45 SW draft Environmental Impact Statement

Message : Dear TxDOT, CTRMA, and local and state officials:

Please withdraw the draft Environmental Impact Statement on the proposed SH 45 SW toll road in favor of an honest and comprehensive analysis of the real project: the conversion of Mopac from a local commuter highway to an alternative Interstate 35 West.

TxDOT and the CTRMA are currently pursuing this conversion of Mopac to I-35 West in piecemeal fashion, with the 4 mile segment of SH 45 SW over the Barton Springs Edwards Aquifer recharge zone as just one of four pieces. The other pieces include: (1) building freeway (or tolled) mainlanes and bridges at the Mopac/Slaughter and Mopac/LaCrosse intersections; (b) expanding South Mopac from Slaughter all the way north, across Lady Bird Lake to Cesar Chavez with up to four toll lanes (2 in each direction); and (c) building SH 45 SW Phase II from FM 1626 to I-35 and SH 45 SE.

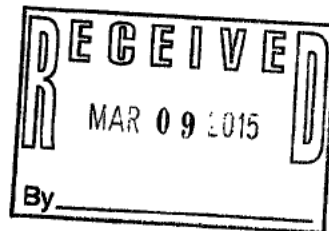
Mopac traffic is already maxed out, especially at the bottleneck that exists at the Lady Bird Lake bridge. Moving forward with SH 45 SW Phase I before figuring out what, if anything, can be done to this bottleneck only assures much worse traffic on Mopac and more pollution of the Barton Springs Edwards Aquifer.

The traffic, financial, environmental and social impacts of building SH 45 SW and expanding Mopac from Cesar Chavez to the southern terminus must be studied before taking the first step. The Austin community deserves, and sound planning requires, that we analyze the whole picture – including viable alternatives that keep Mopac a local commuter highway while improving commuter and interregional traffic flow along the I-35 corridor.

Please promptly undertake an honest evaluation of alternatives that do not divert I-35 commuters to already overwhelmed Mopac or further pave and pollute the Barton Springs Edwards Aquifer.

Thank you for your consideration.

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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#174]  
**Date:** Wednesday, March 04, 2015 12:52:49 PM

---

Comment Type *	Official Comment
Name *	Crystal Reynolds
Email *	[REDACTED]
Address	[REDACTED]
Message *	<p>Please consider having access to the toll lane on northbound MoPac prior to the proposed entry north of 360. There is a significant amount of northbound traffic that enters Mopac from Southwest Parkway (which will only increase with planned/in-process commercial and residential development), as well as Ben White/290/71. The same holds true for motorists needing to exit Southbound Mopac prior to those same feeder roads. This is crucial to the success of a planned tollway for alleviating congestion.</p>

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#207]  
**Date:** Sunday, March 08, 2015 8:57:13 PM

---

Comment Type \* Official Comment

Name \* Meredith Roach

Email \*

Address

Message \*

I am a future Austin High School parent and resident of Southwest Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. The combination of rush hour drivers and student drivers in this situation makes me concerned for current students and future students like my two young daughters. Please consider alternatives to ensure the safety of Austin High School students and community.

Thank you,  
Meredith Roach



[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Mon, Mar 09, 2015 12:25 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Lynn Robbins

Email [REDACTED]

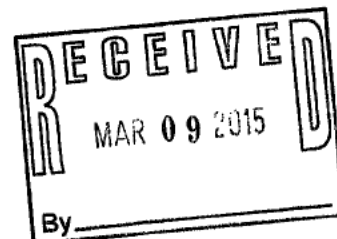
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Fri Mar 06 2015 10:20 am

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at [keepmopaclocal.org](http://keepmopaclocal.org):

Name : Raul Rojas

Email : [REDACTED]

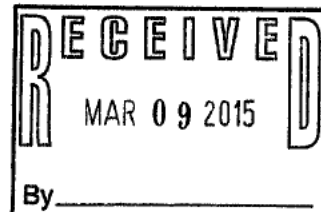
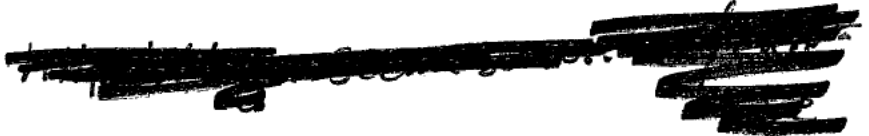
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#179]  
**Date:** Wednesday, March 04, 2015 4:49:48 PM

---

Comment Type *	Official Comment
Name *	jennifer rowsey
Email *	
Address	

Message \*

Hello, I am an Austin High School parent, Alum and resident of Southwest Austin. I am extremely concerned about the increase in traffic that will result from express lanes merging with traffic at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is very worrisome to myself and many others. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly alarming. Please consider alternatives to ensure the safety of Austin High School students and community.

Thank you,  
Jennifer

Per Texas Transportation Code, §201.811(a)(5) check each of the following boxes that apply to you:

- I could benefit monetarily from the project or other item about which I am commenting

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Mon, Mar 09, 2015 3:03 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Kelly S

Email : [REDACTED]

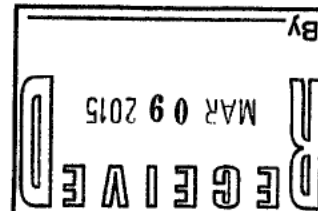
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Mon, Mar 09, 2015 2:24 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Hilary Saltzman

Email [REDACTED]

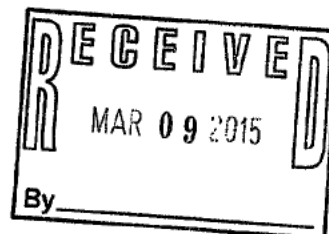
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#182]  
**Date:** Wednesday, March 04, 2015 7:23:48 PM

---

Comment Type *	Official Comment
Name *	Marion Sanchez
Email *	[REDACTED]
Message *	No toll roads on MoPac.





**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#169]  
**Date:** Wednesday, March 04, 2015 10:28:20 AM

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Comment Type *	Official Comment
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Name *	Claire Schroer
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Email *	
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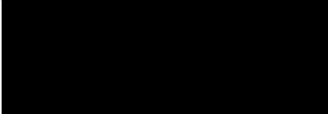
Message \*

I am a parent of several Stephen F Austin High School students and a resident of north east Austin. I am extremely concerned with the increase in the amount of traffic from the result of express lanes egress at Cesar Chavez. Austin High is a school of approximately 2,000 students, many of whom are inexperienced drivers. The planning of these express lanes HAS to take that into consideration. With all of the rules imposed upon young drivers for their safety, your plan negates all safety precautions. The prospect of busy express lane commuters merging with Austin High students & community is extremely disconcerting. Please revisit your plan with the safety of our high school students in mind.

---

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#164]  
**Date:** Wednesday, March 04, 2015 8:29:40 AM

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Comment Type *	Official Comment
Name *	Bertha Serna
Email *	
Address	


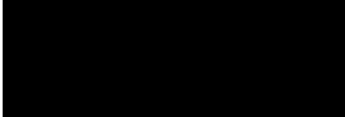
Message \*

I am an Austin High School parent and resident of South Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.

Student lives are stake.

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#196]  
**Date:** Saturday, March 07, 2015 5:13:03 PM

---

Comment Type *	Official Comment
Name *	Monica Sharp
Email *	
Address	

Message \*

Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

I also ask that the period for public comments be EXTENDED TO APRIL 2, 2015.

Thank you,

Monica M. Sharp

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atotlinson@HNTB.com](mailto:atotlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#160]  
**Date:** Wednesday, March 04, 2015 6:24:47 AM

---

Comment Type *	Official Comment
Name *	ARati Singh
Email *	
Address	

**Message \***

I am an Austin High School parent and resident of southwest Austin I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.

Would you want your child to make this drive every day?

Thanks for considering this request.

Arati Singh

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#163]  
**Date:** Wednesday, March 04, 2015 8:15:21 AM

---

Comment Type *	Official Comment
Name *	Amy Smith
Email *	[REDACTED]

Message \*

I am an Austin High School parent and resident of [South Austin, East Austin, West Austin]. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.

---

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local <[REDACTED]>

**Date:** Thu, Mar 05, 2015 3:05 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at [keepmopaclocal.org](http://keepmopaclocal.org):

Name : jeffrey solomon

Email : [REDACTED]

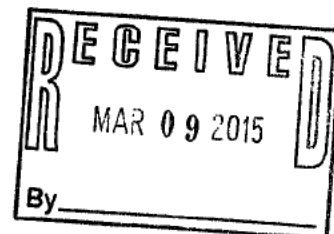
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local!!!!

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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# MoPac South

ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – February 26, 2015

Please fill this out to sign up for updates on this study.

NAME (PLEASE PRINT): Anne Clark

EMAIL: [REDACTED]

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.

