

**Comment and Response Summary  
For the MoPac South Environmental Study  
Open House  
held on April 29, 2014**

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**MoPac South**  
ENVIRONMENTAL STUDY

MoPac South from  
Cesar Chavez Street to Slaughter Lane  
Travis County

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**Prepared for  
Federal Highway Administration and  
Texas Department of Transportation**

**FINAL: November 7, 2014**





## OPEN HOUSE SUMMARY

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## Open House Summary

The Central Texas Regional Mobility Authority (Mobility Authority), in conjunction with the Texas Department of Transportation (TxDOT), held an open house on Tuesday, April 29, 2014, at Barton Creek Mall, 2901 South Capital of Texas Highway, Austin, TX 78746. The open house was held on the first floor near JC Penney, Starbucks and AMC Theater. The purpose of the event was to provide a community update on the MoPac South project, which is evaluating preliminary alternatives to improve approximately eight miles of the MoPac Expressway from Cesar Chavez Street to Slaughter Lane. The public was asked to provide input on the draft purpose of and need for improvements, preliminary alternatives, and draft evaluation criteria. Displays of the project location and the preliminary alternatives were available for public review from 3:30 PM to 7:00 PM. A virtual open house was made available at [www.MoPacSouth.com](http://www.MoPacSouth.com) from April 29 through May 9, 2014. All of the handouts and meeting materials were available for download and review at the virtual open house, and participants were encouraged to provide their input online.

## Study Summary

MoPac Expressway south of Cesar Chavez Street 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 150,000 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.

The preliminary build alternatives under consideration include adding one or more lanes in each direction: general purpose lanes, high occupancy vehicle (HOV) lanes, transit only lanes and express lanes that utilize variable tolls. In addition, transportation systems management (TSM)/ transportation demand management (TDM) and a no build alternative are under consideration.

The study is expected to take up to two more years to complete.

## Notices and Public Outreach

### LEGAL NOTICES

Legal notices for the open house were published in the *Austin American-Statesman*, the primary newspaper in the region with a weekend circulation of about 175,000, on Sunday, March 30, 2014 and Saturday, April 19, 2014.

Copies of the legal notices are provided in **Attachment A**.

### ELECTRONIC NEWSLETTER

Three electronic newsletters were distributed between March 31 and May 5, 2014.

The first electronic newsletter was emailed on March 31 to 776 people and organizations. It updated readers on the progress of the MoPac South and MoPac Intersections projects and invited them to attend the second open house for MoPac South on April 29, 2014. The newsletter was distributed to businesses, neighborhood associations, home owners' associations and individuals and community groups who had attended meetings, submitted business cards or requested verbally or online to receive the information.

The second electronic newsletter was emailed on April 21 to 806 people and organizations. The newsletter invited the community to attend the April 29 open house. This distribution included additional email addresses submitted at community meetings and/or from those who requested updates verbally or online since the release of the March 31 electronic newsletter.

The third electronic newsletter was emailed on May 5 to 875 people and organizations. It reminded the community that the virtual open house was available online until May 9, 2014. This distribution included additional email addresses submitted at community meetings and/or those who requested updates verbally or online since the release of the April 21 electronic newsletter.

Copies of the electronic newsletters are available in **Attachment B**.

### ADDITIONAL NOTIFICATION/OUTREACH EFFORTS

- The Mobility Authority and TxDOT issued media alerts on April 22, April 28, and April 29, 2014 to 63 members of the media.
- Display advertisements were printed in four community newspapers: *Community Impact Westlake/Lake Travis*, Thursday, April 10, 2014; *Ahora Si!*, Thursday, April 17, 2014; *Oak Hill Gazette*, Thursday, April 17, 2014; and, *Austin Chronicle*, Friday, April 25, 2014.
- A promoted twitter campaign ran from April 22, 2014 through May 9, 2014. Seven tweets focused on the open house and virtual open house with a total of 159 followers during the peak of the campaign.
- *Community Impact* online edition, *Community Impact* southwest edition, Austin360.com (in partnership with statesman.com) and the *Austin American Statesman* published event information.
- The Mobility Authority sent out an email to 98 elected officials in a five-county region to inform them about the open house.
- A notice of the meeting was distributed to 30 stakeholder groups and organizations. The notice was published in business and neighborhood online community calendars and in

emails to members in the weeks leading up to the event. The Circle C HOA, Barton Creek Mall (Facebook page), Barton Creek Neighborhood Association, City of Austin Transportation Department (Mobility Austin), TxDOT, Downtown Austin, Alliance, Shady Hollow HOA and Save Our Springs are some of the groups that published event information.

Examples of the additional notification and outreach can be found in **Attachment C**.

## Open House Information

### *OPEN HOUSE DATE, LOCATION, AND FORMAT*

The Mobility Authority and TxDOT held the open house on Tuesday, April 29, 2014 at Barton Creek Mall, 2901 South Capital of Texas Highway, Austin, TX 78746. The open house was held on the first floor near JC Penney, Starbucks and AMC Theater. The event was designed to be a casual, come-and-go format in an accessible location for the community. Hours were 3:30 PM to 7:00 PM.

Thirty-eight directional signs were posted at two primary mall entrances off Loop 360 and MoPac Expressway and also around parking areas near JC Penney on the east side and AMC theater on the west side to maximize visibility and guide people to the meeting. Eight posters advertising the event were stationed throughout the mall. Post cards with event information were provided to the public by the mall's customer service staff located in a kiosk in the center of the mall. Three registration tables were utilized in the meeting area. Two were stationed in front of the meeting space and the third was located in the back of the meeting space just outside a main entrance/exit for JC Penney's customers. Greeters guided visitors to the display area, which was located just behind the registration area.

Sticky notes and green, yellow and red dots were utilized as one of the methods to obtain feedback from attendees, who could post them directly onto the interactive exhibits. A court reporter was available but no verbal comments were received. Attendees were encouraged to fill out comment and survey forms and leave them in boxes stationed at the three registration tables and in the comment table area. Study team members were available to provide information, assistance and answer questions.

The exhibits included:

- Welcome
- Why am I here?
- Study location
- Anticipated timeline
- Agency partners
- Draft purpose (interactive)
- Draft need (interactive)
- Project goals and objectives (interactive)
- Preliminary alternatives
- What other alternatives should we consider? (interactive)
- Draft evaluation criteria (for preliminary and reasonable alternatives)
- Environmental considerations
- Where do you go by bike or on foot? (interactive)
- Constraints map
- How to submit comments
- Next steps

Copies of the display and interactive boards can be found in **Attachment D**.

Representatives from agency partners and adjacent projects were available to answer questions including: TxDOT, Capital Metro, Capital Area Metropolitan Planning Organization (CAMPO), MoPac Intersections Environmental Study and MoPac Improvement Project.

#### *REGISTRATION AND HANDOUTS*

Attendees were asked to sign in and were provided these handouts:

- Fact Sheet - MoPac South Environmental Study
- Comment Form
- Community Survey
- Sign Up for Updates Form
- Virtual Open House Flyer

Handout materials are included in **Attachment E**.

Photos of the open house are in **Attachment F**.

#### *ATTENDANCE*

One hundred and twenty-five people registered for the event. Registration forms are included in **Attachment G**.

#### *VIRTUAL OPEN HOUSE*

The Mobility Authority launched a virtual open house at [www.MoPacSouth.com](http://www.MoPacSouth.com). The virtual open house was made available from April 29 through May 9, 2014. The results included approximately 414 unique webpage views during this period. For the analysis of the data see **Attachment H**.

#### *COMMUNITY SURVEY*

Seventy-seven people filled out community surveys. Twenty-one were completed at the open house and fifty-six were submitted online. Community survey forms and results from the online survey are included in **Attachment I**.

#### *PUBLIC COMMENTS*

The public comment period occurred from March 30 through May 9, 2014. During this time comments could be submitted by mail, online at [www.MoPacSouth.com](http://www.MoPacSouth.com) or by fax. Attendees at the open house were invited to leave their completed comment forms in boxes provided at the meeting and/or verbalize their comments to a court reporter. The deadline to receive comments was May 9, 2014, at midnight.

Sixty-four people provided comments either at the event by filling out comment forms (25) or online via Web Mail (39). No verbal comments were provided to the court reporter and no comments were made via fax or mail.

#### *MAJOR THEMES*

##### **General Purpose Lanes and Express Lanes**

Four comments reference general purpose lanes. Two of those also express support for express lanes, some of which offer suggestions for how they could be utilized by and benefit HOV, emergency vehicles, and busses. One comment suggests that the fee for the express lane should be waived if there is more than one person in the vehicle. Two comments wanted general purpose lanes only.

