

PUBLIC INPUT SUMMARY

PUBLIC INPUT/FEEDBACK	HOW WE RESPONDED
Remove elevated ramps over Lady Bird Lake. <i>(Stakeholder Comment)</i>	Developed and evaluated other options for providing downtown access to and from the Express Lanes. (see Operational Configurations)
Provide only one Express Lane in each direction. <i>(Stakeholder Comment)</i>	Developed and evaluated additional operational configurations including some with one Express Lane in each direction. (see Operational Configurations)
How will the project impact traffic on Cesar Chavez Street and other downtown streets? <i>(Stakeholder Comment)</i>	Commissioned a study led by University of Texas Center for Transportation Research. Study concluded that no adverse impacts to downtown would result from the proposed project. (see Dynamic Traffic Assignment Study)
Will the downtown connection on Cesar Chavez Street conflict with traffic to and from Austin High School? <i>(Austin High School Comment)</i>	Shifted direct connection touchdown farther east on Cesar Chavez Street and added barrier separation to eliminate Austin High School conflict points. (see Operational Configurations that feature a downtown direct connection)
Add direct connection ramps for Bee Cave Road Express Lane access. <i>(City of Rollingwood Comment)</i>	Evaluated and determined not feasible due to the proximity of the northbound MoPac entrance ramp at Bee Cave Road.
Add a southbound-to-northbound Texas Turnaround at Barton Skyway. <i>(City of Rollingwood Comment)</i>	Included in all operational configurations. (see Operational Configurations)
Add a third northbound general purpose lane between Davis Lane and William Cannon Drive. <i>(Stakeholder Comment)</i>	TxDOT will add an auxiliary lane by restriping MoPac northbound from Davis Lane to William Cannon Drive under a separate project. Construction is anticipated to begin in spring 2016.
Lengthen the Texas Turnaround at Loop 360 to increase capacity. <i>(Stakeholder Comment)</i>	Included in all operational configurations. (see Operational Configurations)
Reduce southbound congestion between Bee Cave Road and Loop 360. <i>(City of Austin Comment)</i>	Added a collector-distributor road to all operational configurations connecting southbound entrance ramps from Bee Cave Road and Barton Skyway to southbound Express Lane, eastbound Loop 360 and southbound MoPac general purpose lanes. (see Operational Configurations except the City of Austin Proposal)
Address southbound MoPac congestion between US 290 and William Cannon Drive. <i>(Stakeholder Comment)</i>	Made ramp improvements and added a short section of collector-distributor road to all operational configurations. (see Operational Configurations)
Provide connection between US 290 and proposed MoPac South Express Lanes. <i>(City of Austin and Capital Metro Comment)</i>	Added direct connection from eastbound US 290 to northbound Express Lanes and southbound Express Lanes to westbound US 290. (see Operational Configurations)

(continued on back)



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Add sidewalk connection to RM 2244 on west side of MoPac. (<i>City of Rollingwood Comment</i>)	Included sidewalk connection in all operational configurations. (see Operational Configurations)
Address congestion at northbound entrance ramp from Southwest Parkway. (<i>Stakeholder Comment</i>)	This would require widening to the east, which is not feasible due to proximity of the new bike and pedestrian bridge over Barton Creek.
Provide additional southbound general purpose lane south of William Cannon Drive. (<i>Stakeholder Comment</i>)	Incorporated the third southbound general purpose lane between William Cannon Drive and Davis Lane into all operational configurations. (see Operational Configurations except the City of Austin Proposal)
Add Davis Lane southbound entrance ramp and northbound exit ramp. (<i>Stakeholder Comment</i>)	There is not enough distance between this location and Slaughter Lane to install an entrance ramp. A minimum weaving length of 2,000 feet is required (TxDOT Roadway Design Manual 2014). Other ramping arrangements are constrained by adjacent parkland.
Shared Use Path should be separated from traffic. (<i>Travis County Comment</i>)	A Shared Use Path that is separated from traffic is included where feasible in all operational configurations. (see Operational Configurations)
Improvements are needed to the intersection of 5th St./ Lake Austin Blvd. at the northbound MoPac exit. (<i>Travis County Comment</i>)	VISSIM modeling conducted did not show a significant improvement with a traffic signal for the northbound MoPac exit ramp at 5th Street and Lake Austin Boulevard. Discussions with Travis County will continue. These improvements could be implemented independent of this project.
Make improvements to the southbound MoPac entrance ramp at Lake Austin Boulevard. (<i>Travis County Comment</i>)	An extended left-turn bay located on westbound Lake Austin Boulevard at the southbound MoPac frontage road has been incorporated into all operational configurations. (see Operational Configurations) Adding a right turn on eastbound Lake Austin Boulevard at the southbound MoPac frontage road may require additional right-of-way on Lake Austin Boulevard which would likely be outside the scope of this study. Discussions with city of Austin, TxDOT, and Travis County will continue.
Consider building high capacity transit (e.g., rail) instead of Express Lanes. (<i>Stakeholder Comment</i>)	Held meetings with Capital Metro. Their plans for the MoPac South corridor continue to focus on express bus service to downtown from park-and-ride facilities.
Construct a park-and-ride near Slaughter Lane. (<i>Travis County Comment</i>)	The Mobility Authority continues to meet regularly with Capital Metro to discuss the most appropriate locations for future park-and-ride lots.

Some of the feedback and input we have received suggest improvements that are outside the scope of this project. We have referred those comments to the agencies with jurisdiction over those areas (TxDOT and/or city of Austin).

- Provide pedestrian crossing signal on northbound and/or southbound frontage road near Rollingwood Drive. (*City of Rollingwood Comment*)
- Add stop signs at Rollingwood Drive for MoPac northbound and southbound frontage roads. (*City of Rollingwood Comment*)
- Redesign intersections at Bee Cave Road and MoPac frontage roads. (*City of Rollingwood Comment*)
- Add another right-turn lane on southbound frontage road approach to William Cannon Drive intersection. (*Stakeholder Comment*)
- Add eastbound capacity on Cesar Chavez Street from MoPac to Lamar Boulevard. (*Travis County Comment*)
- Add direct connection to Loop 360. (*Stakeholder Comment*)

