



TRANSPORTATION POLICY BOARD MEETING

Monday, November 4, 2019

Room 3.102, Joe C. Thompson Center, University of Texas Campus
Red River and Dean Keeton Streets, Austin, Texas
12:00 p.m.

AGENDA

WATCH CAMPO LIVE: www.campotexas.org/livestream

1. Certification of Quorum – Quorum requirement is 11 membersChair Steve Adler
2. Strategic Planning Workshop Dr. Larry Schooler, CD&P
Dr. Schooler will facilitate a discussion among the Transportation Policy Board of their priorities and focus for the coming year. The discussion will include conversation in smaller groups that do not constitute a quorum.
3. Public Comments
Comments are limited to topics not on the agenda but may directly or indirectly affect transportation in the CAMPO geographic area. Up to 10 individuals may sign up to speak – each of whom must contact the CAMPO office by 4:30 p.m., Friday, November 1, 2019.
4. Chair AnnouncementsChair Steve Adler
5. Report from the Technical Advisory Committee (TAC) Chair..... Mr. Mike Hodge
Mr. Hodge will provide an overview of TAC discussion items and recommendations to the Transportation Policy Board.

PUBLIC HEARING:

THE PUBLIC IS INVITED TO COMMENT ON ITEM 6 IN THE SECTION BELOW.

6. [Presentation and Public Hearing on Amendments to the 2019-2022 Transportation Improvement Program \(TIP\) and 2040 Regional Transportation Plan \(RTP\)](#).....Mr. Ryan Collins, CAMPO

EXECUTIVE SESSION:

Under Chapter 551 of the Texas Government Code, the Board may recess into a closed meeting (an executive session) to deliberate any item on this agenda if the Chairman announces the item will be deliberated in executive session and identifies the section or sections of Chapter 551 that authorize meeting in executive session. A final action, decision, or vote on a matter deliberated in executive session will be made only after the Board reconvenes in an open meeting.

7. Executive Session Chair Steve Adler
The Transportation Policy Board will recess to an Executive Session, if necessary.

ACTION:

THE PUBLIC IS INVITED TO COMMENT ON ITEMS 8-12 IN THE SECTION BELOW.

- 8. [Discussion and Approval of September 9, 2019 Meeting Summary](#)Mr. Ashby Johnson, CAMPO
Mr. Johnson will present the September 9, 2019 meeting summary and request Transportation Policy Board approval.
- 9. [A. Discussion and Approval of Capital Area Council of Governments \(CAPCOG\) Transfer of Ownership, Operations and Maintenance of the Commute Solutions Program to CAMPO](#)Mr. Ashby Johnson, CAMPO
Mr. Johnson will initiate a discussion for Transportation Policy Board approval of the transfer of ownership, operations, and maintenance of the Commute Solutions Program from CAPCOG to CAMPO.
- [B. Discussion and Approval of CAMPO and Capital Area Council of Governments \(CAPCOG\) Interlocal Agreement](#)Mr. Ashby Johnson, CAMPO
Mr. Johnson will present an Interlocal Agreement on CAMPO-CAPCOG activities and request approval by the Transportation Policy Board.
- 10. [Discussion and Acceptance of MoKan/Northeast Subregional Plan](#)Mr. Kelly Porter, CAMPO
Mr. Porter will present the MoKan/Northeast Subregional Plan with accompanying Resolution 2019-11-10 and request acceptance by the Transportation Policy Board.
- 11. [Discussion and Acceptance of Regional Arterials Study](#)Mr. Kelly Porter, CAMPO
Mr. Porter will present the Regional Arterials Study with accompanying Resolution 2019-11-11 and request acceptance by the Transportation Policy Board.
- 12. [Discussion and Approval for CAMPO Executive Director to Begin Negotiation of San Marcos Platinum Planning Study Contract](#)Mr. Kelly Porter, CAMPO
Mr. Johnson will request Transportation Policy Board approval for the CAMPO Executive Director to begin negotiation of San Marcos Platinum Planning Study contract.

INFORMATION:

- 13. [Update and Discussion on Regional Infrastructure Fund](#)Mr. Ashby Johnson, CAMPO
Mr. Johnson will lead a discussion on the current status of the Regional Infrastructure Fund.
- 14. Executive Director’s Report on Transportation Planning Activities
 - a. [Update on 2045 Regional Transportation Plan \(RTP\)](#)
 - b. CAMPO Regional Transit Study
 - c. Section 5310 Project Call
 - d. [Tollway 290 Expansion Support](#)

15. Announcements
 - a. Next Technical Advisory Committee Meeting – November 18, 2019
 - b. Next Transportation Policy Board Meeting – December 9, 2019
16. Adjournment



Date: November 4, 2019
Continued From: September 9, 2019
Action Requested: Information

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 6
Subject: Public Hearing on Amendments to the 2019-2022 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP)

RECOMMENDATION

None. This item is for informational and public hearing purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) has requested amendments for the 2019 – 2022 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP) from local government and transportation agency project sponsors. Requested amendments are listed in Attachment A and the amendment cycle schedule is listed below:

Date	Description
9/20/2019	Amendment Request Form Due
October	Public Outreach
11/4/2019	Transportation Policy Board Information and Public Hearing
11/18/2019	Technical Advisory Committee Information
12/9/2019	Transportation Policy Board Approval
1/28/2020	Statewide Transportation Improvement Program (STIP) Amendment Due

FINANCIAL IMPACT

The amendments and related decisions by the Transportation Policy Board (TPB) impact project finances as noted in Attachment A, however these amendments do not directly allocate funding.

BACKGROUND AND DISCUSSION

The amendment cycle is part of the regularly scheduled amendment process. This amendment cycle does not allocate any new CAMPO funding for projects and only provides an opportunity for project sponsors to make changes to existing projects, add projects, or remove projects currently listed.

SUPPORTING DOCUMENTS

Attachment A – Requested Amendments

Amendment List

MPO ID	CSJ	Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	FY	Total Project Cost	Amendment Requested
41-00250-00	0016-02-152	TxDOT	Hays	IH-35	RM 150	Kyle Crossing	Reverse Northbound Ramps	2020	\$26,747,737.00	Add to the TIP as Individual Listing
61-00118-00	0204-01-063	TxDOT	Williamson	US 79	IH-35	East of FM 1460	Add one lane in each direction	2022	\$45,000,000.00	Add \$17,000,000.00 in Category 4 funding (Federal \$13,600,000.00 and State \$3,400,000.00)
51-00187-00	0113-13-166	TxDOT/City of Austin	Travis	SL 360	At Westlake Drive	N/A	Grade separate intersection	2022	\$61,000,000.00	Add \$13,000,000.00 in Category 2 funding from SL 360 Corridor Projects
51-00188-00	0113-13-167	TxDOT/City of Austin	Travis	SL 360	At Spicewood Springs Road	N/A	Grade separate intersection	2022	\$32,000,000.00	Remove \$13,000,000.00 in Category 2 funding from SL 360 Corridor Projects
61-00114-00	0151-05-113	CTRMA/TxDOT	Williamson	183 N	RM 620/SH 45	Travis County Line	Widen from 3 to 4 general purpose lanes	2020	\$60,000,000.00	Change the FY to 2020. Move funding from Category 3 to Category 12 Federal
51-00001-02	0151-06-142	CTRMA/TxDOT	Travis	183 N	Williamson County Line	SL 1	Widen from 3 to 4 general purpose lanes	2020	\$60,000,000.00	Change the FY to 2020. Move funding from Category 3 to Category 12 Federal
N/A	N/A	CAMPO	Multiple	TDM Program	N/A	N/A	Regional Transportation Demand Management Program	2020	\$623,400.00	Add to the TIP as a Grouped Project
41-00190-00	1776-01-037 1776-01-036	Hay County	Hays	RM 967	FM 1626	2 Miles West of Oak Forest Drive	Widen roadway with center turn lane and shoulder enhancements	2019	\$6,378,000.00	Change Limits to 2 miles west of Oak Forest Drive and add \$1,063,000 in Category 8 funding
41-00171-00	1776-02-018	Hays County	Hays	FM 2001	IH-35	SH-21	Widen To 4-Lane Divided Roadway By Adding Two Lanes And Shoulders	2019	\$46,010,498.78	Swap Category 7 (STBG) funding \$5,808,000.00 and associated \$1,452,000.00 match from FM 2001 W.
41-00198-00	1776-02-019	Hays County	Hays	FM 2001	Sun Bright Blvd.	FM 2001	Upgrade from a 2-Lane to a 4-Lane Divided Roadway with New Traffic Signals and Bicycle/Pedestrian Improvements	2019	\$7,260,000.00	Swap Category 7 (STBG) funding with Category 3 Local Funding from FM 2001 E.
41-00198-00	N/A	Hays County	Hays	RM 3237	At RM 150	N/A	Construct new roundabout	2020	\$1,518,800.00	Split project into two listings that consist of the intersection improvements and roundabout project as two separate listings and CSJs.
41-00198-01	N/A	Hays County	Hays	RM 3237	RM 12	RM 150	Construct turn lanes at intersection	2020	\$5,415,600.00	Split project into two listings that consist of the intersection improvements and roundabout project as two separate listings and CSJs.
41-00001-00	0286-02-034	Hays County	Hays	SH 80	CR 266	FM 1984	Install left turn lane and eliminate gap in shoulder for bicycle travel	2022	\$4,300,000.00	Change FY 2022. Change limits to From CR 266 to FM 1984. Add \$3,550,000.00 in Category 7 Funding