- |   |  |
|---|--|
| <input type="checkbox"/> Historic Resources                     | <input type="checkbox"/> Parks                       |
| <input type="checkbox"/> Bicycle/Pedestrian                     | <input type="checkbox"/> Transit                     |
| <input type="checkbox"/> Aesthetics/Context Sensitive Solutions | <input type="checkbox"/> Environmental/Water Quality |

Other \_\_\_\_\_  
\_\_\_\_\_



# MoPac South

ENVIRONMENTAL STUDY

⑦

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – February 26, 2015

Please fill this out to sign up for updates on this study.

NAME (PLEASE PRINT): Brett & Amy Spencer

EMAIL: [REDACTED]

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.

- |   |  |
|---|--|
| <input type="checkbox"/> Historic Resources                     | <input type="checkbox"/> Parks                       |
| <input type="checkbox"/> Bicycle/Pedestrian                     | <input type="checkbox"/> Transit                     |
| <input type="checkbox"/> Aesthetics/Context Sensitive Solutions | <input type="checkbox"/> Environmental/Water Quality |

Other Noise - Live on BLUESTAR VERY NOISEY over 802 Decibel (Need sound barrier)





# MoPac South

ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – February 26, 2015

### COMMENT FORM

**DEADLINE for Comments: Monday, March 9, 2015**

Written comments will also be accepted through the website at [www.MoPacSouth.com](http://www.MoPacSouth.com), by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Michael Talley

ADDRESS: [REDACTED]

COMMENTS: In low traffic times when the express lane is at low occupancy why not allow HOV 1 for free? Some states have free passes for Electric Vehicles. Austin is a very eco-friendly city and could benefit from such a program.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#221]  
**Date:** Monday, March 09, 2015 1:39:50 PM

---

Comment Type *	Official Comment
Name *	Richard Thalmann
Email *	
Address	
Message *	Something must be done to increase safety of pedestrians and bicyclists at South MoPac and William Cannon. I have had some very close calls when crossing even when I had the "walk" light. Motorists check for traffic when turning, but have a blind spot for all else.

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 2:55 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Tom Thayer

Email [REDACTED]

Subject : No MoPac flyovers, don't connect MoPac to I-35

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

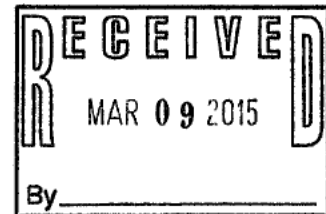
I have concerns about proposed plans for double deck flyovers on MoPac at Town Lake. Lanes can be added to MoPac without unsightly flyovers ruining views of the lake and Zilker Park. I imagine that those flyovers will add quite a bit of expense to the project.

I am also concerned about connecting MoPac to I-35 via SH 45. MoPac traffic is bad enough already, but we don't need semi trucks and other traffic from I-35 overwhelming the road. That would route through traffic and Hays County traffic through SW Austin. If SH 45 is built, it should only connect MoPac to SH 1626. The current planning for SH 45 needs to consider whether or not it will be used to connect to I-35. We should not be considering it on isolation.

Thank you.

Tom Thayer  
[REDACTED]

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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#151]  
**Date:** Thursday, February 26, 2015 7:19:29 PM

---

Comment Type *	Official Comment
Name *	Tony Tobin
Email *	[REDACTED]
Message *	South Mopac should not have any toll component whatsoever. You should simply add lanes. People don't want toll lanes, corporations and lawmakers do.

---

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 3:03 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : William Tucker

Email : [REDACTED]

Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

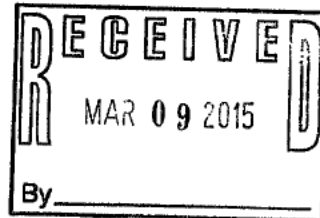
As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

Sincerely,

W. Tucker

Copyright © 2003-2015. All rights reserved.



**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#186]  
**Date:** Thursday, March 05, 2015 9:21:57 AM

---

Comment Type \* Official Comment

Name \* Ashley Unbehagen

Email \*

[REDACTED]

Address

[REDACTED]

Message \*

I am an Austin High School parent and resident of West Austin. I am very concerned about the increase in traffic that will result from Express lanes ending at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is very alarming. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. I urge you to please explore alternatives to ensure the safety of Austin High School students and community.

Thank you for your consideration,  
Ashley Unbehagen



# MOPAC SOUTH

ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – February 26, 2015

Please fill this out to sign up for updates on this study.

NAME (PLEASE PRINT): Carl Van Ryswyk

EMAIL: 

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.

- Historic Resources
- Bicycle/Pedestrian
- Aesthetics/Context Sensitive Solutions
- Parks
- Transit
- Environmental/Water Quality

Other Open up 3 lanes at Davis North Bound using shoulder to connect with 3 at Convict Hill Rd



6

# MOPAC SOUTH

ENVIRONMENTAL STUDY

## MoPac South from Cesar Chavez Street to Slaughter Lane Open House – February 26, 2015

Please fill this out to sign up for updates on this study.

NAME (PLEASE PRINT): Amber Elenz

EMAIL: 

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.

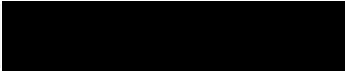

- Historic Resources
- Bicycle/Pedestrian
- Aesthetics/Context Sensitive Solutions
- Schools
- Parks
- Transit
- Environmental/Water Quality

Other Downtown exit strategies off of express lanes. Please build exit lanes past Austin High entrances.



**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#189]  
**Date:** Thursday, March 05, 2015 3:52:47 PM

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Comment Type *	Official Comment
Name *	Diane Venable
Email *	
Address	


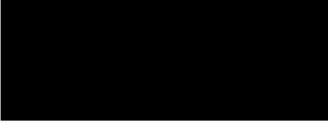
Message \*

I am an Austin High School parent and resident of South Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.

Remember that high school students are beginner drivers. Plus AHS is visited by non-AHS individuals all the time due to normal school activities -- football, basketball, orchestra, band, drama, debate, testing, etc.

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atotlinson@HNTB.com](mailto:atotlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#149]  
**Date:** Thursday, February 26, 2015 8:51:14 AM

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Comment Type *	Official Comment
Name *	Leonard Voellinger
Email *	
Address	
Message *	<p>The worst place along MoPac is the Southwest Parkway Interchange. That interchange takes Brode Lane, US 290 E &amp;W frontage Roads, plus three lanes of SW Pkway and funnels it into one lane to enter MoPac. It can take upwards of 1/2 hour just to clear that one intersection in the morning. You need a DC from SW Parkway to MoPac NB, as part of this project.</p> <p>Thank you for considering this comment.</p>

Per Texas Transportation Code, §201.811(a)(5) check each of the following boxes that apply to you:

- I do business with TxDOT

[Print](#) | [Close Window](#)**Subject:** New entry added**From:** Keep Mopac Local [REDACTED]**Date:** Mon, Mar 09, 2015 2:43 pm**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Jennifer Voss

Email : [REDACTED]

Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

**Additional concerns:**

We were only given an 11-day online comment period (Feb. 26 open house & comments due by Mar. 9 - should extend it to April 2.

What are the impacts on Cesar Chavez and 5th Street?

Impacts to Austin HS (traffic, noise, air pollution, danger to young students driving to/from the school). Austin HS is where our children go/will go.

The destruction of scenery around Lady Bird Lake, Zilker Park, etc.

The financial costs to citizens?

What happened to the one "managed" lane per direction on Mopac that is currently in the long-range plan?

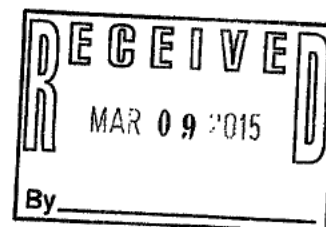
Why such a short public comment period after unveiling 4 lanes idea?

We do not want Mopac connected to SH45 so that it can be connected to I-35.

2 lanes each direction is too much. I've driven in many other cities with express lanes & HOVs...they are not utilized enough and this is overkill.



Thank you for hearing our concerns.

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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#167]  
**Date:** Wednesday, March 04, 2015 9:58:38 AM

---



Comment Type *	Official Comment
Name *	Michael Ward
Email *	
Address	

Message \*

I am an Austin High School parent, a resident of Central Austin and am very familiar with the Mo-Pac project and the proposed Pressler Extension project. I have serious concerns about the increase in traffic that will result from Express lanes egressing at Cesar Chavez near Austin High School. Austin High is a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome, and a bad traffic planning decision. The extension will cross mainline railroad tracks at a crossing that will be blocked many times each day by more than 50 trains each day, many at peak hours. The width of the extension will run at capacity with the planned traffic cut-through from 5th and 6th streets, and from the proposed residential and retail development south of the tracks. The anticipated traffic load at the roundabout clearly will bring significant dangers, not only to drivers trying to exit Cesar Chavez into the only entry to Austin High from the east but also to traffic enroute to the WAYA fields and the animal shelter, and to the significant number of pedestrians who use the sidewalk at this location to access the adjacent park areas. I have attended all the public meetings about this flawed project, and have kept up with the updates. Even the traffic engineers and consultants concede this project is fraught with significant problems, but they insist it's necessary to provide another access point to for the Express( toll) lanes on MoPac to bolster the revenue model for that part of the project. The significant downsides of this project clearly outweigh the benefits, and a bad planning decision not to allow egress to Express lanes at 6th or 15th street is no reason to create a potentially deadly traffic mess at Cesar Chavez near a large high school and Lady Bird Park. Please consider alternatives to ensure the safety of Austin High School students and community.