##### **Transit in general/Transit Only Lanes**

Twelve of the comments received reference transit, bus and/or rail. Many comments express support for transit in south Austin and disappointment in the lack of transit options in Austin compared to other cities. Four comments express support for transit only lane(s). One commenter suggests that Capital Metro expand the 806 route to the Oak Hill Park-and-Ride facility. Another suggests adding a Park-and-Ride facility near Slaughter Lane.

### **High Occupancy Vehicle (HOV) Lanes**

Six of the comments received reference HOV lanes. Five are in favor of the installation of HOV lanes and one is against. The two comments in favor of HOV lanes state that they are only in favor of HOV lanes if a general purpose lane is also constructed. One comment includes operational suggestions, including making the HOV lanes reversible to accommodate rush hour traffic, and suggest that Austin should draw upon how Chicago has planned its road network.

### **TSM/TDM**

Six comments include suggestions relating to TSM/TDM including signal optimization, restriping areas with wide shoulders, turn lanes, and alternate work schedules. One comment suggests replacing the stop signs at Davis Lane and MoPac with traffic signals. Another comment suggests a dedicated right-turn lane on the southbound MoPac frontage road at Davis Lane.

### **No Build Alternative**

Two comments express support for the no build alternative.

### **Bicycle/Pedestrian Access**

Five of the comments received include references to bicycle/pedestrian accommodations. Three comments support accommodations: parallel to MoPac, to/from neighborhoods and to/from Barton Springs Pool. One comment indicates concerns about safety for bicyclists and pedestrians near the intersections with Slaughter Lane and La Crosse Avenue. Two comments are against providing bicycle and pedestrian accommodations along MoPac.

### **Configuration of ramps, direct connectors and weaving zones**

Eleven comments suggest improvements to/additions of ramps, direct connectors and weaving zones. These suggestions include:

- Improve the MoPac southbound exit at William Cannon Drive
- Add a direct connection from MoPac southbound to Loop 360 eastbound
- Do not add direct connectors between MoPac and Loop 360, commenter appreciates how the existing Loop 360/MoPac interchange fits into its surroundings
- Add entrance and exit ramps near Davis Lane
- Improve weaving zones between US 290 and William Cannon Drive
- Improve the MoPac southbound exit at Bee Cave Road

### **Environmental Considerations**

Six comments reference an environmental consideration including:

Water quality and protection of the Edwards Aquifer and Barton Springs Pool (three comments)

- Save the oak trees
- Protect the Barton Creek greenbelt
- Traffic noise levels
- Air quality

### **Tolling**

Ten of the comments received include references to tolling, toll roads, managed lanes and/or express lanes. Two of these comments express support for express lanes. One comment states that they do not wish to pay for a toll road to get home. One comment expresses concern over private companies profiting from toll roads. Another comment suggests that those residents who live outside, but commute to Travis County daily be made to pay a “commuter tax” to fund the roadway.

### **MoPac Intersections Environmental Study**

Twenty-two people commented on the need for an overpass or underpass to be constructed at the intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue. The comments supporting improvements are mostly in favor of an underpass being constructed at the two intersections for reasons relating to traffic noise and the negative impact on an overpass would have on property owners' view shed. The comments against the construction cite potential impacts to the Edwards Aquifer, Barton Springs Pool and the removal of large oak trees.

Comments (Forms and Web Mail) are available in **Attachment J**. The court reporter did not receive any verbal comments, so a court reporter transcript is not included in this summary.



## **Comment and Response Report**

**Table 1. Public Comment and Response Summary**

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
1	Albers	Alan	4/28/2014	Web Mail	Good plans to go under Slaughter and La Crosse. Overdue, so hurry!	Support for underpasses at Slaughter Lane and La Crosse Avenue.	Comment noted.  The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.
2	Backus	Andrew	5/7/2014	Web Mail	I am opposed to this project and suggest the widening/improvement of Brodie, Manchaca, S.1st and other N-S corridors. There is more than enough development to come along the RR-1826 corridor to clog south MoPac.	Support for no build alternative on MoPac South.  Suggest improving Brodie Lane, Manchaca Road, and South 1 <sup>st</sup> Street.	Comment noted.  Compared to MoPac South, Brodie, Manchaca and South 1 <sup>st</sup> have relatively narrow rights-of-way, making their widening/improvement much more constrained in terms of avoiding residential and commercial displacements. These improvements are also not currently included in the CAMPO Plan.
3	Bailey	Scott	4/29/2014	Web Mail	These MoPac underpasses are way overdue. I hope you can get them built as quickly as possible.	Support for underpasses at Slaughter Lane and La Crosse Avenue.	Comment noted.  The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.
4	Bayless	Robert	4/29/2014	Comment Form	I want a bicycle path that parallels MoPac from Slaughter to Barton Springs.	Support for a bicycle path.	Comment noted.  Safe pedestrian and bicycle access is being evaluated as part of the MoPac South Environmental Study. Also the Study Team is coordinating with the City of Austin regarding their Bicycle Master Plan as well as with Hill County Conservancy regarding the Violet Crown Trail ( <a href="http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/">http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/</a> ).
5	Beatty	Greg	5/08/2014	Web Mail	Better planning 20 years ago would have helped, but now you're just burning down the house if you expand Mo-Pac.	Expanding MoPac will not help.	Comment noted.
6	Beto	Mark	4/29/2014	Comment Form	Any solution to MoPac South traffic problems must consider and include overpasses or underpasses at Slaughter and La Crosse. Otherwise, we are not really addressing the criteria of the study.	Support for underpasses at Slaughter Lane and La Crosse Avenue.	Comment noted.  The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.
7	Brantly	Jeff or Sharon	4/29/2014	Comment Form	Need more bike/walk access from neighborhoods (like Travis country) to the MoPac corridor!	Support for bike and pedestrian access.	Comment noted.  Safe pedestrian and bicycle access is being evaluated as part of the MoPac South Environmental Study. Also the Study Team is coordinating with the City of Austin regarding their Bicycle Master Plan as well as with Hill County Conservancy regarding the Violet Crown Trail ( <a href="http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/">http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/</a> ).
8	Buelty	Linda	4/29/2014	Comment Form	I do not want to pay for a toll road to get home.	No toll roads.	Comment noted.

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
9	Calfee	Sarah	4/29/2014	Comment Form	I'm looking forward to the solution that will be identified and implemented. Our population increase is just too much to keep driving in the conditions as they are.	Looking forward to a solution.	Comment noted.  The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.
10	Calvery	Not given	4/29/2014	Comment Form	Build 45 extension to 1626. This will increase vehicle access to MoPac and decrease traffic through neighborhoods in Slaughter and Brodie areas. Those vehicles are already on MoPac they are just accessing MoPac through neighborhoods and adding traffic to small surface streets and neighborhoods never designed to handle this amount of traffic.	Support for SH 45SW.	Comment noted.  SH 45SW is being considered under a separate study, please visit <a href="http://www.sh45sw.com">www.sh45sw.com</a> for more information. This comment has been shared with the SH 45SW Study Team.
11	Carlson	Ed	4/29/2014	Comment Form	Traffic controls (Intersection stop lights) need to be programmed better. They need to consider time of day and lane direction priority. The merge and transition lanes need to be built for safe and smooth travel.	Improve traffic light timing and merge lanes.	Comment noted.  One of the alternatives under consideration is transportation systems management (TSM). TSM components may also be combined with other alternatives to meet the purpose and need for improvements on MoPac South. TSM options include features such as ramp reversals, restriping, signal optimization, and turn lanes.  The configuration of all ramps, direct connectors (also called flyovers) and weaving zones along MoPac South will be evaluated. This includes areas such as MoPac NB near the Loop 360 entrance ramp, MoPac SB south of US 290, MoPac SB just north of William Cannon Drive, MoPac NB between William Cannon Drive and US 290 along with other areas.
12	Cawley	Rick	4/01/2014	Web Mail	Not only do I want 45 cut thru to loop 1, but also I vote we under/overpass loop 1 at lacrosse and slaughter. If you don't do both. The Brodie problem won't be thinned any. I know the people in the grey rock area don't want 45 coming (beside) not right thru the middle (like it is over here in shady hollow. But how fair is it for Brodie to carry all the traffic south of slaughter right thru the middle of not only shady hollow, but every housing dev. along Brodie.	Support for SH 45SW.  Support for improvements to MoPac Intersections.	Comment noted.  SH 45SW is being considered under a separate study, please visit <a href="http://www.sh45sw.com">www.sh45sw.com</a> for more information. This comment has been shared with the SH 45SW Study Team.  The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.
13	Ciesla	Jeff	3/31/2014	Web Mail	As a resident of Meridian and a commuter that travels along MoPac every day of the week, I very much support the construction and am opposed to the "do nothing" approach. These intersections are already severely congested and will only get worse in the coming years as we grow down here in south Austin. Please move ahead with the construction projects on south MoPac.	Support for improvements to MoPac Intersections.	Comment noted.  The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team