41-00006-00	0286-01-057	Hays County	Hays	SH 80	SH 21	CR 266	Install left turn lane and eliminate gap in shoulder for bicycle travel	2022	\$3,200,001.00	Change FY 2022. Change limits to From SH 21 to CR 266 (Caldwell County Line). Add previously awarded \$1,450,000.00 in Category 7 and \$1,000,000.00 in Category 3 funding.
71-00008-00	0286-01-058	TxDOT	Hays/Caldwell	SH 80	SH-21	FM 1984	Complete gap in shoulder for bicycle travel	2020	\$5,000,000.00	Removed individual listing. Project is being combined with Hays County Project.
N/A	N/A	Capital Metro	Travis	N/A	N/A	N/A	Purchase of electric buses to expand the electric bus fleet and evaluate the performance and interoperability of various technology providers and platforms.	2019	\$7,971,276.00	Add project to the TIP. Capital Metro received FTA Grant Funds through the Section 5339(c) program
51-00200-00	1539-02-026	Travis County	Travis	FM 1626	West of Brodie Lane	Manchaca Rd (FM 2304)	Reconstruct an existing 2-lane arterial to a 4-lane arterial with a continuous left turn lane with 5-foot wide shoulders and 6-foot wide sidewalks on both sides.	2020	\$11,200,000.00	Amend the FY from 2019 to 2020
51-00229-00	N/A	Travis County	Travis	Braker Lane North	Samsung Blvd.	Harris Branch Parkway	Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	2021	\$22,715,790.00	Amend the FY from 2020 to 2021
0914-04-273	51-00197-00	Travis County	Travis	Blake Manor Road	Proposed Wildhorse Connector	Travis County East Metro Park	Construct a new shared use path	2021	\$2,520,500.00	Amend the FY from 2020 to 2021
51-00230-00	N/A	Travis County	Travis, Bastrop	Pearce Lane	Kellam Road	Wolf Lane	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks	2022	\$22,000,000.00	Revise the Limits from Travis/Bastrop County Line to Wolf Lane
51-00350-00	N/A	City of Austin	Travis	Redbud Trail Bridge	Lake Austin Blvd	Stratford Drive	Construct a new location bridge	2023	\$56,300,000.00	Add to RTP Roadway Listing

Transportation Improvement Program (TIP) Amendment*

Regional Transportation Plan (RTP) Amendment

*All amendments to the Transportation Improvement Program (TIP) will automatically be amended in the Regional Transportation Plan (RTP) per CFR 450.218.



**Capital Area Metropolitan Planning Organization
 Transportation Policy Board
 Meeting Summary
 September 9, 2019**

1. Certification of Quorum – Quorum requirement is 11 members..... Chair Steve Adler

The CAMPO Transportation Policy Board was called to order by the Chair at 6:03 p.m.

The roll was taken and a quorum was announced present.

	Member	Representing	Member Attending	Alternate Attending
1	Steve Adler, Chair	Mayor, City of Austin	Y	
2	Cynthia Long, Vice Chair	Commissioner, Williamson County	Y	
3	Alison Alter	City of Austin, District 10	N	Council Member Paige Ellis
4	Clara Beckett	Commissioner, Bastrop County	Y	
5	Gerald Daugherty	Commissioner, Travis County	Y	
6	Sarah Eckhardt	Judge, Travis County	Y	
7	Tucker Ferguson, P.E.	TxDOT-Austin District	Y	
8	Jimmy Flannigan	City of Austin, District 6	Y	
9	Victor Gonzales	Mayor, City of Pflugerville	Y	
10	Troy Hill	Mayor, City of Leander	Y	
11	Jane Hughson	Mayor, City of San Marcos	Y	
12	Mark Jones	Commissioner, Hays County	Y	
13	Ann Kitchen	City of Austin, District 5	Y	
14	Terry Mitchell	Capital Metro Board Member	N	
15	Craig Morgan	Mayor, City of Round Rock	N	Council Member Tammy Young
16	James Oakley	Judge, Burnet County	Y	
17	Dale Ross	Mayor, City of Georgetown	Y	
18	Brigid Shea	Commissioner, Travis County	Y	
19	Edward Theriot	Commissioner, Caldwell County	Y	
20	Jeffrey Travillion	Commissioner, Travis County	Y	
21	Corbin Van Arsdale	Mayor, City of Cedar Park	Y	

2. Public Comments

The Chair recognized Mr. Roger Baker, Private Citizen who offered public comments on Long Range Planning Considerations.

Video of this item can be viewed at <http://austintx.swagit.com/play/09112019-837/3/>.

3. Chair Announcements Chair Steve Adler

There were no announcements.

4. Report from the Technical Advisory Committee ChairMr. Mike Hodge

In the absence of the Technical Advisory Committee (TAC) Chair, Vice Chair Julia Cleary provided an overview of the discussions from the July 22, 2019 and August 26, 2019 meetings.

Ms. Cleary reported that the TAC tabled action on the MoKan/Northeast Subregional Plan at the July meeting due to concerns about discrepancies in the document. Ms. Cleary also identified the information items as discussed.

Ms. Cleary reported that the TAC approved a recommendation for Transportation Policy Board approval of the Regional Transportation Demand Management (TDM) Plan at the August meeting. Ms. Cleary noted that the approval was subject to the inclusion of amendments as discussed by the TAC. Ms. Cleary also identified the information items as discussed.

Video of this item can be viewed at <http://austintx.swagit.com/play/09112019-837/5/>.

5. Executive Session..... Chair Steve Adler

An Executive Session was not convened.

6. Discussion and Approval of June 10, 2019 Meeting Summary

There were no public comments on the approval of the June 10, 2019 meeting summary.

The Chair recognized Mr. Ashby Johnson who informed the Board that the June 10, 2019 meeting summary was amended to include edits submitted by Mayor Jane Hughson.

The Chair entertained a motion for approval of June 10, 2019 meeting summary, as amended.

Mayor Jane Hughson moved for approval of the June 10, 2019 meeting summary, as amended.

Mayor Victor Gonzales seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler, Commissioner Gerald Daugherty, Council Member Paige Ellis (Proxy for Council Member Alison Alter), Mr. Tucker Ferguson, P.E., Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Troy Hill, Mayor Jane Hughson, Commissioner Mark Jones, Commissioner Cynthia Long, Judge James Oakley, Mayor Dale Ross, Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, Mayor Corbin Van Arsdale, and Council Member Tammy Young (Proxy for Mayor Craig Morgan)

Nays: None

Abstain: Judge Sarah Eckhardt

Absent and Not Voting: Commissioner Clara Beckett, Council Member Ann Kitchen, and Mr. Terry Mitchell

Video of this item can be viewed at <http://austintx.swagit.com/play/09112019-837/7/>.