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atotlinson@HNTB.com](mailto:atotlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#201]  
**Date:** Sunday, March 08, 2015 1:57:28 PM

---

Comment Type *	Official Comment
Name *	Sally Ward
Email *	
Address	
Message *	<p>I am an Austin High School parent and resident of Central/West Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p>

March 2, 2015

Mike Heiligenstein  
Executive Director  
Central Texas Regional Mobility Authority  
3300 N IH-35, Suite 300  
Austin, TX 78705

Dear Mr. Heiligenstein:

Capital Metro is pleased to be a partner with the Mobility Authority on the MoPac South environmental study. Over the past several years, Capital Metro along with partner agencies across central Texas have worked collaboratively to develop a regional high capacity transit system plan. This effort, with considerable regional stakeholder input, resulted in the development of Project Connect. Express lanes for buses are an important component of this transit plan.

We support the alternative that adds two new express lanes along MoPac from Cesar Chavez Street to Slaughter Lane. The variable toll pricing will keep traffic in the express lanes moving which will allow our express bus service to have more reliable travel times. It is our hope that express lanes will encourage more people to use transit, giving riders assurance that trips on Capital Metro buses in the MoPac corridor will be reliable and a true alternative to driving alone. More transit ridership is essential if we are going to manage our traffic congestion and improve mobility in the region.

As we've discussed, maximizing the effectiveness of our transit services includes more than the express lanes alone. We must also partner with your agency to ensure that our buses have reliable access to and from the express lanes at the beginning and end of each trip; that we have passenger facilities such as park and rides at key locations along express lane corridors; and that we have other resources available to support ongoing transit service.

We look forward to our continued work with the Mobility Authority and TxDOT.

Sincerely,


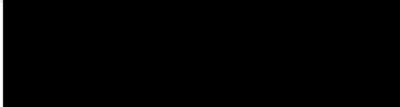


Linda S. Watson  
President/CEO

Cc: Elaine Timbes, Capital Metro Deputy CEO  
Todd Hemingson, Capital Metro VP Planning and Development  
Gerardo Castillo, Capital Metro Chief of Staff

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atominson@HNTB.com](mailto:atominson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#154]  
**Date:** Friday, February 27, 2015 1:01:54 PM

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Comment Type *	Official Comment
Name *	Kenney Wattinger
Email *	
Address	

Message \*

South bound traffic on South Mopac; Right now a quick fix that would help traffic going south on Mopac south of downtown would be to add another lane before and after the overpass at Hwy 360. There is room to add one lane and there is room under the 360 overpass. The cost would not be too expensive, just some dirt work, asphalt and moving some light poles. There would not be any need to modify the bridge. This is a major bottleneck for traffic in this area. There are 4 or 5 lanes north and south of the 360 overpass that narrows down to just two lanes going under the 360 bridge then it opens back up to 4 or 5 lanes once you reach the Barton Springs bridge. To add one lane would help the flow of traffic going south and the congestion of downtown traffic leaving town and trying to go south on Mopac. Austin is real good at building bottlenecks on roads. The bottleneck on south bound traffic going south on Mopac under the 360 bridge is a freaking joke.

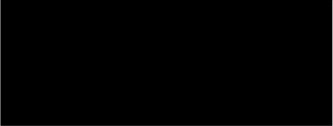
Per Texas Transportation Code, §201.811(a)(5) check each of the following boxes that apply to you:

- I could benefit monetarily from the project or other item about which I am commenting



**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#219]  
**Date:** Monday, March 09, 2015 12:39:34 PM

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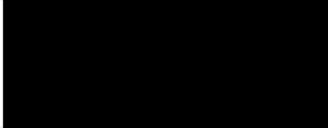
Comment Type *	Official Comment
Name *	Hilary Whitfield
Email *	
Address	

**Message \***

I am a future Austin High School parent and resident of South Austin. I am very concerned about the increase in traffic that will result from express lanes egressing at Cesar Chavez. Austin High is a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the express lanes merging with school traffic is very concerning. My child will be biking to and from school, and increased traffic presents an even greater concern to me because of this. The idea that drivers will exit the northbound express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.

**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#168]  
**Date:** Wednesday, March 04, 2015 10:09:26 AM

---

Comment Type *	Official Comment
Name *	norma williams
Email *	
Address	
Message *	<p>I am an Austin High School parent and resident of South Central Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p>

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 8:52 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Katherine Winge

Email : [REDACTED]

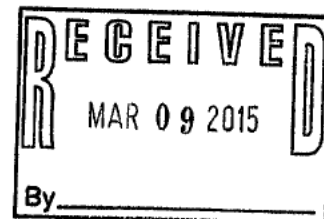
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:


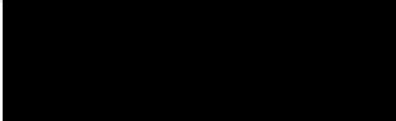
1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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**From:** [Mopac South Contact Form](#)  
**To:** [mhurst@ctrma.org](mailto:mhurst@ctrma.org); [Bruck, Tricia](#); [atomlinson@HNTB.com](mailto:atomlinson@HNTB.com); [HReavey@HNTB.com](mailto:HReavey@HNTB.com); [jengelhardt@rifeline.com](mailto:jengelhardt@rifeline.com)  
**Subject:** Contact Form [#210]  
**Date:** Monday, March 09, 2015 8:38:00 AM

---

Comment Type *	Official Comment
Name *	Leigh Ziegler
Email *	
Address	

Message \*

In keeping with a context sensitive solution please consider the affect City Council's decision on March 5th to add 13,000 trips to an already congested intersection ,TIA grade "F" , by development of 35 acres of 43.5% impervious cover at Mopac and William Cannon upon lower level traffic. The March 15th decision was based upon communication with CTRMA, TXDot and the CoA. Do not forget that lower level traffic will procede to the Mopac SW PKWY/ben White intersection 1.5 miles away and traffic already delayed from SW PKwy will become further delayed by development of Stratus at William Cannon and Southwest PKWY. Please include plans for noise reduction in any modification of the Roadway at the overpass turn lane, including adding a sound wall on the inner SW side to Protect the Gaines Creek/ Travis Country subdivisions and the Barton Creek Greenbelt.

[Print](#) | [Close Window](#)

**Subject:** New entry added

**From:** Keep Mopac Local [REDACTED]

**Date:** Thu, Mar 05, 2015 2:46 pm

**To:** [REDACTED]

A new entry has been added to the form Tell TxDOT, CTRMA and our local officials to keep Mopac local and study the whole South Mopac/SH 45 SW tolled loop proposal first before taking any action. at keepmopaclocal.org:

Name : Ricardo Zuniga

Email : [REDACTED]

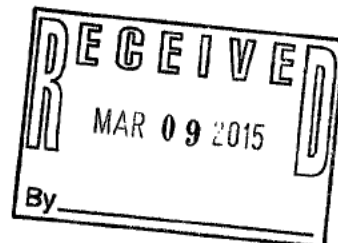
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

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### Comments Submitted Via Virtual Open House

4	Adams	Elizabeth	3/9/2015	I am very much opposed to the proposed double decker lane on Mopac. It will bring more noise and traffic to west Austin. I pay almost \$20,000 in property taxes and am horrified that this decision is being made with such a short timeframe for discussion.
8	Akers	Robert	3/8/2015	You need to include a non-tolled option for similar construction.
15	Anonymous	Anonymous	3/9/2015	Tollways negatively impact quality of life and do not support unrestricted driver access or a reasonable distribution of drivers across available roadways. Not every household can afford the tolls, and traffic remains congested along the free access roadway. Existing tollways in Austin have been grossly mismanaged, without establishing any reasonable expectation that future tollways would improve in quality of customer service or value to the city population. Separated/elevated roadways have not diminished congestion meaningfully elsewhere on Austin and provide for no reasonable expectation that they would provide improvements to MoPac. They also negatively impact road noise, nearby property values, air quality, city environment and public quality of life.
16	Anonymous	Anonymous	3/9/2015	I don't have a problem with doubledecking mopac. Where I do have a problem if you put tolls on mopac. As residents of this city who pay considerable amounts of property tax, our main roadways should not be tolled. This is normal work that would need to happen in the course of population growth, and it should not be tolled.
17	Anonymous	Emily	3/9/2015	To whom it may concern: Please study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project Please study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop Please keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School.
20	Atherton	Lorraine	3/9/2015	I am opposed to any expansion of MoPac, especially the double decking and flyover lanes across the river. The proposals to divert I-35 traffic to MoPac south of the river are environmentally and economically disastrous and will only make traffic worse. Keep MoPac local. L. Atherton 2009 Arpdale Austin TX 78704