**Table 1. Public Comment and Response Summary**

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
14	Citron	Gary	4/22/2014	Web Mail	<p>Thanks for the opportunity to provide feedback - I live in the area often described as "Shady Hollow" which is along Brodie Lane, near Baranoff Elementary School. I used to live in Pasadena, CA about 30 miles from my work in Hollywood. My comments for you all are as follows...I am deeply concerned that Austin is no longer a sustainable community in the sense that the improvements in public transportation are not either substantive, or timely, or as broad as they need to be.</p> <p>I used to travel MoPac to work off 35th Street near the UT campus, about 17 miles. On some days my commute might take over an hour, or about as long as my commute from Pasadena to Hollywood which was about 30 miles. The population growth in southwest Austin has been rapid, too rapid when compared to improvements in infrastructure, and availability of public transportation. One of my concerns is that there is almost no public transportation available to people who might want to avail themselves of park and ride. For example, a park and ride at MoPac and Slaughter, so that people could park their cars, and ride a bus (in a separate bus lane) to downtown, or the UT campus area.</p> <p>I would ride a bus to shopping at Arbor Trails (William Cannon and MoPac) or Sunset Valley but there is no bus service on Brodie Lane, and there is none on MoPac. For those of us who are approaching senior citizen status, public transportation is a great alternative to the cost of maintaining a car. So, I would ask that you all consider these things...1) Making substantive improvements to move people from south and southwest Austin to employment and shopping 2) Provide bus transportation or light rail to employment or shopping 3) Do the above on a more timely basis - I've seen news stories that say that 40,000 people move to Austin every year, and I wonder how do they get to work, and how much longer can commutes take before people say "enough" it is time for change, and change that will return Austin to the path of sustainability, because it is not on that path now.</p>	Support for public transportation.	<p>Comment noted.</p> <p>Regional commuter rail, bus rapid transit, urban rail and transit express lanes are being studied under a separate project called Project Connect; please visit <a href="http://www.projectconnect.com">www.projectconnect.com</a> for more information.</p> <p>The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.</p>
15	Collins	John	4/29/2014	Web Mail	<p>The recent national study shows that Texas is one of the last in the country to spend money on roads and Austin is lagging behind even beyond that. Fix all the overpasses in the area (there are a half dozen in the immediate Austin area and only 1 has all the connections in place) and remove the stop lights from the major highway connections to our local airport. Toll roads will only help so much, we need to bring this area up to the standards that other places like Houston and Dallas have. Austin is no longer the country hick town with a fun college in it. It is a thriving community with massive growth on the immediate horizon and if it is ever going to support that growth our transportation problems need to be fixed. We are already behind the eight ball on this and further delays will only make it worse.</p>	Toll roads are not the best option.	<p>Comment noted.</p> <p>The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.</p>
16	Danzeiser	Doug	4/29/2014	Web Mail	<p>The south bound exit to Davis lane sometimes backs up with exiting cars all the way on to MoPac. An easy remedy would be to give the cars exiting on to west bound Davis their own lane so they don't have to stop while exiting.</p>	Support for additional lane near Davis Lane exit.	<p>Comment noted.</p> <p>The configuration of all ramps, direct connectors (also called flyovers) and weaving zones along MoPac South will be evaluated. This includes areas such as MoPac NB near the Loop 360 entrance ramp, MoPac SB south of US 290, MoPac SB just north of William Cannon Drive, MoPac NB between William Cannon Drive and US 290 along with other areas.</p>

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
17	Davis	Laura	4/22/2014	Web Mail	I live south of these 2 intersections and greatly favor continuing the main lanes of MoPac under both intersections. Those lights back up traffic for quite a way both in the morning and evening commutes. If the 45 extension passes and goes through that will only bring additional traffic up MoPac in addition to the new development in Greyrock Ridge and Avana neighborhoods. Thank you!	Support for underpasses at Slaughter Lane and La Crosse Avenue. Lights back up in the morning and at night.  Completion of SH 45SW project will bring more traffic.	Comment noted.  The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.  SH 45SW is being considered under a separate study, please visit <a href="http://www.sh45sw.com">www.sh45sw.com</a> for more information. This comment has been shared with the SH 45SW Study Team.  One of the alternatives under consideration is transportation systems management (TSM). TSM components may also be combined with other alternatives to meet the purpose and need for improvements on MoPac South. TSM options include features such as ramp reversals, restriping, signal optimization, and turn lanes.
18	Day	Joanne	4/29/2014	Comment Form	My fear is that as you/we make the improvements more people/businesses will move into area. Building and landowners will want to make money. Southwest Austin is environmentally important all of Austin. Increased population here will most likely be detrimental to the environmental quality and quantity of our water – Barton Springs/Creek, “The Jewel of Austin”. More improvements to get people moving will bring more people. Please look for ways to get people out of their cars. Community rail and busses yes, more roads no. Transit stops should be protected spaces not wide open to the elements. I would ride the bus more often if I didn’t have to stand in the rain or out in the sun for so long. We need a federal environmental study. CAMPO commission needs to have a strong impartial study done on Slaughter intersection and further with SH 45 and La Crosse Intersections.	Support for public transit with covered stops.  Concern about environmental impacts.  Need for a federal environmental study.  No more roads.  Need impartial study for Slaughter Lane to the proposed SH 45SW.	Comment noted.  Regional commuter rail, bus rapid transit, urban rail and transit express lanes are being studied under a separate project called Project Connect; please visit <a href="http://www.projectconnect.com">www.projectconnect.com</a> for more information.  The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.  A federally-required environmental study including an analysis of direct, indirect and cumulative impacts will be prepared pursuant to the National Environmental Policy Act and in compliance with federal and state regulations.  The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.  SH 45SW is being considered under a separate study, please visit <a href="http://www.sh45sw.com">www.sh45sw.com</a> for more information. This comment has been shared with the SH 45SW Study Team.  The limits of this study are from Cesar Chavez Street to Slaughter Lane. The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Improvements south of La Crosse Avenue would have to be looked at as part of a separate study.

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
19	Denson	Joan	5/08/2014	Web Mail	I am a 69-year-old retiree who has used Mo Pac since working at Westminster Manor as its nursing home administrator in 1991 when my commute from South Austin was 15-20 minutes. In 1996 my trip to 35th street exit or 45th had increased to 25-30 minutes and is not substantially more in rush hour traffic. I am looking forward to some relief with the new improvements now in progress; however, I do want us to consider the environmental impact of more traffic on what is now considered a local commuter route, to an eventually expanded SW I-45 freeway. There are days when I approach downtown that it appears to be similar to an LA haze or a Houston haze hanging over beautiful downtown. I can't imagine the impact to buildings alone in time, much less the air quality for persons living downtown and along the Mo Pac corridor were I-45 to connect any time in the future to I-35. I've seen other suggestions as to how to avert this increase in traffic and I hereby ask that you consider every alternative before spending 100 million dollars on this project involving increasing traffic. Please improve ways to access 360 from Southbound Mo Pac, for instance, and ways to encourage use of I-30 toll way. I would like to know that my grandchildren would be proud that we did not sacrifice our quality of life to improve traffic flow.	Support for improvements, but concerned about environmental impacts.  Support for improvement to Loop 360 access from southbound MoPac.	Comment noted.  The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.  An assessment of potential environmental impacts including land use, socioeconomics, parks, cultural resources, soils, hazardous materials, vegetation, wildlife, threatened and endangered species, water resources, water quality (Edwards Aquifer), floodplains, traffic noise, air quality and visual and aesthetics resources is included as a part of this study.  The configuration of all ramps, direct connectors (also called flyovers) and weaving zones along MoPac South will be evaluated. This includes areas such as MoPac NB near the Loop 360 entrance ramp, MoPac SB south of US 290, MoPac SB just north of William Cannon Drive, MoPac NB between William Cannon Drive and US 290 along with other areas.
20	Dukette	Scott	4/29/2014	Comment Form	Consider a direct connect from MoPac south to 360 east (south?). Current situation is that traffic entering MoPac SB from Barton Skyway and Bee caves Road on ramps some traffic wants to cross all lanes to get to left hand exit to 360 and bottlenecks there. Traffic clears significantly just south of there.	Support for improvement on ramps at Barton Skyway, Bee Cave Road and Loop 360.	Comment noted.  The configuration of all ramps, direct connectors (also called flyovers) and weaving zones along MoPac South will be evaluated. This includes areas such as MoPac NB near the Loop 360 entrance ramp, MoPac SB south of US 290, MoPac SB just north of William Cannon Drive, MoPac NB between William Cannon Drive and US 290 along with other areas.
21	Dukette	Scott	4/29/2014	Comment Form	Consider a braided ramp at MoPac southbound where William Cannon off ramp and direct connect from 71/290 come together (also on ramp from frontage road?). Traffic conflicts and bottlenecks there.	Support for braided ramp on MoPac southbound near William Cannon Drive and US 290.	Comment noted.  The configuration of all ramps, direct connectors (also called flyovers) and weaving zones along MoPac South will be evaluated. This includes areas such as MoPac NB near the Loop 360 entrance ramp, MoPac SB south of US 290, MoPac SB just north of William Cannon Drive, MoPac NB between William Cannon Drive and US 290 along with other areas.
22	Ewig	Susan	5/09/2014	Web Mail	I am strongly opposed to the building of SH45SW without a complete environmental study such as would be required when using federal funds.	Against SH 45SW without complete environmental study.	Comment noted.  SH 45SW is being considered under a separate study, please visit <a href="http://www.sh45sw.com">www.sh45sw.com</a> for more information. This comment has been shared with the SH 45SW Study Team.