7. Discussion and Approval of UPWP Amendments

There were no public comments on the approval of FY 2018 & 2019 UPWP Amendment #6 and FY 2020 & 2021 UPWP Amendment #1.

7A. FY 2018 & 2019 UPWP Amendment #6

The Chair recognized Ms. Theresa Hernandez, Finance & Administration Manager who presented FY 2018 & 2019 UPWP Amendment #6 with accompanying Resolution 2019-9-7A. Ms. Hernandez informed the Board that FY 2018 & 2019 UPWP Amendment #6 would add the Bergstrom Spur Study, Regional Transit Study, and the Regional Transportation Plan to the CAMPO General Planning Contract.

Chair Adler entertained a motion for approval of FY 2018 & 2019 UPWP Amendment #6 with accompanying Resolution 2019-9-7A.

Commissioner Cynthia Long moved for approval of FY 2018 & 2019 UPWP Amendment #6 with accompanying Resolution 2019-9-7A.

Mayor Dale Ross seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler, Commissioner Gerald Daugherty, Judge Sarah Eckhardt, Council Member Paige Ellis (Proxy for Council Member Alison Alter), Mr. Tucker Ferguson, P.E., Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Troy Hill, Mayor Jane Hughson, Commissioner Mark Jones, Commissioner Cynthia Long, Judge James Oakley, Mayor Dale Ross, Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, Mayor Corbin Van Arsdale, and Council Member Tammy Young (Proxy for Mayor Craig Morgan)

Nays: None

Abstain: None

Absent and Not Voting: Commissioner Clara Beckett, Council Member Ann Kitchen, and Mr. Terry Mitchell
7B. FY 2020 & 2021 UPWP Amendment #1

Ms. Hernandez also presented FY 2020 & 2021 UPWP Amendment #1 with accompanying Resolution 2019-9-7B. Ms. Hernandez informed the Board that FY 2020 & 2021 UPWP Amendment #1 would add the Bergstrom Spur Study, Regional Transit Study, and the Regional Transportation Plan to the CAMPO General Planning Contract. Ms. Hernandez noted that FY 2020 & 2021 UPWP Amendment #1 would also add the City of San Marcos Five-Year Strategic Plan for Transit.

The Chair entertained a motion for approval of FY 2020 & 2021 UPWP Amendment #1 with accompanying Resolution 2019-9-7B.

Commissioner Gerald Daugherty moved for approval of FY 2020 & 2021 UPWP Amendment #1 with accompanying Resolution 2019-9-7B.

Judge James Oakley seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler, Commissioner Gerald Daugherty, Judge Sarah Eckhardt, Council Member Paige Ellis (Proxy for Council Member Alison Alter), Mr. Tucker Ferguson, P.E., Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Troy Hill, Mayor Jane Hughson, Commissioner Mark Jones, Commissioner Cynthia Long, Judge James Oakley, Mayor Dale Ross, Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, Mayor Corbin Van Arsdale, and Council Member Tammy Young (Proxy for Mayor Craig Morgan)

Nays: None

Abstain: None

Absent and Not Voting: Commissioner Clara Beckett, Council Member Ann Kitchen, and Mr. Terry Mitchell

Video of this item can be viewed at <http://austintx.swagit.com/play/09112019-837/8/>.

8. Discussion and Adoption of Regional Transportation Demand Management (TDM) Plan

The Chair welcomed Mayor Troy Hill of the City of Leander to the Transportation Policy Board as a new voting member.

The Chair recognized Mr. Roger Baker, Private Citizen who offered public comments on the Regional TDM Plan.

The Chair recognized Mr. Nirav Ved, Special Assistant to the CAMPO Executive Director who presented the Regional TDM Plan for adoption with accompanying Resolution 2019-9-8.

Mr. Ved provided background information on the Regional TDM Plan and briefly highlighted its purpose, goals, objectives, and next steps. Mr. Ved informed the Board that a Steering Committee was convened and tasked with the developing project selection criteria for the next Call, providing comment, and recommendations, on the plan

document. Mr. Ved concluded with a brief overview of TAC recommendations as indicated on page 60 of the plan document.

Following a detailed discussion on potential double-counting in the 2019 – 2022 Transportation Improvement Program (TIP) TDM category, Judge Sarah Eckhardt moved for adoption of the Regional TDM Plan as amended by the TAC, with the expectation of returning to the discussion of potential double-counting in the TIP TDM category and other aspects raised with regards to the Safety Category.

Judge James Oakley seconded the motion.

Following further discussion, the Chair divided the question into the three recommendations as presented and called the vote as follows:

Adoption of Recommendation #1-Reduce references to non-tolled managed lanes, as presented, and change to managed lanes.

Ayes: Mayor Steve Adler, Commissioner Clara Beckett, Commissioner Gerald Daugherty, Judge Sarah Eckhardt, Council Member Paige Ellis (Proxy for Council Member Alison Alter), Mr. Tucker Ferguson, P.E., Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Troy Hill, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Ann Kitchen, Commissioner Cynthia Long, Judge James Oakley, Mayor Dale Ross, Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, Mayor Corbin Van Arsdale, and Council Member Tammy Young (Proxy for Mayor Craig Morgan)

Nays: None

Abstain: None

Absent and Not Voting: Mr. Terry Mitchell

Recommendation #1 as Amended-Eliminate references to non-tolled managed lanes and change to managed lanes was adopted unanimously.

Adoption of Recommendation #2 Update criteria for non-TDM categories to award additional points for incorporation of TDM strategies with the expectation of the presentation and consideration of the updated criteria for non-TDM categories in addition to discussion of double-counting in the TDM category by the Board before December, as amended.

Ayes: Mayor Steve Adler, Judge Sarah Eckhardt, Council Member Paige Ellis (Proxy for Council Member Alison Alter), Mr. Tucker Ferguson, P.E., Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Jane Hughson, Council Member Ann Kitchen, Commissioner Brigid Shea, Commissioner Jeffrey Travillion, and Council Member Tammy Young (Proxy for Mayor Craig Morgan)

Nays: Commissioner Clara Beckett, Commissioner Gerald Daugherty, Mayor Troy Hill, Commissioner Mark Jones, Commissioner Cynthia Long, Judge James Oakley, Mayor Dale Ross, Mayor Corbin Van Arsdale, and Commissioner Edward Theriot

Abstain: None

Absent and Not Voting: Mr. Terry Mitchell

Recommendation #2 Update criteria for non-TDM categories to award additional points for incorporation of TDM strategies with the expectation of the presentation and consideration of an updated criteria for non-TDM categories in addition to discussion of double-counting in the TDM category by the Board before December was adopted as amended by majority vote.

Adoption of Recommendation #3-Establish a targeted amount or percentage of funding for the Transportation Improvement Program and Regional Transportation Plan for TDM measures, as presented.

Ayes: Mayor Steve Adler, Judge Sarah Eckhardt, Council Member Paige Ellis (Proxy for Council Member Alison Alter), Mr. Tucker Ferguson, P.E., Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Jane Hughson, Council Member Ann Kitchen, Mayor Dale Ross, Commissioner Brigid Shea, Commissioner Jeffrey Travillion, Mayor Corbin Van Arsdale, and Council Member Tammy Young (Proxy for Mayor Craig Morgan)

Nays: Commissioner Clara Beckett, Commissioner Gerald Daugherty, Mayor Troy Hill, Commissioner Mark Jones, Commissioner Cynthia Long, Judge James Oakley, and Commissioner Edward Theriot

Abstain: None

Absent and Not Voting: Mr. Terry Mitchell

Recommendation #3-Establish a targeted amount or percentage of funding for the Transportation Improvement Program and Regional Transportation Plan for TDM measures was adopted as presented, by majority vote.

The Chair entertained a motion for approval of the Regional TDM Plan, as amended.

Council Member Jimmy Flannigan moved for approval of the Regional TDM Plan, as amended.

Commissioner Mark Jones seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler, Commissioner Clara Beckett, Commissioner Gerald Daugherty, Judge Sarah Eckhardt, Council Member Paige Ellis (Proxy for Council Member Alison Alter), Mr. Tucker Ferguson, P.E., Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Troy Hill, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Ann Kitchen, Commissioner Cynthia Long, Judge James Oakley, Mayor Dale Ross, Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, Mayor Corbin Van Arsdale, and Council Member Tammy Young (Proxy for Mayor Craig Morgan)

Nays: None

Abstain: None

Absent and Not Voting: Mr. Terry Mitchell

Video of this item can be viewed at <http://austintx.swagit.com/play/09112019-837/9/>.