21	Badinelli	Caroline	3/9/2015	I do not like such an extensive proposal of a double decker type highway system. A better alternative is the original one lane extension plan. Further, if we are concerned about increasing traffic then the city should be discouraged from making quickie land deals with the family that wants to sell land for mixed use development, especially retail development. If people are upset about wait times then we should invest in more public transportation such as bus and rail which actually works long term instead of more lanes which only solved traffic in the short term (studies have shown nationwide the more lanes you build, the more development that comes where lanes were and in the outer ring of where said expansion happened).
22	Bailey	Linda	3/8/2015	Please DELAY the Proposal to Double Deck Mopac & Add Four Toll Lanes until April at least. This is too expensive and important to not have real public input.
28	Batchelor	Jeffrey	2/27/2015	No more tolls! A new lane is needed for each major feeder road. Also, SB Mopac necks down to 2 lanes at 360, which creates most of the problems.
29	Beckett	James	3/5/2015	I appreciate the open house and the call for opinions. Points I noticed: First these layouts only identify one direct connect which is to Cesar Chavez. Yet they clearly have to happen at other points. Adding the express lanes will heavily contribute to water run off. I really question the premise that there will be a good balance between those willing to pay tolls and those willing to take the general lanes. But maybe this will help the express buses. Where are potential connection for mass transit. If urban trails are going to contribute to transportation, at home many points to do you have adequate parking support them AND mass transit to get people to the point they want to go. ANECDOTAL OBSERVATION: when I exit mopac on Monday mornings during rush hour only a few cars from north or south end up on Cesar Chavez or even headed for 5th. You have to solve the problem of all the south people work north and all the north people work south and they don't work DOWNTOWN. It appears your data for Violet Crown trail and maybe others is very out of date. It looks like you took out or stacked the express/general entrances to Loop 1 north , north of William Cannon? So fixing mopac/loop 1 does not include fixing intersections that are already failing according to recent TIAs?

31	Bennett	Joseph	3/9/2015	I live in the Deep Eddy neighborhood. This certainly needs more time for us to consider and at first glance doesn't seem like the most ideal solution. We would like more time to consider the proposal, many of us that will be directly affected are just now hearing of this. Please extend the public review period and let us consider all the implications as best as possible. Thank you
33	Beto	Mark	2/28/2015	The improvements to the MOPAC intersections at Slaughter and LaCrosse, including underpasses, need to be completed BEFORE the Hwy 45 extension is completed. Otherwise, the increase in traffic will essentially shut down south MOPAC at peak hours.
36	Bingham	Pam	3/8/2015	This plan is extensive but it has not been adequately introduced or explained to the Austin public. People need to understand what is being proposed and be given adequate time to provide feedback. As usual, it is being pushed through without even addressing most of the people who will be experiencing the outcomes of the development. The completion of these MoPac extensions will affect many people in many areas; some through the environmental changes, some by the additional noise; some by the additional traffic congestion, etc. I agree that something should be done to plan for the future use of MoPac, but please take the time to fully inform and obtain feedback from the folks who will be living/working around and using the revised roads.
39	Bray	Rebecca	3/8/2015	Thank you for providing all the information. I am excited to see something finally happening along S MoPac. I like all the alternatives presented thus far and hope that the CTRMA continues moving forward with this project. The decking of MoPac is a very logical solution. Thank you for considering this.
56	Chavez	Amy	3/9/2015	We must add additional lanes to MOPAC, but I think the proposed Express Lane plan should be improved in 2 ways: 1) Allow HOV users to use the additional lanes free of charge, and single-passengers users to pay the toll. Frequent users should have a way to pre-purchase use of the lanes at a discount. This will make optimal use of the additional lanes built. 2) An additional free use lane should be built where MOPAC currently squeezes down to 2 lanes. There should be 3 free lanes + 1 paid lane from Central Austin down to Slaughter. In many cases the additional lane can be gained simply by re-striping the freeway. If an additional lane is gained all or in part by re-striping, it should not be tolled at all.

60	Cooper	Lanetta	3/8/2015	I am writing to express my concern about the MoPac expansion. The project is being looked at piecemeal instead of as a whole which sidesteps costs, environmental, neighborhood, and traffic concerns that arise when viewed with the loop completed. I also believe the focus on development should be on improving IH 35 and the corridor between IH 35 and SH 130. Please take more time to address these concerns as well as the public.
61	Coppinger	Mary	3/7/2015	I am bewildered that the proposal for adding an upper deck and additional toll lanes to MoPac will be decided on with so little time for education of the the public as to the pros and cons of the matter. I for one would like time to hear both sides of the argument and to be fully informed about all the consequences of cost, impact to the environment and savings in travel time before making a decision. Thank you.
62	Costenbader	Deborah	3/7/2015	I don't think new lanes to MoPac South need to be built. I would like to see one existing lane each way marked as an HOV lane. This is an inexpensive alternative and would encourage ride-sharing and use of public transportation. That's the best way to benefit Austin's environment and traffic congestion-- we have to get more cars off the road.
68	Damrau	Ronald T.	3/8/2015	Concerned about the increase of TRAFFIC NOISE where Mopac S crosses Convict Hill Rd. There are two new rows of homes (on Convict Hill Rd & Flaming Oak Cove) closer to Mopac S that were not there when it was first built. RECOMMENDATIONS: 1. Re-surface the road with new "quieter" paving. 2. Do sound checks at peak times and evening hours at 4700 Convict Hill Rd and 4909 Flaming Oak Cove. 3. Install "SOUND BARRIERS" to reduce the Western Oaks neighborhood traffic noise at this location (on the west side of Mopac S from Convict Hill Rd south for approx 1/2 mile). Once the highway straightens out heading south, cars & motorcycles increase speed which often sounds "like a race track"!
69	Danzeiser	Doug	3/8/2015	Occasionally, traffic exiting Mopac south onto Davis backs up onto mopac, causing a potentially dangerous situation by having nonmoving vehicles on the highway. This could become more dangerous if traffic on sbound mopac were improved. This could be alleviated by giving traffic exiting on to west bound Davis a turning only lane and reducing westbound Davis under mopac to one lane. Thanks

71	Davis	Kelly	3/9/2015	Complete an EIS, not just an EA. Do not build "direct connector lanes" above Lady Bird Lake and Zilker Park. They will be noisy, dangerous, and put way too much traffic on already congested Cesar Chavez.
74	Denis	Jerome	3/9/2015	Adding the flyover Ladybird Lake will be extremely detrimental to the value of this key asset of Austin. Too much emphasis is being put on roads, let's build public transportation (buses and rail) as an alternative to the destruction of the city quality of life. Sincerely, Jerome Denis