**Table 1. Public Comment and Response Summary**

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
23	Ferrante	Tony	5/05/2014	Web Mail	<p>As a resident of the Meridian subdivision, I am very passionate about the need for bypasses for MoPac at La Crosse and Slaughter. Given the significant growth of residents in our area and extended south down 1826, traffic flow will continue to increase on south MoPac. The two lights at La Crosse and Slaughter cause significant delays and backups on a daily basis and this will be made worse until the bypasses can be built.</p> <p>Given the increased likelihood of 45 SW going through to 1626, it is imperative that the bypasses are constructed to reduce daily backups for residents.</p> <p>I think this is the #1 issue in South Austin as it affects so many people so frequently.</p>	<p>Support for bypasses at Slaughter Lane and La Crosse Avenue.</p> <p>Concern for increased traffic due to SH 45SW.</p>	<p>Comment noted.</p> <p>The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.</p> <p>SH 45SW is being considered under a separate study, please visit <a href="http://www.sh45sw.com">www.sh45sw.com</a> for more information. This comment has been shared with the SH 45SW Study Team.</p>
24	Freeman	Elizabeth	5/08/2014	Web Mail	<p>Remove the proposed \$100 million SH 45 SW "aquifer toll road" from the 2015 to 2018 Transportation Improvement Plan. If built, the project would make congestion on MoPac worse while polluting the Barton Springs Edwards Aquifer. This is 3 for 3 on the Bum Steer scale - fiscally, practically and environmentally stupid. (This irresponsible idea brought to you by politics.) CAMPO's own December 2013 traffic study showed that building the SH 45 SW aquifer toll road will divert traffic from Interstate 35 to MoPac, which is already overloaded. Only a relatively few Hays county commuters will benefit at the expense of current MoPac commuters, MoPac corridor neighbors, taxpayers, and Barton Springs. If you're determined to spend \$100 million, why don't you do something that will actually HELP large numbers of commuters, like improving traffic flow on I-35, providing transit options to north-south commuters, encouraging development and use of the existing SH 130 corridor and other alternatives:<a href="http://www.keepmopaclocal.org/component/content/article/28-january-2014-update">http://www.keepmopaclocal.org/component/content/article/28-january-2014-update</a></p> <p>Do your job, say no to the road and developer lobbies and don't squander \$100 million on congestion and pollution. If you don't care about the human beings you ostensibly represent and the planet we all depend on, at least think about your legacy.</p>	<p>Support for no build alternative on SH 45SW.</p> <p>Support for transit.</p>	<p>Comment noted.</p> <p>SH 45SW is being considered under a separate study, please visit <a href="http://www.sh45sw.com">www.sh45sw.com</a> for more information. This comment has been shared with the SH 45SW Study Team.</p> <p>Regional commuter rail, bus rapid transit, urban rail and transit express lanes are being studied under a separate project called Project Connect; please visit <a href="http://www.projectconnect.com">www.projectconnect.com</a> for more information.</p>
25	Gaillour	Kathy	5/08/2014	Web Mail	<p>The study for MoPac South needs to include a potential flyover at Slaughter and MoPac. That intersection has always been congested but is even more so now. It's guaranteed to get worse as there is more development south of that intersection. Another factor is the eventual build of SH45 to FM1626; if/when that is eventually completed, this intersection will be key to a manageable flow of traffic. The same amount of traffic going to FM1626 that uses that intersection today will still go through there; with a flyover, it would travel faster to the same destination (people going to FM1626 go east on Slaughter then south on either Brodie or Manchaca today).</p> <p>If not a flyover at Slaughter/MoPac, then something to improve the flow of traffic there needs to be considered.</p> <p>Thank you for the opportunity to comment; the materials presented and the effort ongoing to educate the public is appreciated.</p>	<p>Support for overpasses at Slaughter Lane.</p> <p>SH 45SW will make traffic on MoPac worse.</p>	<p>Comment noted.</p> <p>The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.</p> <p>SH 45SW is being considered under a separate study, please visit <a href="http://www.sh45sw.com">www.sh45sw.com</a> for more information. This comment has been shared with the SH 45SW Study Team.</p>

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
26	Goodwin	Vikki	4/29/2014	Comment Form	I'm happy to see the improvements along MoPac north of the river. Please don't forget about South Austin. We need traffic relief too.	Support for improvements on MoPac South.	Comment noted.  The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.
27	Gutierrez	Carlos M.	4/29/2014	Comment Form	We favor the underpass solution for the intersections of La Crosse and of Slaughter. Our concerns listed in priority: 1) Property value deteriorating due to the construction and overpasses blocking our current views. 2) Noise levels and aesthetics of a "noise wall" solution. 3) Safety of current flow (especially for bikers and pedestrians crossing MoPac to access the Veloway.) 4) Tax Costs. Great job with the open house event and emails!! Thank you.	Support for underpasses at Slaughter Lane and La Crosse Avenue.  Concerned about effects on property values, noise levels, bicycle and pedestrian safety, and taxes.	Comment noted.  The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.  An assessment of potential environmental impacts including land use, socioeconomics, parks, cultural resources, soils, hazardous materials, vegetation, wildlife, threatened and endangered species, water resources, water quality (Edwards Aquifer), floodplains, traffic noise, air quality and visual and aesthetics resources is included in as a part of this study.  Safe pedestrian and bicycle access is being evaluated as part of the MoPac South Environmental Study. Also the Study Team is coordinating with the City of Austin regarding their Bicycle Master Plan as well as with Hill County Conservancy regarding the Violet Crown Trail ( <a href="http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/">http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/</a> ).
28	Harmon	Ryan	4/29/2014	Web Mail	I live off of Davis and MoPac and commute downtown every day. I have noticed on MoPac both North and South bound between Slaughter and Caesar Chavez become congested specifically where it narrows down to two lanes. I also have noticed there are extremely wide shoulders on the side of the road at these areas. I feel simply striping a third lane in the areas using the existing pavement would allow traffic to flow more freely. There would still be enough room for cyclist and motorist to pull over if needed. I will also comment the bus only lanes downtown have only added to the congestion due to the fact people can't use the lanes and buses are only running through that area every couple of minutes. Designating a lane like this on MoPac would only exacerbate the congestion issues.	Support for restriping for a third lane.  Against designating a bus lane on MoPac.	Comment noted.  One of the alternatives under consideration is transportation systems management (TSM). TSM components may also be combined with other alternatives to meet the purpose and need for improvements on MoPac South. TSM options include features such as ramp reversals, restriping, signal optimization, and turn lanes.  The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.



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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
29	Herzog	Amy	4/27/2014	Web Mail	Please address the congestion on south MoPac before connecting 45. Over or under-passes at the intersections at La Crosse and Slaughter are a must. Thank you!	Support for improvements to MoPac Intersections.  Support for addressing congestion on MoPac before SH 45SW project is completed.	Comment noted.  The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.  The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.  SH 45SW is being considered under a separate study, please visit <a href="http://www.sh45sw.com">www.sh45sw.com</a> for more information. This comment has been shared with the SH 45SW Study Team.
30	Herzog	Greg	3/31/2014	Web Mail	Thank you for the latest email update. I noticed that the “Do nothing Approach” was still under consideration. My comment is that I am against the “Do nothing Approach” and 100% for the “Just Do it” approach. Underpasses (or overpasses) are great! Dig baby, Dig! Thank you for your consideration of my comments.	Support for improvements at MoPac Intersections.	Comment noted.  The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.
31	Hinshaw	James	4/29/2014	Comment Form	We need improvements to the southbound exit at William Cannon. The current configuration forces weaving between cars entering MoPac from the 290 flyover and cars exiting MoPac. This is dangerous and causes backups during the evening rush hour.	Support for improvements to the southbound exit at William Cannon Drive.	Comment noted.  The configuration of all ramps, direct connectors (also called flyovers) and weaving zones along MoPac South will be evaluated. This includes areas such as MoPac NB near the Loop 360 entrance ramp, MoPac SB south of US 290, MoPac SB just north of William Cannon Drive, MoPac NB between William Cannon Drive and US 290 along with other areas.
32	Jackson	David	4/29/2014	Comment Form	Underpasses for Slaughter Lane and MoPac. It’s already as bad as William Cannon and MoPac used to be. Infrastructure should be built to anticipate growth, not putting the cart before the horse! Absolutely no tolls! Cyclists and pedestrian have plenty of access and roadways. We need to focus on the impact of drivers trying to get in and out of the neighborhoods without hitting traffic congestion every day all times of the day.	Support for underpass at Slaughter Lane.  No tolls.  Cyclists and pedestrian have plenty of access and roadways.	Comment noted.  The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.  The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.  Safe pedestrian and bicycle access is being evaluated as part of the MoPac South Environmental Study. Also the Study Team is coordinating with the City of Austin regarding their Bicycle Master Plan as well as with Hill County Conservancy regarding the Violet Crown Trail ( <a href="http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/">http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/</a> ).