9. Discussion and Approval of Proposed Transportation Demand Management (TDM) Policy and Allocation of Remaining Funds in Transportation Demand Management Category

There were no public comments on the approval of the proposed Transportation Demand Management (TDM) Policy and allocation of remaining funds in the TDM category.

The Chair recognized Mr. Ashby Johnson who discussed the potential changing of the TDM definition for the 2045 Regional Transportation Plan (RTP), with an amendment to the 2040 RTP as submitted earlier in the year by Travis County, and allocation of remaining funds in the TIP TDM category. Mr. Johnson informed the Board that CAMPO staff and TAC are both in agreement with the proposed changing of the definition to broaden it to include operational issues. The proposed definition was presented to the Board for review and approval.

Mr. Johnson also requested approval by the Transportation Policy Board to allocate \$498,720 in Category 7 funds to CAMPO to administer the TDM Program.

The Chair entertained a motion for approval of the proposed definitional change.

Judge Sarah Eckhardt moved for approval of the TDM Policy, as amended by the TAC with assurance that CAMPO staff will bring back the issue of Transportation Development Credits (TDCs) in advance of the next Call.

Commissioner Brigid Shea seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler, Commissioner Clara Beckett, Commissioner Gerald Daugherty, Judge Sarah Eckhardt, Council Member Paige Ellis (Proxy for Council Member Alison Alter), Mr. Tucker Ferguson, P.E., Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Troy Hill, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Ann Kitchen, Commissioner Cynthia Long, Judge James Oakley, Mayor Dale Ross, Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, Mayor Corbin Van Arsdale, and Council Member Tammy Young (Proxy for Mayor Craig Morgan)

Nays: None

Abstain: None

Absent and Not Voting: Mr. Terry Mitchell

The Chair entertained a motion for approval of the inclusion of the newly approved TDM Policy in the Draft 2045 RTP.

Commissioner Cynthia Long moved for approval of the inclusion of the newly approved TDM Policy in the Draft 2045 RTP.

Judge Sarah Eckhardt seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler, Commissioner Clara Beckett, Commissioner Gerald Daugherty, Judge Sarah Eckhardt, Council Member Paige Ellis (Proxy for Council Member Alison Alter), Mr. Tucker Ferguson, P.E., Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Troy Hill, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Ann Kitchen, Commissioner Cynthia Long, Judge James Oakley, Mayor Dale Ross, Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, Mayor Corbin Van Arsdale, and Council Member Tammy Young (Proxy for Mayor Craig Morgan)

Nays: None

Abstain: None

Absent and Not Voting: Mr. Terry Mitchell

Mr. Johnson provided a brief overview of the discussions between CAMPO and CAPCOG regarding the allocation of remaining funds in the TDM Category. Mr. Johnson also referred to a draft Interlocal Agreement (ILA) between CAMPO and CAPCOG in summarizing how the remaining TDM funds will be used and transfer of the Commute Solutions Program back to CAMPO. The draft ILA was provided as a green sheet item for review by the Board. Ms. Betty Voights, Executive Director of CAPCOG provided additional comments.

Judge James Oakley moved for approval to allocate the remaining \$498,720 in the TDM Category to CAMPO.

Mayor Dale Ross seconded the motion.

Following further discussion, Commissioner Brigid Shea made a substitute motion to postpone approval to allocate the remaining \$498,720 in the TDM Category to CAMPO to administer the TDM Program.

Judge Sarah Eckhardt seconded the motion.

The Chair called the vote on the substitute motion.

Ayes: Judge Sarah Eckhardt, Council Member Paige Ellis (Proxy for Council Member Alison Alter), Mr. Tucker Ferguson, P.E., Mayor Victor Gonzales, Mayor Jane Hughson, Council Member Ann Kitchen, Commissioner Brigid Shea, and Commissioner Jeffrey Travillion

Nays: Mayor Steve Adler, Commissioner Clara Beckett, Commissioner Gerald Daugherty, Council Member Tammy Young (Proxy for Mayor Craig Morgan), Council Member Jimmy Flannigan, Mayor Troy Hill, Commissioner Mark Jones, Commissioner Cynthia Long, Judge James Oakley, Mayor Dale Ross, Commissioner Edward Theriot, and Mayor Corbin Van Arsdale

Abstain: None

Absent and Not Voting: Mr. Terry Mitchell

The substitute motion failed by majority vote.

The Chair called the vote on the original motion for approval to allocate the remaining \$498,720 in the TDM Category to CAMPO to administer the TDM Program.

Ayes: Mayor Steve Adler, Commissioner Clara Beckett, Commissioner Gerald Daugherty, Council Member Jimmy Flannigan, Mayor Troy Hill, Mayor Jane Hughson, Commissioner Mark Jones, Commissioner Cynthia Long, Judge James Oakley, Mayor Dale Ross, Commissioner Edward Theriot, and Mayor Corbin Van Arsdale

Nays: Judge Sarah Eckhardt, Council Member Paige Ellis (Proxy for Council Member Alison Alter), Mr. Tucker Ferguson, P.E., Mayor Victor Gonzales, Council Member Ann Kitchen, Commissioner Brigid Shea, Commissioner Jeffrey Travillion, and Council Member Tammy Young (Proxy for Mayor Craig Morgan)

Abstain: None

Absent and Not Voting: Mr. Terry Mitchell

The motion prevailed by majority vote.

10. Discussion and Approval of Transfer of Ownership and Maintenance of Commute Solutions Program to CAMPO

There were no public comments on the approval of the transfer of ownership and maintenance of the Commute Solutions Program to CAMPO.

The Chair entertained a motion for approval of the transfer of ownership and maintenance of the Commute Solutions Program to CAMPO.

Mr. Ashby Johnson provided a brief overview on a draft ILA between CAMPO and CAPCOG which outlines how remaining TDM funds will be used and transfer of the Commute Solutions Program back to CAMPO.

Following comment and discussion, Council Member Jimmy Flannigan moved for approval to postpone approval of the transfer of ownership and maintenance of the Commute Solutions Program to CAMPO to allow for ample time to review the draft ILA between CAMPO and CAPCOG.

Commissioner Gerald Daugherty seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler, Commissioner Clara Beckett, Commissioner Gerald Daugherty, Judge Sarah Eckhardt, Council Member Paige Ellis (Proxy for Council Member Alison Alter), Mr. Tucker Ferguson, P.E., Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Troy Hill, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Ann Kitchen, Commissioner Cynthia Long, Judge James Oakley, Mayor Dale Ross, Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, Mayor Corbin Van Arsdale, and Council Member Tammy Young (Proxy for Mayor Craig Morgan)

Nays: None

Abstain: None

Absent and Not Voting: Mr. Terry Mitchell

Video of this item can be viewed at <http://austintx.swagit.com/play/09112019-837/11/>.

11. Discussion on Adding the City of Kyle as a Non-Voting Member of the Transportation Policy Board

There were no public comments on adding the City of Kyle as a Non-Voting Member of the Transportation Policy Board.

The Chair recognized Mr. Tim Tuggey, CAMPO Legal Counsel who addressed the matter of adding the City of Kyle as a Non-Voting Member of the Transportation Policy Board. Mr. Tuggey provided a brief overview of the Joint Powers Agreement and informed the Board that the City of Kyle, which has a population of approximately 47,000 according to the last Census Annual Update, can subsequently be added as a Non-Voting Member. Mr. Tuggey noted that the City of Kyle cannot be added as Voting Member prior to reaching 50,000 in population unless the governing bodies of the six (6) signatories in the CAMPO Joint Powers Agreement agree to modify the population threshold in the agreement.

Video of this item can be viewed at <http://austintx.swagit.com/play/092112019-837/12/>.

12. Discussion on 2019-2022 Transportation Improvement Program (TIP) Fall Amendment Cycle

There were no public comments on the 2019-2022 Transportation Improvement Program (TIP) fall amendment cycle.