76	Dobbs	Dave	3/9/2015	<p>MoPac South Peak oil, chronic drought and climate change are political and economic imperatives that we can no longer ignore, so the projected growth rate for MoPac South is highly questionable regardless of past growth. Not only is drought likely to constrain growth, likewise the price of driving is likely to result in a lot less driving. The “Purpose, Goals Needs and Objectives are basically circular justifications based upon questionable arguments. We should be asking if adding capacity to fringe roadways helps us meet the future or should we instead be building high capacity transit systems, rail and bus, and funding frequent service so that the city and its suburbs grow denser around transit rather than perpetuating the unsustainable sprawl. Adding capacity to Mopac is begging the question of SH45 south, and that, in turn, raises what we want to encourage by way of our urban/suburban future. Federal transportation policy, the Texas Constitution, TxDot and county transportation departments have a built-in bias for roads that’s killing us economically and environmentally. Instead we need to find the political leadership to build urban rail in the right place in the congested core and expand it from there with the goal of putting more people into the city around rail stops with denser mixed use development offering a range of housing for Austinites of every economic level. For Austin’s suburbs, we need to take advantage of the opportunity IH35’s congestion has created by building not only Lone Star Rail, but commuter rail in the former MKT ROW rather than an elevated freeway through Pflugerville’s downtown that TxDot’s been planning behind closed doors. We need to direct growth into the existing Georgetown to San Antonio corridor, serve it with appropriate transit modes and quit trying to build in all directions at once. Neither business nor government can afford to operate in that manner. There has to be a plan that matches public goods to private needs in a rational affordable manner that serves the greater public good and the MoPac South plan doesn’t meet that criteria. Dave Dobbs Texas Association for Public Transportation <a href="http://www.lightrailnow.org">www.lightrailnow.org</a></p>
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79	Edgar Greenhill	Sharon	3/9/2015	<p>Suddenly, on February 26, we are presented with last minute, additional modifications to MoPac's extension plans for FLYOVERS, while limiting citizen input to less than 2 weeks? And now just hearing about it???? Is this fair or even legal? In an era facing unprecedented environmental catastrophes, is it wise to increase heat gain, dependency on the car and more water quality issues? Not to mention the additional 100s of million dollars from unknown, undisclosed sources (taxpayers???) for such flyovers? Are we not killing the goose that laid the golden egg by erecting flyovers in the heart of Austin next to Zilker Park? Ouch! I live at 612 Deep Eddy Av, at the junction of MoPac and Lake Austin Blvd; my husband has occupied our 100 year-old historic home since 1974; for myself, since 1996. To be asked to endure such flyovers in our neighborhood goes against every thing we approved and envisioned. At the heart of the issue is increased environmental, noise and air quality degradation, (there is yet to be released environmental impact statements on your website) and throws even more heat gain into this neighborhood from cars, and increased concentration of concrete. The historic Johnson Creek has been irreversibly damage from the 1st MoPac construction/runoff -- it no longer flows; with the flyovers, Lake Austin will face even greater issues of run off and decline. Take a walk through the soccer fields of Zilker Park and listen to the traffic noise, which I do almost every day; isn't it reasonable to assume that the high noise level that exists now from MoPac will be magnified exponentially with flyovers? Which are almost impossible to soundproof because of the elevations? And, yes, when will the environmental studies for MoPac extension be released to the public???? We have been good care providers of a piece of Austin history; yet at every turn, in the last 15 years, we have been inundated with local, county and state governmental policies and decisions that make it less and less desirable and possible for us to keep this property. In a neighborhood that exemplifies what Austin was once all about. I ask that you please extend the cut-off date past today, March 9, and allow more time for public input for this LAST MINUTE PLAN FOR FLYOVERS, and better yet, take this last minute, sad, sad plan for inner-city flyovers totally off the books. Sharon Edgar Greenhill 612 Deep Eddy Av Austin 78703</p>
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81	Edwards	George	3/8/2015	I am just learning about this new proposal, and there are many unanswered questions about this project. The period for public comment needs to be extended. This is too big, important, and expensive not to allow adequate public comment, and if the period of comment is closed tomorrow, March 9, the decision will be made without adequate public comment.
85	Ersig	Jeff	3/8/2015	I realize we need solutions for traffic congestion, but the proposed double decker lane is a complete eye-sore. I'd rather sit in traffic than have to look at that from any vantage point. As a individual who spends considerable time at Zilker and around that general area, I don't want to see something so ugly in an area that is so beautiful. I think we can come up with better solutions.
87	Fife	Scott	3/9/2015	I can bluntly say that I am against adding ANY more toll roads and/or lanes to the roads of Austin. HOV lanes would accomplish the same goal of relieving congestion without passing further ongoing costs on to citizens while privatizing use of public roads. I would also like to highlight the disaster that is the TXTAG customer service and billing process. There is no way that I would encourage further business with toll road companies.
101	Gindin	Jane	3/7/2015	Toll lanes benefit those who have money. Period. An HOV lane benefits those who have the good sense to carpool or take public transportation. What is our goal? Reduce cars on the road -- HOV. Reward rich people -- Toll. Think beyond a single (or even two) lane on a road that is already ridiculously overcrowded. It is a bandaid on a compound fracture. LIGHT RAIL. SUBWAY. PUBLIC TRANSPORTATION. Think more than 2 years into the future.
104	Gordon	William S.	3/9/2015	Dear Sirs: I am opposed to the proposal to double-deck MoPac across Lady Bird Lake and install toll lanes to the south. William S. Gordon
106	Hames	Beth	3/9/2015	Please do not make Mopac a variable toll road and please do not create a double decker bridge over town lake. This would horribly obscure the view of our city's lake and Zilker Park.



107	Hamilton	Matt	2/27/2015	I disapprove of the plans to build an elevated expressway higher in elevation than the current MoPac bridge that crosses the Colorado river. This will dramatically change the view from both Zilker park and the Zilker park clubhouse. Both of these are properties which should be preserved for our future generations to enjoy the same that we do today. Do we really want something that looks like IH-35 right next to Zilker park? I don't and neither do my neighbors. Please consider what your planning on doing carefully. Tarnishing an Austin treasure just to make a dollar isn't justifiable. Also this submission form is confusing. You ask for an address but what the field really wants is an email address. Way to go, I'm sure some people will not figure that out and get frustrated and not submit an official comment.
111	Haywood	Carol	3/9/2015	I agree that Mopac South needs some improvement to increase capacity, but 2 lanes in each direction is too much. Most imp[ortant to me is NOT having a flyover over Lady Bird Lake. Anything more visible and elevated than what is there now is unacceptable. Protecting the environment (including aesthtics and beauty) is most important. Moving more cars is nice but moving transit and people is best.
113	Hessel	Nathan	3/9/2015	I just barely learned about this update to the plans and I live right next to MoPac. Why is the comment period so short? Anyways I dislike the proposed "improvements" to MoPac. The views from Zilker park will be negatively impacted and that is simply unacceptable for a public project. These roads are being paid for with tax dollars and I don't want my tax dollars contributing to degrading one of Austins best public parks.
115	Hinshaw	James	3/3/2015	I am happy to see some of the dangerous traffic weaving issues addressed at William Cannon. The SB frontage road there could use a right turn lane as well. Traffic turning right often backs up beyond the exit ramp. Even when it does not, you have to get over to the right lane quickly which increases risk of collision. I see the same problems around Bee Caves Rd. and Barton Skyway. The issues there include vehicles exiting MoPac and then immediately entering again so they can bypass a few vehicles in the MoPac main lanes that are backed up.
118	Hollenbeck	Richard	3/3/2015	I support bicycle accommodations throughout the entire corridor. Such as a shared use path separated from the frontage road.

119	Holt	Bill	3/6/2015	This is a ridiculous proposal politically, environmentally, fiscally and in terms of transportation planning.
121	Hughes	Joan	3/8/2015	First of all, the comment period is way TOO SHORT! Please extend it. Citizens haven't even heard about this!!! Second, double-decking MOPAC will raise the noise level above city-level code levels for events (80db) ALL THE TIME to the surrounding neighborhoods. This is not acceptable. Third, double-decking MOPAC will raise exhaust which will detrimentally impact the health of all people but especially those compromised from asthma/heart conditions/other. Thank you for reconsidering. This is not a doable solution.
122	Jack	Jeff	3/8/2015	In the 1960's IH35 was built to move traffic through Austin. The route chosen effectively cut east Austin off from the rest of the city. Over 60 years later we are still dealing with the consequence of putting a major highway through our city in the wrong place. Now we are planning how to "re-connect" the east side with downtown at millions of dollars of cost to the tax payers. But on the other side of downtown we are now considering turning MoPac into another major highway once again partitioning our community to accommodate even more through traffic. It was a bad idea to build IH35 where it is and it is a worse idea to turn MoPac into another major highway dividing our city even further. Please do not make that mistake again. Thanks
126	Jones	Patton	3/9/2015	Our home backs up to Mopac between Windsor and Westover. I am very concerned that double decking Mopac will destroy our neighborhood character and hurt property values. Let's look for other options. I oppose at this time.
127	Jones	Walter	3/5/2015	Build whatever you decide, but BUILD!!! The population ALREADY EXISTS in the catchment area, and nothing is being done to constrain it. Minimize tolls. Stop building (Medical school, UT, Federal courthouses etc.) downtown and move to Eastern suburbs. Then you a reason to build rapid transit to airport and above as destinations which will be utilized
129	Kallerman, Austin Sierra Club	Dick	3/6/2015	The environmental evaluation of MoPac South should be as an Environmental Impact Statement, not an Environmental Assessment. Further, the EIS should include all projects between Cesar Chavez and I-35. NEPA does not allow segmentation of a project to avoid a thorough environmental evaluation.