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
33	Jerome	Julie	4/29/2014	Comment Form	Encourage express lanes on MoPac for expanded CapMetro service. Encourage extending 806 (Rapid) to Oak Hill Park and Ride. Thank you.	Support for express lanes for Capital Metro Service and extending 806 to Oak Hill Park-and-Ride.	<p>Comment noted.</p> <p>The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.</p> <p>Regional commuter rail, bus rapid transit, urban rail and transit express lanes are being studied under a separate project called Project Connect; please visit <a href="http://www.projectconnect.com">www.projectconnect.com</a> for more information.</p>
34	Johnson	Barbara	5/05/2014	Web Mail	<p>The CTRMA (or TxDOT if that's the appropriate agency) should consider improvements to the off-ramp from southbound MoPac to westbound 2244 Bee Cave Road. Currently, the ramp deposits cars relatively close to the intersection of Bee Caves Road and the southbound frontage lanes. This provides very little time for an exiting car to cross the 3 lanes of southbound frontage lanes in order to turn west (right) onto 2244. It is particularly terrifying during evening rush-hour when cars are speeding along the off-ramp and cars are driving fast up the frontage road from Barton Springs Road. I try to be careful and time my exit appropriately but frequently I fear being rear-ended by the off-ramp cars, or hit broad-side or clipped by the cars on the frontage road. It would be helpful if the appropriate agency could do one or a combination of the following: reduce the speed limit on the southbound frontage road to 25 mph (drivers will really hate that and it would need to be policed). Build a ramp to deposit southbound traffic exiting MoPac directly onto west-bound Bee Cave Road. Move the deposit (end) point of the exit ramp further north (toward the river), to give exiting drivers more time to weave between lanes and reach the lane on the far right. (This makes the most sense to me.) Thanks for considering this suggestion.</p>	Support for improvements to the off-ramp from southbound MoPac to westbound Bee Cave Road.	<p>Comment noted.</p> <p>The configuration of all ramps, direct connectors (also called flyovers) and weaving zones along MoPac South will be evaluated. This includes areas such as MoPac NB near the Loop 360 entrance ramp, MoPac SB south of US 290, MoPac SB just north of William Cannon Drive, MoPac NB between William Cannon Drive and US 290 along with other areas.</p>
35	Koplyay	Ferenc	4/29/2014	Comment Form	<p>1-Add HOV lanes, not tolls!                  2-No need to accommodate cyclists on MoPac; they are not motorized vehicles and should not be on the highway.                  3-Add underpasses at Slaughter and La Crosse</p>	<p>Support for HOV lanes.</p> <p>No toll lanes.</p> <p>No need to accommodate cyclists.</p> <p>Support for underpasses at Slaughter Lane and La Crosse Avenue.</p>	<p>Comment noted.</p> <p>1-The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.</p> <p>2- Safe pedestrian and bicycle access is being evaluated as part of the MoPac South Environmental Study. Also the Study Team is coordinating with the City of Austin regarding their Bicycle Master Plan as well as with Hill County Conservancy regarding the Violet Crown Trail (<a href="http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/">http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/</a>).</p> <p>3- The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.</p>

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
36	Linder	John	4/29/2014	Comment Form	I drive MoPac south every day. I am in full support of this project by CTRMA. I commend the CTRMA for leading the charge to resolve traffic congestion on MoPac.	Support for improvements to MoPac South.	Comment noted.
37	Lutostanski	Andrew	5/06/2014	Web Mail	An additional general purpose lane is best for South MoPac. It will allow the greatest number of people to commute efficiently, and permit equitable access to the southwest--Austin's other three quadrants have at least three general purpose lanes.	Support for an additional general purpose lane.	Comment noted.  The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.
38	Maier	Richard	4/29/2014	Web Mail	I think we should add BOTH an additional general purpose lane AND express lanes that can be used by commuters and transit vehicles. Let's get this started NOW!! We are already 10 years too late! Look at the improvements they are doing and have done in Houston. Why can't we build roads like they are doing in other major cities in Texas?	Support for general purpose and express lanes.	Comment noted.  The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.
39	Marshak	Helen	4/29/2014	Comment Form	So surprised that Austin is not where it should be - Recycling, mass transit, needs a lot of work to catch up to Boulder, Seattle and Portland.	Austin needs improvements to recycling and mass transit.	Comment noted.  Please visit <a href="http://www.austintexas.gov/department/austin-resource-recovery">http://www.austintexas.gov/department/austin-resource-recovery</a> for more information on Austin's recycling services and Austin Resource Recovery.  Regional commuter rail, bus rapid transit, urban rail and transit express lanes are being studied under a separate project called Project Connect; please visit <a href="http://www.projectconnect.com">www.projectconnect.com</a> for more information.
40	Martin	Randy	4/13/2014	Web Mail	I'd like to understand the pros and cons of building additional on and off ramps at MoPac and Davis. While they were originally left out of the plan for political reasons, now we have more development south of that point, and we will eventually have Hwy 45 connecting to I-35, so it seems reasonable to reconsider those ramps now. Without them, I witness a lot of extra miles being driven through more congested areas. Adding those ramps would reduce miles driven through neighborhood shortcuts, and reduce idle time wasted at local traffic lights.	Support for on and off ramps at Davis Lane.	Comment noted.  Providing ramps for Davis Lane traffic to access MoPac to the south would require right-of-way on both the east and west side of MoPac. This would impact parkland (Dick Nichols Park) which is afforded protection under state and federal laws.

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41	McNair	Andrea	4/30/2014	Web Mail	<p>As a tax payer, I wonder about all the money we spend asking all these questions when much of the survey content appears common knowledge and something traffic engineers should have learned at school. Several improvements should and could be made without this survey. An example includes the simplicity of metering lights along our freeways but instead you need to survey about them?</p> <p>It exhausts me to think about how the traffic improvements over the years have focused on North Austin while ignoring the bottle neck at the river. When was the last time an improvement focused on getting people across the river? 20+ years? How much has the population grown over that same time period?</p> <p>Based on the location of my home, I currently have to drive 15 minutes to get to transit service and then it takes one hour to get downtown to my job (one way). If your goal is to get me out of my car, the current design of Cap Metro does not work. This is why I protect transit lanes. These lanes do not serve a few select areas.</p> <p>Why does north Austin get transit centers and south Austin is an afterthought? There are 13 park and ride facilities while only 2 are south of the river. Why should my tax dollar be used for Cap Metro when they can't service my part of town? Look closer at the Oak Hill park and ride: why locate the park and ride east of the Y at Oak Hill? Logical examination of the traffic congestion would put this park and ride on the west side of the Y to help ease congestion at the Y itself by moving people on buses through this area. Decisions that are made by the 'experts' are flawed. How flawed will the improvements on South MoPac be?</p>	<p>More improvements need to be focused on South Austin.</p> <p>Needs for an improvement to the efficiency of transit.</p> <p>Needs for more park-and-ride facilities in South Austin.</p>	<p>Comment noted.</p> <p>The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.</p> <p>Regional commuter rail, bus rapid transit, urban rail and transit express lanes are being studied under a separate project called Project Connect; please visit <a href="http://www.projectconnect.com">www.projectconnect.com</a> for more information.</p> <p>A federally-required environmental study including an analysis of direct, indirect and cumulative impacts will be prepared pursuant to the National Environmental Policy Act and in compliance with federal and state regulations.</p>
42	Mitran	Sara	4/24/2014	Web Mail	<p>It was extremely irresponsible to fail to plan for growth. Instead of bringing more companies to Austin, they should have built a subway system. We are landlocked down south. Crossing the river is not possible unless you leave before 7 am. Building more roads to serve during rush hour traffic only is not efficient use of tax dollars. Companies have to allow for flex-time and allow to work from home on Fridays. Companies have to allow employees to work on satellite offices off-campus. Experienced and professional employees don't all have to be at the same office at the same time.</p>	<p>More roads will not fix the issue of congestion.</p> <p>Support for transit.</p>	<p>Comment noted.</p> <p>One of the alternatives under consideration is transportation demand management (TDM). TDM components may also be combined with other alternatives to meet the purpose and need for improvements on MoPac South. TDM options include features such as alternative work schedules and telecommuting.</p> <p>Regional commuter rail, bus rapid transit, urban rail and transit express lanes are being studied under a separate project called Project Connect; please visit <a href="http://www.projectconnect.com">www.projectconnect.com</a> for more information.</p>
43	Not given	Not given	4/29/2014	Comment Form	<p>The traffic that is backing up on the William Cannon exit going South on MoPac is sometimes reaching the dangerous level with cars on MoPac itself.</p>	<p>Improvements are needed near William Cannon Drive exit.</p>	<p>Comment noted.</p> <p>The configuration of all ramps, direct connectors (also called flyovers) and weaving zones along MoPac South will be evaluated. This includes areas such as MoPac NB near the Loop 360 entrance ramp, MoPac SB south of US 290, MoPac SB just north of William Cannon Drive, MoPac NB between William Cannon Drive and US 290 along with other areas.</p>
44	Not given	Not given	4/29/2014	Comment Form	<p>Central electric rail station all over – no pollution, less traffic!</p>	<p>Support for central electrical rail station.</p>	<p>Comment noted.</p> <p>Regional commuter rail, bus rapid transit, urban rail and transit express lanes are being studied under a separate project called Project Connect; please visit <a href="http://www.projectconnect.com">www.projectconnect.com</a> for more information.</p>