The Chair recognized Mr. Ryan Collins who informed the Board that the fall amendment cycle for the current TIP and Regional Transportation Plan (RTP) is open. Mr. Collins also highlighted the schedule for the fall amendment cycle.

Video of this item can be viewed at <http://austintx.swagit.com/play/092112019-837/13/>.

13. Executive Director's Report on Transportation Planning Activities

13a. Update on Unified Transportation Plan/IH 35 Project

Mr. Tucker Ferguson, P.E., TxDOT Austin District Engineer reported that the Unified Transportation Plan (UTP) was approved by the Texas Transportation Commission (TTC) on August 29, 2019. Mr. Ferguson discussed the impact of the approved UTP on the funding for specific segments of the IH 35 Project.

13b. Update on 2045 Regional Transportation Plan

Mr. Kelly Porter provided a brief overview of the upcoming and completed elements of the 2045 Regional Transportation Plan. Mr. Porter also highlighted the next steps in the planning and development process of the plan.

Commissioner Cynthia Long, Transportation Policy Board Vice Chair and Chair of the CAMPO 2045 Plan Subcommittee reported on the discussions from the CAMPO 2045 Subcommittee's recent meeting.

Vice Chair Long informed the Board that the subcommittee completed development of the 2045 RTP Vision, Goals, and Objectives. Vice Chair Long requested feedback from the Board on the 2045 RTP Vision, Goals, and Objectives as received in the meeting materials.

Vice Chair Long also provided a brief status update on the CAMPO 2045 Plan Subcommittee's planning process for the CAMPO 2045 Plan.

13c. Report on FY 2018 Audit Finding Results

A representative from the auditing firm Montemayor Britton Bender informed the Board that CAMPO received a clean audit finding and provided a brief overview of its audit process.

13d. 2020 Transportation Policy Board Meeting Schedule

The 2020 Transportation Policy Board Meeting Schedule was included in the meeting materials.

13e. 2020 Technical Advisory Committee Meeting Schedule

The 2020 Technical Advisory Committee Meeting Schedule was included in the meeting materials.

Video of this item can be viewed at <http://austintx.swagit.com/play/092112019-837/14/>.

14. Announcements

The Chair announced that the next Technical Advisory Committee Meeting is scheduled for September 23, 2019 and the next Transportation Policy Board Meeting is scheduled for October 7, 2019.

The Chair also announced that there will be a Strategic Planning Workshop for Transportation Policy Board members on November 4, 2019 from 12:00 noon to 5:00 p.m.

15. Adjournment

The Transportation Policy Board Meeting adjourned at 8:00 p.m.



Date: November 4, 2019
Continued From: June 10, 2019
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ashby Johnson, CAMPO Executive Director
Agenda Item: 9A
Subject: Discussion and Approval of Transfer of Ownership, Operations and Maintenance of Commute Solutions Program to CAMPO

RECOMMENDATION

Staff recommends the Transportation Policy Board approve the interlocal agreement transferring the Commute Solutions Program back to CAMPO from the Capital Area Council of Governments (CAPCOG).

PURPOSE AND EXECUTIVE SUMMARY

On March 6, 2017, the Transportation Policy Board voted to transfer the Commute Solutions Program to CAPCOG. At the time, CAMPO did not possess the staffing capable of effectively running the program and CAPCOG expressed interest in its management. Since then, CAMPO has increased its staffing levels and secured the services of Freese and Nichols as a general planning consultant that can provide additional staff on an as-needed basis. The Freese and Nichols team has Cambridge Systematics as a subconsultant. Cambridge Systematics is a national leader in TDM development and implementation. CAMPO staff used Cambridge Systematics to assist in the development of the draft final TDM Plan. Additionally, CAMPO now has an excellent outreach staff and also has the additional outreach services of CD&P as part of the general planning consultant team. These resources now allow CAMPO to adequately operate and maintain the program to promote TDM solutions region-wide.

Under the terms of this ILA, CAPCOG will administer the Regional Transit Coordinating Committee (RTCC) under guidance from CAMPO. Additionally, CAPCOG and CAMPO will collaborate on areas related to TDM and general transportation planning public outreach in rural areas of the CAMPO region, incident management strategies and operations, emergency response training, and other areas where appropriate.

The transition period for the transfer will occur beginning November 2019 and ending no later than April 2020.

FINANCIAL IMPACT

The funds to administer the RTCC are provided by the Texas Department of Transportation. Through this agreement and depending upon availability of state funding and performance, CAMPO will allocate \$35,000 for each fiscal year starting in 2020-2022 to CAPCOG to administer the RTCC under guidance from CAMPO. Additionally, CAMPO will provide another \$120,000 (depending upon availability of funding, approval of the TPB, and performance) to CAPCOG for assistance with TDM-related activities, incident management, and emergency response training. CAMPO will also provide \$4100 per month after January 1, 2020 until the transfer is complete.

SUPPORTING DOCUMENTS

Attachment A – CAPCOG-CAMPO Commute Solutions ILA
Attachment B - CAMPO-CAPCOG ILA

**AGREEMENT BETWEEN
CAPITAL AREA COUNCIL OF GOVERNMENTS AND
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

THIS AGREEMENT is made and entered into by and between the Capital Area Council of Governments, with principal offices at 6800 Burleson Road, Building 310, Suite 165, Austin, Texas 78744 (hereinafter referred to as "CAPCOG"), and the Capital Area Metropolitan Planning Organization, with principal offices at 3300 N. Interstate 35, Suite 630, Austin, Texas 78705 (hereinafter referred to as "CAMPO"), shown below as contracting parties, (individually, "Party", and collectively, "Parties").

RECITALS

WHEREAS, CAMPO established a Commute Solutions Program to reduce congestion, improve air quality and promote energy conservation (hereinafter referred to as "the Program"); and

WHEREAS, on March 8, 2017 CAMPO transferred to CAPCOG the ownership of and responsibility for the Program; and

WHEREAS, CAPCOG is willing and able to transfer the Program back to CAMPO; and

NOW, THEREFORE, in consideration of the hereinafter set forth duties, obligations, and covenants of each party to the other, and other good and valuable consideration, the amount and sufficiency of which are acknowledged, CAMPO and CAPCOG agree as follows:

1. CONTRACTING PARTIES

CAPCOG is a regional planning commission and political subdivision of the State of Texas organized and operating under the Texas Regional Planning Act of 1965, as amended, chapter 391 of the Local Government Code. The Capital Area Metropolitan Planning Organization (CAMPO) was designated under federal law by the Governor of Texas as the metropolitan planning organization for Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties to carry out transportation, air quality, and related planning.

2. PURPOSE

Under this Agreement, CAPCOG will transfer the Program to CAMPO in support of efforts to reduce congestion, improve air quality, and promote energy conservation.

3. STATEMENT OF SERVICES TO BE PERFORMED

- CAPCOG agrees to transfer any interests in the Program including all associated domain names such as <https://commutesolutions.com> and <https://mycommutesolutions.com> and any documentation for the Program within CAPCOG's control to CAMPO no later than April 30, 2020.
- Within 10 business days after determining that CAPCOG has transferred the interests and documentation for the Program and those of other transportation planning related activities, CAMPO agrees to provide CAPCOG with a formal letter notifying the transfer is complete.
- All future CAPCOG projects, activities, presentations, committees or the like that relate to transportation planning or transportation-related air quality planning related to any jurisdiction(s) within the six-county CAMPO region shall be conducted upon written approval from CAMPO.

4. PAYMENT

Terms of payment are discussed in a separate interlocal agreement between CAMPO and CAPCOG.

5. RECORD MAINTENANCE

To the extent that CAPCOG has any residual obligation to any third party to maintain records for the Program and has notified CAMPO of any such obligation and a list of the records that this obligation applies to no later than April 30, 2020, CAMPO agrees to maintain such records in accordance with the relevant provisions of those agreements between CAPCOG and other parties.

6. DISCHARGE OF CLAIMS & LIABILITIES

Upon completion of its obligations under this Agreement, CAPCOG shall have no further legal or programmatic responsibilities or liabilities to any party or third party on account of the Program, its funding or any other reasonably related matters.