130	Kass	James	3/9/2015	<p>I just heard about this proposal late Sunday night. So my comments are basic as I don't know enough about the specifics to comment. First I believe we should be building roads that are not tolled, really roads are a public service of government. Toll roads cost more to build and in the end the public will always pay the bill. Make it a smaller bill. The real solution is to increase the gas tax enough to provide funds to build the roads as was intended long ago, before the crazy Republicans and their oaths not to raise taxes got control with their twisted ideas. We should at least have a local gas tax. But the legislature blocks everything but toll roads build by their friends and tolled by their friends. Second if we must build toll roads, the tolls MUST be kept locally. I am fed up with no roads here, while the farmers get four lane highways where they only need two lanes. In a large part, road construction in Texas is a mess due to campaign financing by the toll infrastructure business and the construction industry. And now it is payback time. I also have a very low opinion of TXDOT and their ability to build roads cost effectively, correctly and intelligently. Look at the two lanes they are building on MoPac north. The construction is "planned" to take 18 to 24 months. Such a project should take 6 to 9 months once construction starts. The roads are dangerous while under nearby construction. And TXDOT just loves elevated roadways, or maybe it is their contractors who love the extra cost of elevated roadways. I believe we have several serious transportation problem here in Austin, but I am not sure how to solve them. The fact that they are rushing this new proposal through makes it smell bad. But on the other hand I know that there will be some group to oppose every proposal.</p>
133	Kelso	Shawna	3/9/2015	<p>Hi, I'd like to sign up for email updates but the form online is not working. Thank you!!</p>

134	Kenney	Robert A.	3/4/2015	Until the problem of left turns from southbound Mopac to eastbound Slaughter is resolved or SH 45 is constructed to FM 1626 to alleviate the number of vehicles making the left turn, there is no sense building any of the southbound express lanes shown on this proposal. Building the southbound express lanes before the left turn problem is alleviated will only put more traffic more quickly at the biggest bottleneck in the system. Spend the money to eliminate the bottlenecks first and then spend the money to get vehicles to the intersection after it is rebuilt to handle the increased traffic more rapidly.
138	Kolb	Randy	3/7/2015	Number of lanes needs to double. 1st choice - Add General Purpose Lanes 2nd Choice - Add Express Lanes
142	Lange	George	3/9/2015	I live in the MoPac corridor, commute on MoPac every day, and use it every weekend. I am requesting that you study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project. I am requesting that you keep MoPac as a local commuter highway and keep I35 traffic on I35. I am requesting that you limit MoPac south expansion to no more than one additional toll lane in each direction. I am requesting that no double-decker bridge/flyover be constructed across Lady Bird Lake. Thank you.
144	Leifeste	Ann	3/7/2015	I consider toll roads to be for the wealthy and an anathema to our freedom of movement. I also wish to protect the Edwards Aquifer, which in my mind, means to find an alternative to Mopac such as Highway 183 for adding lanes. The flyovers proposed would spoil our city scenic views. Please extend the public deadline as well. Thank you.
149	Maceo	PJ	3/8/2015	Too many unanswered questions about this proposal. Not enough time for citizen comment. What is the cost? impact on streets and neighborhoods? Bad Idea. No.
150	Maceo	PJ	3/8/2015	An EIS is needed for MoPac South, overpasses at Slaughter and La Crosse, 45 SW and the 45 connection to I-35) from Cesar Chavez to I-35, the western loop.
153	Mann	Pamela	2/26/2015	Why is it necessary to expand Mopac South using toll roads, particularly since Mopac has never been finished using the funds taxpayers appropriated as far back as 1989? Is there a plan to return those tax dollars in lieu of toll funds? Thanks. Pamela
154	Marcell	Peter	2/27/2015	Look great! Let's build it! We needed this 20 years ago.
156	Mawer	Connie	3/2/2015	Why aren't HOV lanes being considered for Mopac?

161	McQueen	Jenny	3/7/2015	Please plant vegetation to damper the noise. Evergreen pines like those in Bastrop absorb a lot of noise.
165	Michael		2/27/2015	why more money for roads, why do we pay taxis, these should be free / I am employed by TxDOT / I could benefit monetarily from the project or other item about which I am commenting
166	Millard	Nancy	3/7/2015	The study should be a comprehensive environmental impact statement (not a mere assessment) that encompasses all highways in the loop from from Cesar Chavez to I-35 to 45 SW to MoPac South and back up to Cesar Chavez.
170	Moffat	Susan	3/8/2015	I am extremely concerned about CTRMA's new proposal to add four toll lanes on Mopac, from Cesar Chavez across Lady Bird Lake and south to Slaughter Lane, requiring a double decking of Mopac over Lady Bird Lake, with flyovers connecting to Cesar Chavez alongside Austin High School. First, this is a major change to the existing plan with very little public notice. At the least, please extend the public comment period until April 2 to allow a few more weeks for feedback. Second, why are more toll lanes being discussed as opposed to HOV lanes?? Third, estimates put the cost of this new proposal at hundreds of millions of dollars, a huge increase over the existing plan. Fourth, there are many critical unanswered questions about this proposal including: impacts on traffic on Cesar Chavez and 5th St; traffic, noise and air pollution at Austin High School; noise, air and visual pollution on neighborhoods, Zilker Park, and the Lady Bird Lake hike and bike trail; water quality at Barton Springs; and the financial impacts to residents. At this time, I strongly opposed the new proposal, and I'm sure I'm not alone among Austin residents who are just now hearing about this. Please do not move forward on this plan. Thank you for your consideration. Best, Susan Moffat
174	Newitt	Barbara	3/8/2015	This news is distressing! The noise pollution would be overwhelming at my home! It is already terrible and the wall that was just built would not keep out noise from a flyover! In my opinion this would ruin Austin! Please don't do it!!!!
176	Noster	Dr	2/27/2015	Very surprised and unhappy to see the elevated connector over Lady Bird Lake to downtown. Another 25 foot high obstruction across the lake is visually unaesthetic. Mopac noise is already an issue at my house in Rollingwood. Another set of lanes elevated 25 feet higher will only add to noise pollution. Please reconsider this plan.

177	Ogden	Scott	3/4/2015	Within the decade self-driving car technology will render the falsely projected need for additional lanes on South Mopac moot. There is no reasonable justification for using public funds for this project. <a href="http://betaboston.com/news/2015/01/12/say-goodbye-to-road-rage-by-2025-the-market-for-self-driving-cars-will-be-42-billion/">http://betaboston.com/news/2015/01/12/say-goodbye-to-road-rage-by-2025-the-market-for-self-driving-cars-will-be-42-billion/</a>
183	Pantell	Susan	3/9/2015	HOV lanes should be the preferred alternative because that one encourages more people to ride buses, vans, or HOVs and therefor reduces congestion on all of the roads, not just MOPAC. That option also reduces the most air emissions. Instead of only expanding the highway, which fills up with more cars due to induced demand, you should improve public transit and incentives for people to use it. You should consider all of the impacts when evaluating the options, not just travel speed compared with free flow, which is an outdated measure because free flow is not a reasonable alternative in today's metropolitan areas, and it does not take into account the benefits of multi-modal. Your analysis of water quality impacts does not consider the impacts resulting from all of the extra traffic on the fragile aquifer from the build alternatives, and assumes that water quality best practices can only be implemented with one of the build alternatives. Similarly, you assume that bicycle and pedestrian improvements can only be implemented with the build alternative, so there are no improvements associated with no build. TSM and TDM should be evaluated as an alternative option. They are much lower cost and have no environmental impacts. The equity impact of building only toll roads should be considered. By far the greatest benefit will be to people who pay the tolls. The proposed Mopac expansion and the SH 45 SW project need to be studied as a loop project and all of the impacts considered together.
185	Pascoe	Neil	3/9/2015	I learned of this project quite recently and feel I have not had enough time to learn about the project. AT THE VERY LEAST I WOULD LIKE TO SEE THE COMMENT PERIOD EXTENDED THROUGH THE END OF MARCH 2015. I don't know why there was not more notice as well as publicity on this project but it appears inadequate.
186	Pascoe	Neil	3/9/2015	Interesting that the space to enter an address does not say email address. What other mistakes have been made in the course of this project. I need more time to learn.

191	Pickhardt	Irene	3/9/2015	Thank you for letting me comment. I am very concerned about the change in plans that would now add two toll lanes in each direction to MoPAC. This will impact neighbors significantly. Please do not move forward with an elevated ramp at Caesar Chavez. This would change the look and feel of the area in a negative way.
197	Ritter	Wilbert	3/9/2015	Adding a second deck to Mopac will increase noise, and pollution for the surrounding communities. Keep Mopac a local road, and do not turn it in to I35 West.
201	Rolfes	Kevin	3/6/2015	The traffic in this area isn't bad enough to warrant changes, and we certainly do not need or want a toll road between our home and the places we frequent. Questions I'd like to see addressed: How do the neighborhood residents feel about the Mopac and Slaughter to LaCrosse area changing from a parkway widely separated by green space into a sea of concrete for fast-moving vehicles? How do the people who currently use this parkway feel about being charged a toll to commute to work and shopping? Have any other alternatives been considered that would have a lower impact on the community and be paid for by means other than tolling? In the survey, there is the claim that "If another general purpose lane was added to the corridor, it would fill up with traffic just like the existing MoPac South." This is equivalent to saying that adding capacity to handle traffic would somehow not change the road's capacity to handle traffic. As a near-daily user of this road I disagree that any changes are needed at this time. Any changes to this area should wait until warranted by traffic and until such changes can be funded without imposing a toll.
202	Roper	Katy	3/7/2015	Expanding Mopac is a perfect opportunity to build the North to South Urban Trails at less expense and less environmental impact. Something like the Violet Crown Trail that will be 12 feet wide and concrete or asphalt in many places could follow the Mopac Right of Way. This would provide easy access to businesses and neighborhoods along the route, as well as cross major intersections safely. Smaller, cheaper and less intrusive trails could branch off the main Urban Trail to go to parks and businesses along the routes,
203	Rosenthal	Chip	3/8/2015	I find it UNACCEPTABLE that you have a single public event in February, and less than two weeks later you close off public comments. This is a significant plan with major public impact, and you are trying to short circuit the public process.