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45	Owen	Steven	4/28/2014	Web Mail	Please expand study to include La Crosse Avenue. This is desperately needed.	Study should expand to include La Crosse Avenue.	Comment noted.  The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.
46	Parish	Russ	4/29/2014	Web Mail	I would love for you to add a toll lane (or at least an HOV lane) to MoPac South, as it would add the element of free-market capitalism to traffic congestion. If your time is worth it that day, pay the toll. I like the concept of having choices, rather than being forced to sit in traffic every time. I respectfully submit this: Do something about the traffic, and do it quickly! We are already running behind on improving MoPac South. Thanks for the opportunity to chime in.	Support for HOV and/or toll lanes.	Comment noted.  The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.
47	Perkins	Julie	5/05/2014	Web Mail	I am highly concerned about the recent developments with plans to extend 45 South to the East, bringing northbound Brodie traffic to S. MoPac at 45 South instead of Slaughter Ln. We simply must complete the underpasses at Slaughter and La Crosse FIRST or all that will be done is to move the logjam from Brodie to MoPac. The drivers entering from Brodie will still be stuck, yet in a much larger logjam as that will include everyone from west of MoPac and south to Wimberley, 1826, etc. This area has already grown exponentially and already creates a substantially long wait to cross Slaughter northbound on MoPac. So they will still have their logjam only it will be moved to a new location and now all of the rest of us will be stuck in too.  Please let me know how we can try to get the underpasses completed first. (I do not think the continuous flow intersections are the answer. The William Cannon overpass works perfectly.)	Concern about the effect of completing SH 45SW project on MoPac traffic congestion.  Support for underpasses at Slaughter Lane and La Crosse Avenue.	Comment noted.  SH 45SW is being considered under a separate study, please visit <a href="http://www.sh45sw.com">www.sh45sw.com</a> for more information. This comment has been shared with the SH 45SW Study Team.  The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.

**Table 1. Public Comment and Response Summary**

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
48	Perkins	Rick	5/05/2014	Web Mail	<p>I think that South MoPac needs at the LEAST two new lanes. One should be for General Transit and the second should be an HOV / HOT Lane. Also, the study area really should be extended all the way down to SH45, because the HOV / HOT Lanes should connect to a Transit Sharing Station at the intersection of SH45SW and MOPAC. That way, we can possibly capture many of the commuters and get them on a Bus or Carpool that can shoot them into downtown Austin or even to places in the north such as Seton Medical Center. That collection point should be at the intersection of MOPAC and SH45.</p> <p>Finally, please do NOT bow to the small corporate special interest groups such as the Save Our Springs (SOS) organization or the Lone Star Chapter of the Sierra Club. These organizations are BAD for the environment because they would prefer that people sit in their cars and drip oils and greases on to the roadway, which will eventually get washed into the Aquifer ... so, these special interest group are simply trying to stop the projects ... who knows why, but they are being misled and they are trying to DUPE the voting population. It's a travesty that Austinites don't seem to understand that.</p>	<p>Support for transit and HOV/HOT lanes as well as extending improvements south to SH 45SW.</p> <p>Do not bow to special interest groups.</p>	<p>Comment noted.</p> <p>The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.</p> <p>The limits of this study are from Cesar Chavez Street to Slaughter Lane. The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Improvements south of La Crosse Avenue would have to be looked at as part of a separate study.</p> <p>SH 45SW is being considered under a separate study, please visit <a href="http://www.sh45sw.com">www.sh45sw.com</a> for more information. This comment has been shared with the SH 45SW Study Team.</p> <p>Regional commuter rail, bus rapid transit, urban rail and transit express lanes are being studied under a separate project called Project Connect; please visit <a href="http://www.projectconnect.com">www.projectconnect.com</a> for more information.</p> <p>A federally-required environmental study including an analysis of direct, indirect and cumulative impacts will be prepared pursuant to the National Environmental Policy Act and in compliance with federal and state regulations.</p>
49	Pesqueda	Prajinta	5/05/2014	Web Mail	<p>I have heard numerous people say that with the current growth rate in Austin, adding one lane will not be enough to remedy the problem and that a commuter who must travel south to north each day will have double and triple times over the frustration they now experience after a few more years of this projected growth.</p> <p>Why are there no aggressive solutions that would add a double-decker freeway, stacked system like the one on I-35 and put it in stretches to relieve traffic where it is possible to build UP or DOWN instead of OUT? For example, add something above or below from Bee Caves to 360 and again from 71 to Slaughter. Too much money?</p>	<p>Suggest solutions such as double-decker freeways or stacked systems.</p>	<p>Comment noted.</p> <p>The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.</p> <p>There is enough room to add travel lanes within the existing right-of-way without having to build a double-deck. Additional elevated lanes could be used at certain locations.</p>

**Table 1. Public Comment and Response Summary**

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
50	Peterson	TK	4/29/2014	Web Mail	<p>Add an additional general purpose lane. Currently, lanes increase/decrease from 2-3-2 along S. MoPac (Caesar Chavez to Slaughter Ln) which causes MAJOR congestion/bottlenecking. There is sufficient shoulder to add an additional GP lane. Another MAJOR congestion/bottlenecking issue are the Ben White/Hwy 71 flyover lanes that enter/exit S. MoPac. Southbound flyover exit is DISASTROUS during peak rush hour traffic &amp; nearly results in accidents on a daily basis. Northbound flyover entrance causes traffic to be at a standstill/crawl to Slaughter Ln. on a daily basis.</p> <p>S. Austin residents twice paid for the S. MoPac extension that was delayed and built past timelines; and we should NOT pay for any toll roads. Toll roads should be added ONLY for commuters from Hayes Co. (Buda, Kyle, Dripping Springs, etc.) that ARE responsible for the south traffic increases in the last 10 years. Those residents that live outside of Austin/Travis Co. and work in Austin/Travis Co. should pay a "Commuter Tax" to fund road repair/maintenance.</p>	<p>Support for restriping to accommodate general purpose lanes.</p> <p>Improvements needed on flyover lanes at US 290 and MoPac.</p> <p>Toll roads should only be for outside commuters.</p>	<p>Comment noted.</p> <p>One of the alternatives under consideration is transportation systems management (TSM). TSM components may also be combined with other alternatives to meet the purpose and need for improvements on MoPac South. TSM options include features such as ramp reversals, restriping, signal optimization, and turn lanes.</p> <p>The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.</p> <p>The configuration of all ramps, direct connectors (also called flyovers) and weaving zones along MoPac South will be evaluated. This includes areas such as MoPac NB near the Loop 360 entrance ramp, MoPac SB south of US 290, MoPac SB just north of William Cannon Drive, MoPac NB between William Cannon Drive and US 290 along with other areas.</p>
51	Price	Tom	4/29/2014	Comment Form	<p>We need to limit traffic from I-35 to MoPac. We need to protect the Edwards Aquifer. We should not extend MoPac to I-35. We should consider alternative intersections at MoPac and Slaughter to reduce congestion and improve traffic times.</p>	<p>Support for improvements at Slaughter Lane.</p> <p>Traffic from IH-35 to MoPac should be limited.</p> <p>Concerns about impacts to Edwards Aquifer.</p>	<p>Comment noted.</p> <p>The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.</p> <p>SH 45SW is being considered under a separate study, please visit <a href="http://www.sh45sw.com">www.sh45sw.com</a> for more information. This comment has been shared with the SH 45SW Study Team.</p> <p>An assessment of potential environmental impacts including land use, socioeconomics, parks, cultural resources, soils, hazardous materials, vegetation, wildlife, threatened and endangered species, water resources, water quality (Edwards Aquifer), floodplains, traffic noise, air quality and visual and aesthetics resources is included as part of this study.</p>