7. LEGAL RESPONSIBILITIES

This Agreement does not create any partnership, employee, fiduciary, insurance, or agency relationship between the parties or any of their agents or employees. No party to this Agreement will be responsible for the acts of the other party or any other employee of the other party by virtue of this Agreement, except as may be decreed against that party by a judgment of a court of competent jurisdiction. It is expressly understood and agreed that in the execution of this Agreement, no party waives, nor shall be deemed to waive, any immunity or defense otherwise available to it against any claims by third parties. Each party to this Agreement waives all claims against every other party to the Agreement for compensation or any loss, damage personal injury, or death, occurring as a consequence of the performance of this Agreement, except for acts in violation of the criminal laws.

8. TERM OF AGREEMENT

The term of this Agreement begins on the date of full execution by both Parties ("Effective Date")

and expires on April 30, 2020.

9. NOTICE

Any notice given hereunder by any party to the other party shall be through e-mail, with delivery confirmation as evidence of the other party's acceptance of the communication. A party may change its address by providing notice of the change in accordance with this paragraph.

CAMPO:

- E-mail: ashby.johnson@campotexas.org

CAPCOG:

- E-mail: bavoights@capcog.org

10. LEGAL CONSTRUCTION

Whenever the context of this Agreement requires, the masculine, feminine or neuter gender and the singular or plural number shall each be deemed to include the others. Any portion of this Agreement held by a court of competent jurisdiction to be invalid, illegal, or ineffective shall not impair, invalidate, or nullify the remainder of this Agreement, but the effect thereof shall be confined to the clause, sentence, provision, paragraph, or article so held to be invalid, illegal, or ineffective.

11. ENTIRE AGREEMENT

This is the complete and entire Agreement between the parties with respect to the matters herein and supersedes all prior negotiations, agreements, representations, and understandings, if any. This Agreement may not be modified, discharged, or changed in any respect whatsoever except by a further agreement in writing duly executed by the parties hereto. No official, representative, or employee of either party has any authority to modify this Agreement, except pursuant to such authority as may be granted by the governing body of the party.

12. COMPLIANCE

CAPCOG and CAMPO will fulfill all terms of this Agreement in compliance with the Constitutions of the United States and Texas and with all applicable federal, state, and local orders, laws, regulations, rules, policies, and certifications governing any activities undertaken during the performance of this Agreement.

13. NO THIRD PARTY BENEFICIARY

Nothing in this Agreement, express or implied, is intended to confer upon any person, other than the parties hereto, any benefits, rights, or remedies under or by reason of this Agreement. Nothing in this Agreement shall be construed as creating an obligation or duty of either party to any third party or any member of the public.

14. RIGHT TO ASSURANCE

When one party to this Agreement in good faith has reason to question the other party's intent to perform, that party may make demand on the other party for written assurance of the intent

to perform. The party who is asked for assurance has then (10) business days to provide notice of its written assurance of intent to perform. If the party fails to provide the assurance, the demanding party may treat this failure as an anticipatory repudiation of the Agreement.

15. AUTHORITY

Each Party warrants that the signor of this Agreement has the authority to enter into this Agreement.

16. MULTIPLE COUNTERPARTS

This Agreement may be executed simultaneously in one or more counterparts, each of which shall be deemed an original and all of which together constitute one and the same instrument.

CERTIFICATION

THE UNDERSIGNED CONTRACTING PARTIES CERTIFY THAT:

1. The services specified above serve a public purpose, including, but not limited to, CAPCOG's efforts to implement a program to reduce congestion, improve air quality, and promote energy conservation;
2. Each party has the necessary authority to enter into this Agreement, and
3. The services, supplies or materials contracted for are not required by Section 21 or Article 16 of the Constitution of Texas to be supplied under contract given to the lowest responsible bidder.

SIGNATURES

IN WITNESS WHEREOF, the **CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION** and the **CAPITAL AREA COUNCIL OF GOVERNMENTS**, through their duly authorized representatives, have made and executed this Agreement on the respective dated written below their signatures.

SIGNED the ____ day of _____, 2019.

Ashby Johnson
Executive Director
CAMPO

Betty Voights
Executive Director
CAPCOG



Date: November 4, 2019
Continued From: September 9, 2019
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ashby Johnson, CAMPO Executive Director
Agenda: 9B
Subject: Discussion and Approval of CAMPO and Capital Area Council of Governments (CAPCOG) Interlocal Agreement

RECOMMENDATION

Staff recommends the Transportation Policy Board approve the interlocal agreement identifying services to be performed between CAMPO and CAPCOG for Fiscal Years 2020-2022.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO and CAPCOG each possess capabilities that are complementary and serve the overall purpose of improving regional mobility. The interlocal agreement (ILA) identifies areas of collaboration such as public outreach, rural transit coordination activities, and traffic incident and management operations. CAPCOG will also assume, under CAMPO guidance, administration of the Regional Transit Coordinating Committee (RTCC) with funding and participation from CAMPO.

FINANCIAL IMPACT

On May 7, 2018, the Transportation Policy Board awarded CAPCOG \$250,000 in Surface Transportation Block Grant funding to operate the Commute Solutions platform. CAPCOG will continue to use those funds until December 31, 2019 when their Advance Funding Agreement with the Texas Department of Transportation ends. Beginning January 2020, this interlocal agreement would take effect. In the interim and upon TPB approval, CAMPO will continue to work with CAPCOG on the transition of the Commute Solutions Program and the implementation of this interlocal agreement.

On an annual basis, CAMPO receives \$35,000 from the Texas Department of Transportation to administer the RTCC. These funds will be used to compensate CAPCOG for their services related to the administration of the RTCC. The remaining balances will be drawn from federal surface transportation funds awarded to CAMPO.

SUPPORTING DOCUMENTS

Attachment A – CAMPO-CAPCOG Interlocal Agreement

INTERLOCAL AGREEMENT

THIS AGREEMENT (ILA) is made by and between the Capital Area Metropolitan Planning Organization (CAMPO), and the Capital Area Council of Governments (CAPCOG), pursuant to Texas Local Government Code Chapter 791 and shall become effective when fully executed by both parties upon approval of its governing body.

- I. **PURPOSE:** Program Administration of the Regional Transit Coordinating Committee and Collaboration Services for CAMPO from FYs 2020-2022
- II. **STATEMENT OF SERVICES TO BE PERFORMED:** To support the stated purpose, CAPCOG will undertake and carry out services described in Attachment A-1, Scope of Services
- III. **CONTRACT PAYMENT:** The total payment of this Agreement shall not exceed \$371,400.00 and shall conform to the provisions of Attachment B-1, Budget. Payments shall be billed quarterly based on documented activities to support Tasks 1-4 as described herein.
- IV. **TERM OF AGREEMENT:** The term of this Agreement begins on the date of full execution by both Parties and expires on September 30, 2020.
- V. **RECORDS:** Each party agrees to preserve records related to this agreement for four years after final payment is made and to preserve all records in the event of a dispute or litigation; each party is entitled to inspect and copy all records.
- VI. **NONDISCRIMINATION AND EQUAL OPPORTUNITY:** Both parties agree not to exclude anyone from participating in activities under this agreement, and will not deny benefits or unlawfully discriminate because of race, color, religion, national origin, sex or sexual orientation, age, disability, handicap, or veteran status.
- VII. **LEGAL AUTHORITY:** The Parties certify that the services provided under this contract are services that are properly within the legal authority of the Contracting Parties.

CAPITAL AREA COUNCIL OF GOVERNMENTS

By _____ Date _____
AUTHORIZED SIGNATURE

TYPED OR PRINTED NAME
Title _____
TYPED OR PRINTED TITLE

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

By _____ Date _____
AUTHORIZED SIGNATURE
Name _____
TYPED OR PRINTED NAME
Title _____
TYPED OR PRINTED TITLE

ATTACHMENT A-1

Scope of Services

Program Administration of the Regional Transit Coordinating Committee (RTCC) and Collaboration Services for CAMPO in FY 2020 thru FY 2022

CAPCOG shall issue written progress reports under this ILA which shall describe activities during the reporting period; activities planned for the following period; problems encountered and actions taken to remedy them; list of meetings attended; and overall status, including a percent complete for the task authorized.