204	Ross	Lucy	3/8/2015	Thank you for the hours you have given to the examination and proposed solutions to our traffic issues. We, the public, would appreciate a bit more time to fully understand the impacts of these proposals. Please honor our requests for more time so that we can all feel that the BEST solutions will be made regarding very sensitive details of these challenging issues. Thank you very much.
205	Rothe	Gail	3/9/2015	First, the comment period for the MoPac South project study should be extended. Second, the fundamental approach of trying to build our way out of the current traffic congestion is flawed and outdated. An excerpt from the a recent (2/27/15) article in the High Country News says it best: "Imagine living in Los Angeles. Once a week, you shop for groceries at a pricey supermarket two miles away. You could save money at the Walmart 10 miles down the highway, but with traffic that becomes a half-hour trip. So you stay close to home." "Now imagine that the city adds an extra lane to the highway. Surely, you think, the traffic will dissipate; now it's worth driving to Walmart. But you're not the only one obeying that logic. Once the road is expanded, more folks use it to shop, visit relatives, go out to movies and restaurants. Soon, the highway is as clogged as ever." "That's exactly what happened when L.A. opened an expensive car-pool lane on I-405 last May. Four months later, traffic was a minute slower than it had been before. Economists call this phenomenon "induced demand": Build more roads, and people will drive more. "What's interesting is that traffic increases in almost exactly a one-to-one relationship with road capacity," says Matthew Turner, an economist at Brown University and author of a 2011 paper called The Fundamental Law of Road Congestion. "You cannot build your way out of problems."
210	Sanders	Cissy	3/9/2015	There should definitely be a longer time period for citizen response. This is a costly and high impact project, especially for residents in 78704 and there should be more opportunities for community input and discussion other than the one public meeting that took place on 2/26/15. Being that there has not been ample communication and public discussion on this project, I oppose it until you can thoroughly explain and validate how this project will help the residents of Austin.
211	Sanders	Michael	3/9/2015	constructing a second level over mopac would be a profound mistake. It would be unsightly and contribute to the spawl already plaguing our fine city.

212	Schilz	Virginia	3/7/2015	It is not fair to the citizens of Austin to try to push through making MO-PAC South double-decker without more time for comments. You need to extend the comment time to April 2, 2015. This city is growing too fast!
216	Shakford	Rusty	3/9/2015	I do not support this project. Using my money to pay for a toll lane that will only be used by the super rich and busses is not right. I also don't like how your making an alternative to interstate 35 behind everyone's back. This whole project stinks of corruption. Also, think about how terrible that noise and view will make zilker park. I don't want Austin to change so drastically worse.
219	Singh	ARati	3/4/2015	Please consider adding this to your official list of goals and objectives: -Keep the roadways as safe or safer than they already are, particularly around schools.
222	Sorahan	Brian	3/9/2015	I think that toll lanes on Mopac in general are a terrible idea. This is a temporary solution to a permanent problem and is definitely a step in the wrong direction for austin. We need to push highway traffic further outside the city and concentrate high-density growth in the center of the city with highrise apartments, office buildings, parks, and more pedestrian-friendly environments.
224	St.Troy	Sebastian	3/9/2015	Although an upper deck may help ease some traffic, there are other considerations - protecting our dwindling water supply, Lady Bird Lake - and the question if more lanes for autos is really the answer. There are cities that have elected NOT to expand highways in favor of creating alternative transportation and current road way uses. An expanded MoPac will only hinder Austin's growth, not add to the weird factor, in the long run further dividing downtown from West Austin and causing further visual blight of the residents.
225	Steglich	Ryan	3/8/2015	I strongly oppose double decker lanes going across lady bird lake from cesar chavez to slaughter. I live close to the double decker mess of I-35 and see how it adds to congestion and denigrates any business and public usage of the neighboring area. The merging of the decks are the beginnings of many traffic issues. A change like this would be a great loss for the city at significant cost. Please remove this as a proposed alternative. Thanks.

226	Strachn	Rebekah	3/9/2015	I have grave concerns regarding all the roads being tolls. It is a blatant slap for those of reduced means. If you don't realize that's over 34% of you population, you need to check your facts. The city is now almost completely surrounded to the north, south and east by toll roads, some of them owned by a company in Mexico. There is no scheduled payoff or time when these roads will become public. You need to rethink your policies. Charging to get into the city makes you look elitist, not as a friendly destination. It is these policies that will drive your cultural innovators to Denton. Be careful!
227	Suits	Stacy	3/9/2015	Build the proposed added four toll lanes on Mopac, from Cesar Chavez across Lady Bird Lake and south to Slaughter Lane, requiring a double decking of Mopac over Lady Bird Lake, with flyovers connecting to Cesar Chavez alongside Austin High School as soon as possible. I am a resident of South Central Austin in the 78745 zip code and would pay a reasonable toll to use these improvements. I would have preferred HOV lanes over Express lanes. After enough tolls have been collect to pay for initial construction costs for two of the four lanes, two lanes should be converted to HOV/Transit lanes (one going north and one going south). The MoPac South improvements need to be done. We can debate SH 45 improvements at a later date. I think improvements at the "Y" in Oak Hill should have a higher priority than SH 45.
228	Swain	Bryan	3/8/2015	Hello, I only just learned about this new proposal and would request that there be more time allowed for public comment. On the proposal itself, I am against the addition of more toll roads to the Austin area. One only need look up recent news articles about how poorly the current toll roads are being managed and in some cases barely even being used. Why not develop a solution that all in the area can benefit from without the use of tolls? Thank you, Bryan Swain
230	Taxpayer	Anonymous	2/26/2015	Anythjng that involves toll lanes, toll roads or express lanes will never ever get any of my support. If it is funding by 1 cent of taxpayer money and then tolled as well with no clear end game strategy to transfer the road into a public road free of tolls it will never earn my support. No more toll roads and toll lanes!!!

233	Thayer	Tom	3/5/2015	<p>I do not support the design of a double deck lanes and flyovers where MoPac crosses Town Lake. This would blight a beautiful area of the city and diminish views of the lake and Zilker Park. The elevated lanes would cause even more noise. There needs to be a solution that doesn't elevate lanes above the current roadway. I don't think it is honest to pretend like tolling is the only option here. I feel like the entire process is geared towards a predetermined outcome, and the survey questions are very leading. Prop 1 money is being distributed every year, so where the Prop 1 money is going for 2015 is irrelevant. Also, the legislature is working on additional transportation funding right now, so why would you lock the improvements into tolling now? Bastrop is getting non-tolled freeway improvements right now. Why is tolling not being considered there? Why are all new road in Austin proposed to be tolled when non-tolled roads are being proposed elsewhere? I suggest using HOV lanes to promote carpooling and transit use. Tolloed lanes would not do as much to promote carpooling as carpool would still have to pay a toll and worry about splitting it up among occupants. Managed lanes are actually designed to keep too many people from using the lanes, so they will not really help with traffic.</p>
239	Vesta	Anonymous	3/9/2015	<p>I am supportive of this process, and after reading the overview, I understand the reasoning behind the Express Lanes. I am generally a believer in alternative modes of transportation and public transportation, but I get it. Weaving these highways into our lives with landscaping and public art really improves quality of life, and I hope we will invest in those things. I also dearly wish the gas tax would be increased to deal with road issues, but I know that you can't control that.</p>
242	Voss	Jennifer	3/7/2015	<p>I am very concerned about noise from elevated lanes and additional lanes and the environmental impact of construction over the aquifer and Lady Bird Lake. Also concerned about how this will effect our kids who attend/will attend Austin High School. We also need considerable congestion relief at the William Cannon/Mopac interchange. Would like to see improvements included there -- not just entrance &amp; exit ramps but also the frontage/intersection at this junction.</p>