**Table 1. Public Comment and Response Summary**

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
52	Rubottom	Angela T.	5/05/2014	Web Mail	<p>I completed the survey and would like to have my comments submitted as official comments. Thanks for the opportunity to speak out.</p> <p>Q1: The draft Purpose and Need for this project is appropriate – Disagree</p> <p>Q2: Please list any other factors that should be considered for inclusion in the Purpose and Need. – To find transportation solutions that support a quality of life equal to or better than what it currently is for all who live in the study area, not just speed things up for those who commute through the study area.</p> <p>Q3: A goal of any proposed improvement should be to avoid and minimized impacts to water quality. – Strongly Agree</p> <p>Q4: A goal of any proposed improvement should be to deliver relief in a timely manner. – Strongly Disagree</p> <p>Q5: A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for transit and ridesharing. – Strongly Agree</p> <p>Q6: A goal of any proposed improvement should be to facilitate congestion management by increasing opportunities for pedestrians and bicyclists. – Strongly Agree.</p> <p>Q7: Please list any other goals or objectives that should be considered for the MoPac South Environmental Study. – The goal should also be to recoup from land owners and developers any increase in their property value as a result of this publicly funded improvement. One thought would be to change transportation impact fees similar to those charged for water and waste water service.</p> <p>Q8: Adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project. – Strongly Disagree</p> <p>Q9: Adding one or more High Occupancy Vehicle (HOV) Lane(s) in each direction would meet the Purpose and Need of the project. – Neutral</p> <p>Q10: Adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need of the project. – Strongly Agree</p> <p>Q11: Adding one or more Express Lane(s) in each direction would meet the Purpose and Need of the project. – Neutral</p> <p>Q12: Transportation System Management (TSM)/ Transportation Demand Management (TDM) would meet the Purpose and Need of the project. – Strongly Agree</p> <p>Q13: Respondent skipped this question</p> <p>Q14: The evaluation criteria for the preliminary alternatives are appropriate. – Strongly Disagree</p> <p>Q15: Please list any other evaluation criteria that should be considered for the preliminary alternatives. – Maintain the quality of life for those who live in or near the study area. Enhance the beauty and livability of the area.</p> <p>Q16: The evaluation criteria for the reasonable alternatives are appropriate. – Disagree</p> <p>Q17: Please list any other evaluation criteria that should be considered for the reasonable alternatives. – Some are ok, but there should be NO impact to the natural and human environment. When we say “unnecessary.” That assumes that some other need trumps the goal of protecting the environment. That thinking is what got us into this mess and has almost destroyed the natural beauty of Austin that folks live here for.</p> <p>Q18: What modes of transportation do you use within this corridor? (Select all that apply) – Driving a personal vehicle, Walking, Cycling, taking the bus.</p>	<p>Charge transportation impact fees.</p> <p>Maintain quality of life for those who live in the study area.</p> <p>No impacts to the natural and human environment.</p>	<p>Comment noted.</p> <p>While some Texas cities rely on transportation impact fees, neither TxDOT nor the Mobility Authority has the authority to utilize that type of funding mechanism. Goals and objectives for the MoPac South Environmental Study are focused on mobility and environmental issues, not highway funding policy.</p> <p>An assessment of potential environmental impacts including land use, socioeconomics, parks, cultural resources, soils, hazardous materials, vegetation, wildlife, threatened and endangered species, water resources, water quality (Edwards Aquifer), floodplains, traffic noise, air quality and visual and aesthetics resources is included as part of this study</p>



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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
53	Sackmary	Stephen	4/29/2014	Comment Form	<p>1-HOV lanes to be reversible, visit Chicago. On some busy roads the HOV lanes are set for inbound only and outbound only depending upon traffic.</p> <p>2-Use camera to detect 2 or more passengers in vehicle accessing HOV lane. No toll for 2 or more in vehicle.</p> <p>3-Visit Chicagoland and drive the roads at rush hour. See what you can learn.</p> <p>4-Draw plans up for a complete outer beltway. It will be needed.</p>	<p>Support for reversible HOV lanes with no tolls on vehicles with 2 or more passengers.</p> <p>Support for a beltway.</p>	<p>Comment noted.</p> <p>1-The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.</p> <p>2-Comment noted.</p> <p>3-Comment noted.</p> <p>4-Comment noted. A beltway is outside the scope of this study.</p>
54	Seybold	Lacy	4/29/2014	Web Mail	<p>I am submitting this comment to support the idea of adding an additional General Transit Lane in each direction on MoPac South. The change made a few years ago to narrow the lanes over Town Lake to add one more lane made a tremendous difference to the commute. That is obvious even now because in the morning, that is the spot where traffic congestion begins to ease when traveling north from Slaughter.</p> <p>HOV or similar lanes will not be of much help. The cost will be high to benefit only a few and the rest of us will be left sitting in even worse traffic because you'll likely narrow the existing lanes to accomplish whatever you do and that will likely increase the accident rate. The idea of traffic management is just lame--if it were a significant possible improvement, you'd have already done it. Toll lanes will create additional on/off problems and, quite frankly, I am sick of the answer to every traffic problem being (a) to toll those who are already being taxed out of living in Austin and (b) to ship the toll profits off to a private company.</p> <p>A highway intersection like William Cannon over Slaughter probably would help traffic. That intersection is a nightmare. Is there some reason why there is no exit at Davis northbound or entrance onto MoPac southbound at Davis? Those might also help. There is a real backup at the northbound on ramp at Davis in the morning which really doesn't make lots of sense as the speeds pick up significantly just past the corner before one comes to a stop over William Cannon with the next merge lanes. It makes me think that something about the on ramp design is making us all slow down and not merge efficiently.</p>	<p>Support for additional lanes in each direction.</p> <p>HOV lanes will only benefit a small portion of drivers.</p> <p>No toll lanes.</p> <p>Support for overpass at Slaughter Lane and on/off ramps at Davis Lane.</p> <p>Traffic flow at northbound on-ramp at Davis Lane needs to be improved.</p>	<p>Comment noted.</p> <p>The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.</p> <p>The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.</p> <p>Providing ramps for Davis Lane traffic to access MoPac to the south would require right-of-way on both the east and west side of MoPac. This would impact parkland (Dick Nichols Park) which is afforded protection under state and federal laws.</p> <p>The configuration of all ramps, direct connectors (also called flyovers) and weaving zones along MoPac South will be evaluated. This includes areas such as MoPac NB near the Loop 360 entrance ramp, MoPac SB south of US 290, MoPac SB just north of William Cannon Drive, MoPac NB between William Cannon Drive and US 290 along with other areas.</p>
55	Silverman	Barbara	4/29/2014	Web Mail	<p>Instead of just building out, is it possible to build an upper deck? That way the trucks...so many can have 2 lanes for them, carpool lanes....all below &amp; above, express &amp; just regular drivers</p>	<p>Support for an upper deck.</p>	<p>Comment noted.</p> <p>There is enough room to add travel lanes within the existing right-of-way without having to build a double-deck. Additional elevated lanes could be used at certain locations.</p>