A monthly progress to date Status Report summarizing all activities performed under Tasks 1, 2 and 3 will be due by the 15th of each month.

Invoices will be paid in accordance with the rates determined on Attachment B Budget, which is attached to this agreement. The Performing Agency shall submit an invoice in a format acceptable to the Receiving Agency.

TASK 1. PROGRAM ADMINISTRATION (RTCC)

Estimated Cost: \$35,000 for FY 20 and \$35,000 for FY 21, \$35,000 for FY 22

CAPCOG shall support CAMPO with program administration oversight of the Regional Transit Coordinating Committee (RTCC).

Description: There are two main objectives to be performed under this work task: (1) the administration of RTCC and 2) the development of rural transportation-related planning work program activities.

1) RTCC Program Management

Based on direction provided by CAMPO, CAPCOG shall perform activities to include, but not be limited to, the following:

- Preparation of RTCC agendas, notices, minutes and memorandums each quarter.
- Timely dissemination of materials to members and their staff as appropriate and necessary.
- Preparation of quarterly progress reports summarizing accomplishments, issues and action items.

2) Rural Transportation-Related Planning Work Program Activities

Description: The primary result of this task will be annually-updated feedback from non-MPO counties to CAMPO on transportation priorities and needs. Emphasis will be on consolidating views on growth trends and planning issues, and their interaction with transportation needs.

Deliverable End Product: a transportation plan for a non-MPO county in the Austin district. The plan should reflect current transportation needs and priorities for future transportation improvements.

Deliverable: CAPCOG shall provide deliverables or other documentation, describing the results performed under this task to CAMPO no later than August 31, 2020.

- Conduct meetings with elected officials in each non-MPO county to identify transportation needs and to apprise local officials of CAMPO's planning process, recently completed projects, and currently programmed projects.
- Annual analysis on transportation needs and priorities in the four non-CAMPO counties and how they relate to travel demand and needs in the six-CAMPO counties.
- CAPCOG staff will collect, analyze and evaluate the information it has been provided. They will assess and consider growth trends, existing traffic impacts including crashes and incidents which may be at the root of the problem.
- Work with TxDOT Austin District to support project prioritization in non-MPO counties in line with TxDOT's project evaluation criteria and cross-walk those priorities using CAMPO's project selection criteria.
- Provide summaries of project recommendations by each non-MPO counties with their project scores for potential submittal and review by TxDOT.

TASK 2. OUTREACH SERVICES

Estimated Cost: \$35,000 for FY 20, \$30,000 for FY 21, \$30,000 for FY 22

CAPCOG shall assist CAMPO in its public outreach efforts in Bastrop, Burnet and Caldwell Counties to support implementation of CAMPO's programs related to the agency's planning initiatives, including but not limited to the Travel Demand Management Plan.

CAPCOG will establish and foster a program to support, complement and expand the rural outreach efforts of CAMPO including the public, employers, and other institutions (eg ISDs), to adopt policies conducive to local planning and project development that will impact CAMPO's goals and policies for regional transportation infrastructure.

CAPCOG will provide outreach and support for Commute Solutions program as requested by CAMPO.

Deliverable End Product: a memorandum detailing all meetings and resulting policies and practices implemented to assist CAMPO's rural outreach efforts.

Deliverable: CAPCOG shall provide deliverables or other documentation, describing the results performed under this task to CAMPO no later than August 31, 2020.

TASK 3. INCIDENT MANAGEMENT AND OPERATIONS

Estimated Cost: \$45,000 for FY 20, \$55,000 for FY 21, \$55,000 for FY 22

Based on CAMPO's direction, CAPCOG shall coordinate and assist CAMPO with its Regional Incident Management Program, including but not limited to:

- Establishing a Regional Open Roads Policy
- Providing Incident Management training to first responders

Deliverable End Product: a memorandum detailing the efforts expended in assisting CAMPO's incident management efforts.

Deliverable: CAPCOG shall provide deliverables or other documentation, describing the results performed under this task to CAMPO no later than August 31, 2020.

- Conduct meetings with rural elected officials and first responders to facilitate the development of a Regional Open Roads Policy.
- Utilize its training platform to provide training to first responders on Incident Management response and operations

TASK 4. COMMUTE SOLUTIONS CONTINGENCY

Estimated Cost: \$16,400 for FY 20

Contingent upon delays of a successful transfer of the Commute Solutions platform from CAPCOG to CAMPO, CAMPO will assist CAPCOG in servicing its existing contractual obligations with:

- RideAmigos
- Presley Design Studio

CAMPO will provide payment of \$4,100 per month beginning January 1, 2020 through April 30, 2020.

Deliverable: CAPCOG shall provide invoices to CAMPO.

ATTACHMENT B-1

Budget

Task	Budget
1. Program Administration (RTCC)	\$ 105,000
2. Outreach Services	\$ 90,000
3. Incident Management and Operations	\$ 155,000
4. Commute Solutions Contingency	\$ 16,400
Total	\$ 371,400

**ATTACHMENT B-1
Interlocal Agreement**

Estimated Budget FY: 2020

CAPCOG/CAMPO Interlocal Contract

Federal Tax ID:

Description		Est. Hours Per Month	Total Project Months	Rates	Line Item Total	Category Subtotals	Total Est. Cost
PERSONNEL							
Program Administration (RTCC)							
Task Lead							
Jr Staff							
Office Staff							
Sub Total Task 1 Staff							
Collaboration Services							
Task Lead							
Jr Staff							
Office Staff							
Sub Total Task 2 Staff							
Total Salary and Wages							
TRAVEL (Destinations To Be Determined)							
	Number of Round Trips	Miles per Round Trip	Total	Current State Rates	Line Item Total		
Mileage							
Out of State Travel to NADO Rural Transportation Conference							
Total Travel							
OTHER OPERATING COSTS			Units	Cost/Unit	Total		
Supplies							
Professional Development							
Telecommunications							
Office Space							
GIS and Data Services							
Other Direct Charges							
Indirect Charges							
Rate:							
Subtotal Other Operating Costs							
TOTAL Fiscal Year Cost to Receiving Agency							
NET Cost To Receiving Agency							

**ATTACHMENT B-1
Interlocal Agreement**

Estimated Budget FY: 2021

CAPCOG/CAMPO Interlocal Contract#

Federal Tax ID:

Description	Est. Hours Per Month	Total Project Months	Rates	Line Item Total	Category Subtotals	Total Est. Cost
PERSONNEL						
Program Administration (CARTPO)						
Task Lead						
Senior Staff						
Jr Staff						
Office Staff						
Sub Total Task 1 Staff						
Collaboration Services						
Task Lead						
Senior Staff						
Jr Staff						
Office Staff						
Sub Total Task 2 Staff						
Total Salary and Wages						
TRAVEL (Destinations To Be Determined)						
	Number of Round Trips	Miles per Round Trip	Total	Current State Rates	Line Item Total	
Mileage						
Total Travel						
OTHER OPERATING COSTS		Units	Cost/Unit	Total		
Supplies						
Professional Development						
Telecommunications						
Office Space						
GIS and Data Services						
Other Direct Charges						
Indirect Charges						
Rate:						
Subtotal Other Operating Costs						
TOTAL Fiscal Year Cost to Receiving Agency						
NET Cost To Receiving Agency						

**ATTACHMENT B-1
Interlocal Agreement**

Estimated Budget FY: 2022

CAPCOG/CAMPO Interlocal Contract#

Federal Tax ID:

Description	Est. Hours Per Month	Total Project Months	Rates	Line Item Total	Category Subtotals	Total Est. Cost
PERSONNEL						
Program Administration (CARTPO)						
Task Lead						
Senior Staff						
Jr Staff						
Office Staff						
Sub Total Task 1 Staff						
Collaboration Services						
Task Lead						
Senior Staff						
Jr Staff						
Office Staff						
Sub Total Task 2 Staff						
Total Salary and Wages						
TRAVEL (Destinations To Be Determined)						
	Number of Round Trips	Miles per Round Trip	Total	Current State Rates	Line Item Total	
Mileage						
Total Travel						
OTHER OPERATING COSTS			Units	Cost/Unit	Total	
Supplies						
Professional Development						
Telecommunications						
Office Space						
GIS and Data Services						
Other Direct Charges						
Indirect Charges						
Rate:						
Subtotal Other Operating Costs						
TOTAL Fiscal Year Cost to Receiving Agency						
NET Cost To Receiving Agency						



Date: November 4, 2019
Continued From: June 10, 2019
Action Requested: Acceptance

To: Transportation Policy Board
From: Mr. Kelly Porter, Regional Planning Manager
Agenda Item: 10
Subject: Discussion and Acceptance of MoKan/Northeast Subregional Plan

RECOMMENDATION

CAMPO staff, the MoKan/Northeast Subregional Plan Steering Committee, and the Technical Advisory Committee recommend the acceptance of the MoKan/Northeast Subregional Plan by the Transportation Policy Board.