243	Voss	Jennifer	3/9/2015	<p>This 4 lane plan was rolled out with only an 11-day public comment period. Public comment period should be extended to April 2. If not, this is not a transparent and open process and will not allow enough input from stakeholders. What are the impacts on Cesar Chavez and 5th Street? Impacts to Austin HS (traffic, noise, air pollution, danger to young students driving to/from the school). The destruction of scenery around Lady Bird Lake, Zilker Park, etc. The financial costs to citizens? What happened to the one "managed" lane per direction on Mopac that is currently in the long-range plan? Why such a short public comment period after unveiling 4 lanes idea? We do not want Mopac connected to SH45 so that it can be connected to I-35. 2 lanes each direction is too much. I've driven in many other cities with express lanes &amp; HOVs...they are not utilized enough and this is overkill. How do you know that a large percentage of respondents are truly not benefitting from these proposed toll roads or alternatives? In April 2014, did you show double decker lanes as an alternative?</p>
251	Worley	Dennis	3/4/2015	<p>I would like to see as many lanes built as possible to plan for future growth in south Austin. People talk about pollution but there is more pollution as a result of slow traffic on the highway. You should listen to the people that have to experience the traffic and live in south Austin and not the people that don't have to experience the problem. Dennis Worley 10803 Shackelford Drive Austin, Texas 78748</p>

**Attachment J**  
**Court Reporter Transcript**



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OPEN HOUSE - MoPac South Environmental Study

Texas Department of Transportation and  
Central Texas Regional Mobility Authority

HELD THURSDAY, FEBRUARY 26, 2015

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STATEMENTS ON THE RECORD

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The following is the Reporter's Record of comments received during the Open House in the above-styled matter on the 26th day of February, 2015 from 4:30 p.m. to 7:30 p.m. at Hill Country Middle School, 1300 Walsh Tarlton, Austin, Texas 78746, before Heidi Morrison, Texas Certified Reporter in and for the State of Texas, reported by stenographic method.

Page 1

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SPEAKERS :

Mr. Colin MacDougal

Mr. Bob Breihan

1 MR. COLIN MacDOUGAL: I would like the  
2 planning and engineering group to pay particular  
3 attention to any increased noise that's going to flow  
4 off these changes into Rollingwood and look at the  
5 design of the access to the tollways northbound, because  
6 it is critical that residents in Rollingwood, Westlake,  
7 Westlake Hills, have access to the express lanes from  
8 Bee Cave interchange.

9 MR. BOB BREIHAN: First place, I've been  
10 a resident of Austin since 1951, and I've watched it  
11 expand. And I'm very concerned about the impact of  
12 expansion and particularly this type of expansion as the  
13 roadway's proposal suggests.

14 On the water quality, since we sit on the  
15 Barton Springs Aquifer -- and we've had some respect for  
16 it, but there's always push to do more, to build more,  
17 to, you know, invade that aquifer more and more by the  
18 growth of Austin's automobiles and people and buildings  
19 and so forth.

20 And just last night, I watched a TV thing  
21 on EDTV about parks of the world where just a little bit  
22 of change started and then the result was a whole lake  
23 disappeared. That was in Russia.

24 And this -- another part of it was the  
25 southern end of the Colorado River, out western part of

Page 3

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1 the country, not the Colorado here, and how we found  
2 reasons always to do something. And what it did, it  
3 sort of killed off a lot of area associated with the  
4 physical environment.

5 And that's one of my fears. I -- we are  
6 accommodating cars. That's the number one goal. That's  
7 not my number one goal. We can do more with public  
8 transportation than we have done. But we're  
9 facilitating more and more cars, and that is impacting  
10 this very sensitive ecosystem of water.

11 I spend a good bit of time working with a  
12 water board of a water district, and we're dependent on  
13 water from the Colorado River. And that's only  
14 tangential to this. It's not connected to this, but  
15 it's, again, a picture of how we're -- we're making a  
16 priority of economics and use in business and not being  
17 sensitive as we should to the physical environment in  
18 which this is happening. I guess that's clear enough.

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THE STATE OF TEXAS)  
COUNTY OF TRAVIS )

REPORTER'S CERTIFICATE

I, Heidi Morrison, Certified Shorthand Reporter in and for the State of Texas, do hereby certify that the foregoing speakers came before me to comment during the above-styled Open House as hereinbefore set out.

I FURTHER CERTIFY that the comments of said speakers were reported by me, accurately reduced to typewriting under my supervision and control and, after being so reduced, were filed with the Texas Department of Transportation.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: March 11, 2015.



Heidi Morrison, Texas CSR 9262  
Expiration Date: 12/31/2015  
Veritext - Fort Worth  
Firm Registration No. 571  
307 West 7th Street  
Suite 1350  
Fort Worth, Texas 76102  
(817) 336-4000

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<b>2</b>	<b>c</b>	<b>f</b>	<b>k</b>
2015 1:7,21 5:17 26 1:7 26th 1:21	cars 4:6,9 cave 3:8 central 1:4 certificate 5:4 certified 1:24 5:6 certify 5:7,10 change 3:22 changes 3:4 clear 4:18 colin 2:2 3:1 colorado 3:25 4:1,13 comment 5:8 comments 1:19 5:10 concerned 3:11 connected 4:14 control 5:12 country 1:22 4:1 county 5:2 critical 3:6 csr 5:21	facilitating 4:9 fears 4:5 february 1:7,21 filed 5:13 firm 5:23 first 3:9 flow 3:3 following 1:19 foregoing 5:8 fort 5:22,24 forth 3:19 found 4:1 further 5:10	killed 4:3 know 3:17
<b>3</b>			<b>l</b>
307 5:23 336-4000 5:25			lake 3:22 lanes 3:7 little 3:21 look 3:4 lot 4:3
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4:30 1:21			macdougall 2:2 3:1 making 4:15 march 5:17 matter 1:21 method 1:25 middle 1:22 mobility 1:4 mopac 1:1 morrison 1:23 5:6 5:21
<b>5</b>			<b>n</b>
571 5:23			name 5:16 night 3:20 noise 3:3 northbound 3:5 number 4:6,7
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76102 5:24 78746 1:23 7:30 1:22 7th 5:23			open 1:1,20 5:9
<b>8</b>			<b>p</b>
817 5:25			p.m. 1:21,22 parks 3:21 part 3:24,25 particular 3:2 particularly 3:12 pay 3:2
<b>9</b>			
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access 3:5,7 accommodating 4:6 accurately 5:11 aquifer 3:15,17 area 4:3 associated 4:3 attention 3:3 austin 1:23 3:10 austin's 3:18 authority 1:4 automobiles 3:18	<b>d</b> date 5:15,22 dated 5:17 day 1:21 department 1:3 5:13 dependent 4:12 design 3:5 disappeared 3:23 district 4:12	<b>g</b> goal 4:6,7 going 3:3 good 4:11 group 3:2 growth 3:18 guess 4:18	
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[people - worth]

<p><b>people</b> 3:18  <b>physical</b> 4:4,17  <b>picture</b> 4:15  <b>place</b> 3:9  <b>planning</b> 3:2  <b>priority</b> 4:16  <b>proposal</b> 3:13  <b>public</b> 4:7  <b>push</b> 3:16</p>	<p><b>started</b> 3:22  <b>state</b> 1:24 5:1,7  <b>statements</b> 1:13  <b>stenographic</b> 1:25  <b>street</b> 5:23  <b>study</b> 1:1  <b>styled</b> 1:20 5:9  <b>subscribed</b> 5:16  <b>suggests</b> 3:13  <b>suite</b> 5:24  <b>supervision</b> 5:12</p>	<p><b>world</b> 3:21  <b>worth</b> 5:22,24</p>
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<p><b>quality</b> 3:14</p>		
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<p><b>reasons</b> 4:2  <b>received</b> 1:20  <b>record</b> 1:13,19  <b>reduced</b> 5:11,13  <b>regional</b> 1:4  <b>registration</b> 5:23  <b>reported</b> 1:25 5:11  <b>reporter</b> 1:24 5:6  <b>reporter's</b> 1:19 5:4  <b>resident</b> 3:10  <b>residents</b> 3:6  <b>respect</b> 3:15  <b>result</b> 3:22  <b>river</b> 3:25 4:13  <b>roadway's</b> 3:13  <b>rollingwood</b> 3:4,6  <b>russia</b> 3:23</p>	<p><b>tangential</b> 4:14  <b>tarlton</b> 1:23  <b>texas</b> 1:3,4,23,24,24  5:1,7,13,21,24  <b>thing</b> 3:20  <b>thursday</b> 1:7  <b>time</b> 4:11  <b>tollways</b> 3:5  <b>transportation</b> 1:3  4:8 5:14  <b>travis</b> 5:2  <b>tv</b> 3:20  <b>type</b> 3:12  <b>typewriting</b> 5:12</p>	
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<p><b>school</b> 1:22  <b>sensitive</b> 4:10,17  <b>set</b> 5:9  <b>shorthand</b> 5:6  <b>signature</b> 5:20  <b>sit</b> 3:14  <b>sort</b> 4:3  <b>south</b> 1:1  <b>southern</b> 3:25  <b>speakers</b> 2:1 5:8,11  <b>spend</b> 4:11  <b>springs</b> 3:15</p>	<p><b>w</b></p>	
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