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
56	Smith	Craig	4/29/2014	Comment Form	In my opinion, the proposed “improvements” to MoPac South are unnecessary to serve Austin and Travis County traffic. These traffic demands could be met much less expensively through changes in signalization and intersection design. The trenching required to depress the intersections at Slaughter Lane and La Crosse would be a serious risk of contaminating the Barton Springs Aquifer. I am afraid the ultimate goal is to connect MoPac to IH-35 through SH-45SW.	<p>Support for no build alternative on MoPac South.</p> <p>Need better signalization and intersection design.</p> <p>Underpass construction is a serious risk to the aquifer.</p> <p>Concerned about connecting MoPac to IH-35 through SH 45SW.</p>	<p>Comment noted.</p> <p>One of the alternatives under consideration is transportation systems management (TSM). TSM components may also be combined with other alternatives to meet the purpose and need for improvements on MoPac South. TSM options include features such as ramp reversals, restriping, signal optimization, and turn lanes.</p> <p>The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.</p> <p>An assessment of potential environmental impacts including land use, socioeconomics, parks, cultural resources, soils, hazardous materials, vegetation, wildlife, threatened and endangered species, water resources, water quality (Edwards Aquifer), floodplains, traffic noise, air quality and visual and aesthetics resources is included as part of this study.</p> <p>SH 45SW is being considered under a separate study, please visit <a href="http://www.sh45sw.com">www.sh45sw.com</a> for more information. This comment has been shared with the SH 45SW Study Team.</p>
57	Thayer	Thomas	5/05/2014	Web Mail	If lanes are added to MoPac South, they should be HOV and transit lanes. This is the best way to encourage carpooling and transit use. Toll lanes do not really encourage carpooling since carpools would have to pay the fee just as a single occupancy vehicle. Also, please include bike paths parallel to MoPac the length of this project that are appropriate for commuters. A safe bike path would be the best way from SW Austin to Zilker Park/Barton Springs and Downtown. Also, I am not really in favor of radically changing intersections such as Loop 360/MoPac if it includes more flyovers. Loop 360 is a great intersection because of the way that it fits into the surroundings and is very unobtrusive. Don't mess up the Barton Creek Greenbelt!	<p>Support for HOV and transit lanes.</p> <p>Toll lanes do not encourage carpooling.</p> <p>Support for safe bike paths.</p> <p>Concerned about impacts to Barton Creek Greenbelt.</p>	<p>Comment noted.</p> <p>The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.</p> <p>Safe pedestrian and bicycle access is being evaluated as part of the MoPac South Environmental Study. Also the Study Team is coordinating with the City of Austin regarding their Bicycle Master Plan as well as with Hill County Conservancy regarding the Violet Crown Trail (<a href="http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/">http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/</a>).</p> <p>An assessment of potential environmental impacts including land use, socioeconomics, parks, cultural resources, soils, hazardous materials, vegetation, wildlife, threatened and endangered species, water resources, water quality (Edwards Aquifer), floodplains, traffic noise, air quality and visual and aesthetics resources is included as part of this study.</p>

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
58	Tune	Patricia	4/29/2014	Comment Form	Please don't go under Slaughter and La Crosse. Please save ancient oaks. Build an overpass bridge to save our oak trees.	Support for overpasses at Slaughter Lane and La Crosse Avenue.  Save oak trees.	<p>Comment noted.</p> <p>The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.</p> <p>An assessment of potential environmental impacts including land use, socioeconomics, parks, cultural resources, soils, hazardous materials, vegetation, wildlife, threatened and endangered species, water resources, water quality (Edwards Aquifer), floodplains, traffic noise, air quality and visual and aesthetics resources is included as part of this study.</p>
59	Van Vlaut	Steve	4/29/2014	Comment Form	Restripe MoPac north to have a third lane from before Davis onramp. Pavement is there, this was already planned for. All we need is restriping. Something south moves the reduction to 2 lanes south of William Cannon on ramp. Again pavement there. DO NOT WAIT UNTIL STUDY IS DONE. This can be done now.	Support for restriping to add additional lanes. This can be done now.	<p>Comment noted.</p> <p>One of the alternatives under consideration is transportation systems management (TSM). TSM components may also be combined with other alternatives to meet the purpose and need for improvements on MoPac South. TSM options include features such as ramp reversals, restriping, signal optimization, and turn lanes.</p> <p>A federally-required environmental study including an analysis of direct, indirect and cumulative impacts will be prepared pursuant to the National Environmental Policy Act and in compliance with federal and state regulations.</p>

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
60	White	Deloris	4/30/2014	Web Mail	<p>I'm excited to hear the traffic issues on MoPac South are being discussed. I've lived in South Austin most of my life and have never experienced the congestion issues we face today. I currently travel up and down MoPac from 45 to Downtown weekdays. As I see it, we have several congestion areas on South MoPac. The first is at MoPac and Slaughter as the light there creates a bottle neck that sometimes backs up all the way to the William Cannon exit. The second is at MoPac and William Cannon. This exit needs major improvements to prevent backups onto MoPac which sometimes stretch back to south of 290. There was a slight issue before the 290 interchange was finished last year, but now it's much much worse. I currently use the William Cannon exit daily because my son's daycare is on that road so I travel from 45 to William Cannon daily and then to Downtown. I hope you can include the William Cannon exit as part of your overall MoPac South study as the afternoon backups onto MoPac are very dangerous. One final improvement may be to add a light at the Davis Lane exit, as that is currently a stop sign and traffic backs up onto MoPac South in the evenings.</p> <p>My recommendations for improving MoPac South are to add an additional general purpose lane as the amount of vehicles traveling this stretch of road already exceeds the number of current lanes and future growth is imminent. If this is done, I would also support one Express Lane as well because it's important for our buses, EMS, Fire, and anyone willing to pay the toll have a lane available. I would not support a plan for an Express Lane unless the plan also included a general purpose lane. We have to think about the future growth of South Austin, and there is so much development already planned that adding only one lane will not be enough.</p>	<p>Support for improvements at Slaughter Lane, William Cannon Drive and a traffic light at Davis Lane.</p> <p>Recommend additional general purpose lanes and express lanes for transit and emergency response vehicles.</p> <p>Only support for express lane if general purpose lane is included.</p>	<p>Comment noted.</p> <p>The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.</p> <p>The configuration of all ramps, direct connectors (also called flyovers) and weaving zones along MoPac South will be evaluated. This includes areas such as MoPac NB near the Loop 360 entrance ramp, MoPac SB south of US 290, MoPac SB just north of William Cannon Drive, MoPac NB between William Cannon Drive and US 290 along with other areas.</p> <p>One of the alternatives under consideration is transportation systems management (TSM). TSM components may also be combined with other alternatives to meet the purpose and need for improvements on MoPac South. TSM options include features such as ramp reversals, restriping, signal optimization, and turn lanes.</p> <p>The preliminary build alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.</p>
61	Wilke	Jonathan	4/30/2014	Web Mail	<p>I know this is for MoPac, what about 183 south of the 290 intersection? It seems like it would make sense to continue the highway from before the 290 intersection and upgrade all the way south. The traffic lights and intersections create a massive bottleneck during peak hours; overpasses would be a great solution and are something that should happen to reduce Austin's traffic congestion.</p>	<p>Support for improvements to US 183 south of US 290.</p>	<p>Comment noted.</p> <p>Bergstrom Expressway (US 183 South from US 290 to SH 71) is being considered under a separate study, please visit <a href="http://www.bergstromexpressway.com">www.bergstromexpressway.com</a> for more information. This comment has been shared with the Bergstrom Expressway Study Team.</p>
62	Wilson	David	5/07/2014	Web Mail	<p>What are future plans for MoPac to extend further south past Hwy 45...if so where can I get a map showing the future plans?</p>	<p>Interest in future plans past SH 45SW.</p>	<p>Comment noted.</p> <p>There are no projects currently included in the CAMPO Plan to extend MoPac further south past SH 45SW.</p>
63	Withers	Jodi	5/05/2014	Web Mail	<p>More research and planning needs to happen. Alternative solutions are available and we want that! Please be more translucent and informative in the future and let's not turn into a Houston!</p>	<p>Support for more research and planning and for alternative solutions.</p>	<p>Comment noted.</p> <p>The preliminary alternatives under consideration for MoPac South include: no build; transportation systems management (TSM); transportation demand management (TDM); adding express lanes that utilize variable tolls; adding high occupancy vehicle (HOV) lanes for transit, carpools and vanpools; and adding general purpose lanes.</p> <p>Information regarding this study is updated regularly on the project website. Please visit <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> to stay informed and engaged.</p>

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
64	Yarling	Chuck	4/12/2014	Web Mail	I just read the article in today's Statesman about the Texas 45 SW Toll way study. It is inconceivable to me that the plan to dump a projected 2400 more vehicles per day that will go north on MoPac has no mention of the over/under-pass at Slaughter Lane. Why just on Friday (April 11) at 4 pm, there was already a backup of vehicles of about one-half mile. What is the current plan for this over/under-pass?	Concern about added traffic on MoPac resulting from SH 45SW.  What is the current plan for this over/under-pass?	Comment noted.  SH 45SW is being considered under a separate study, please visit <a href="http://www.sh45sw.com">www.sh45sw.com</a> for more information. This comment has been shared with the SH 45SW Study Team.  The intersections of MoPac and Slaughter Lane and MoPac and La Crosse Avenue are being considered under a separate study. Please visit the MoPac Intersections page on <a href="http://www.MoPacSouth.com">www.MoPacSouth.com</a> for more information. This comment has been shared with the MoPac Intersections Team.