PURPOSE AND EXECUTIVE SUMMARY

The MoKan/Northeast Subregional Plan is a subset of the 2045 Regional Arterials Study and focuses on an area bounded by IH 35, SH 29, US 290, and SH 95. The Subregional Plan provides more details on analysis and recommendations for key corridors in the subregion including potential multi-modal elements. Like Capital Metro’s Project Connect, this plan is meant to serve as a tool for regional coordination and provides a locally-driven financially unconstrained analysis of the sub-area’s needs. This plan does not supersede any local planning efforts and any concepts identified in the plan would need to be advanced by a local project sponsor or implementing agency in order to move toward design and construction.

The MoKan/Northeast Subregional Plan also includes detailed analysis on other subregional corridors including US 79, FM 973, SH 95, FM 1100/Pflugerville Parkway, and FM 685/Cameron/Dessau. The plan incorporates planned network recommendations identified in the Arterials Study and analyzes performance of the subarea network. This study is a first-of-its-kind for MoKan as it analyzes the corridor in context with supporting arterial network improvements. This plan also includes recommendations on potential multi-modal uses along MoKan and the other subregional corridors as well as complementary land use and local network linkages.

Five scenarios to better understand network performance in the subarea have been developed and mirror those used in the Regional Arterials Study. All scenarios in this plan include the MoKan corridor:

- Scenario Ø – Baseline/Current: 2020 Network with 2020 Demographics
- Scenario Z – No-Build: 2020 Network with 2040 Demographics
- Scenario A – Regional Connectors: Capacity, operational, and connectivity improvements applied to only key principal arterials and limited access routes
- Scenario B – HOV Lanes (off-model): Calculates potential “people through-put” on the Regional Connector network if certain lanes along these facilities were reserved for flexible uses during certain times of day for high-occupancy vehicles, transit, motorcycles, etc.
- Scenario C – Combined Concept: Models all planned and identified improvements to the network garnered through this process. Includes all Regional Connector facilities and ultimate build-out of other minor arterials and supporting facilities.

- Scenario D – Supporting and Regional Connectors: Includes all Regional Connector facilities as well as facilities from Scenario C that had a V/C ratio higher than the regional average of 0.45 and other corridors identified for safety and network redundancy.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Scenario results were discussed at the May 20, 2019, Technical Advisory Committee meeting and the Draft MoKan/Northeast Subregional Plan was taken to the public for comment, which included four community open house meetings and an online open house (June 10-July 15th). The open house meetings were held in Elgin (Thursday, June 13th), the Project Connect Office in Austin (Friday, June 14th), Round Rock (Monday, June 17th), and Pflugerville (Thursday, June 20th). There have also been three Steering Committee meetings, a Steering Committee bus tour of the subregion, and informational meetings with the City of Pflugerville and Williamson County. Also, CAMPO staff attended a Pflugerville City Council workshop on September 24, 2019 to brief the city council and the public on the draft final plan and answer questions. The TxDOT Austin District Engineer and the CAMPO Executive Director also met with the Pflugerville City Manager and Assistant City Manager and Representative Israel on October 3, 2019 to discuss the draft final plan.

The study was also presented to the Transportation Policy Board at its June 2019 meeting as an information item.

The Pflugerville City Council passed a resolution on August 13, 2019 stating their preference for a bicycle and pedestrian path use of the MoKan right-of-way through Pflugerville. At the request of Chair Adler, CAMPO staff has added a “no build” option for the MoKan right-of-way through Pflugerville. However, the “no build” option could be inconsistent with the Texas Transportation Commission Minute Order that states that any local government wishing to utilize the corridor must demonstrate a transit usage. The “no build” option could be inconsistent because a shared use bicycle and pedestrian path is not in agreement with the federal definition of transit.

Comments received to date from the Steering Committee and Technical Advisory Committee have been addressed and incorporated accordingly. At the September 16, 2019 meeting, the majority of the Steering Committee concurred that the Technical Advisory Committee recommend adoption of the MoKan/Northeast Plan by the Transportation Policy Board. Please note that the City of Pflugerville representative on the committee voted no. At the September 23, 2019 Technical Advisory Committee, action was taken to recommend that the Transportation Policy Board accept the MoKan/Northeast Subregional Plan. In addition, the committee requested that a foreword explaining the purpose of the plan be added to the document. The foreword was drafted and sent to the Technical Advisory Committee on September 26th and has been included in the draft plan included at the link below.

SUPPORTING DOCUMENTS

Attachment A – *MoKan/Northeast Subregional Plan (link):*
<https://campoadmin.exavault.com/share/view/1qdqj-epe2uhq1>

Attachment B – *Unabridged Public Comment*

Attachment C – *Steering Committee Comment Log*

Attachment D – *City of Pflugerville MoKan Resolution - August 13, 2019*

Attachment E – *Intergovernmental Agreement to Acquire the Abandoned MKT Right-of-Way*



COMMENT CARD

Name (required): Mike Hodge
Address: _____
Zip Code: _____
Email: mhodge@marblefallstx.gov

Please share your comments on:

- The Regional Arterials Study The Transportation Demand Management Plan
 The MoKan/Northeast Subregional Plan Other

I appreciate the professional approach that CAMPO has brought to Transportation Planning in the last few years.

Public comment period closes at 5 p.m. Monday, July 15, 2019.

RETURN COMMENTS BY:
Fax: 737.708.8140
Mail: CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



COMMENT CARD

Name (required): DAVID BAKER
 Address: 1405 MT. SHARP RD
 Zip Code: 78676
 Email: DAVIDBAKER@WIMBERLEYWATERSHED.ORG

Please share your comments on:

- The Regional Arterials Study The Transportation Demand Management Plan
 The MoKan/Northeast Subregional Plan Other

It would be helpful to see the land use plan associated with each scenario.

Do not expand any new roads or improvements to western hays other than multimodal lanes specifically on RR 12, FM 150 & Elderhill Road (FM 170)

Focus on capacity along I-35 & EAST OF THE EDWARDS AQUIFER.

ESTABLISH RAIL CORRIDORS (LONE STAR RAIL) REDESIGNED ALONG UNION PACIFIC ALIGNMENT OR NEW ALIGNMENT IN ORDER TO CLUSTER DEVELOPMENT AT CRITICAL POINTS BETWEEN AUSTIN-SAN MARCOS & SAN ANTONIO

DO NOT BUILD NEW ROADS IN WESTERN HILL COUNTRY ESPECIALLY IN CONSERVED LANDS & CRITICAL WATERSHEDS IN HAYS COUNTY

Public comment period closes at 5 p.m. Monday, July 15, 2019.

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Austin, Texas 78705

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Austin, Texas 78705



COMMENT CARD

Name (required): LeAnn Hilton
Address: 108 E Main St
Zip Code: 78102
Email: leannhilton@hiltonmgt.com

Please share your comments on:

- The Regional Arterials Study
- The Transportation Demand Management Plan
- The MoKan/Northeast Subregional Plan
- Other

No super highways going through neighborhoods or downtown Pflugerville. Proposals presented put super highways going directly through many nice neighborhoods butting up to houses (front yards and back) as well as almost on top of schools. This is not an acceptable proposal for three reasons and many more.

Residents and others are more likely to support and benefit from a hike and bike trail and alternative transportation solutions going through Dessau.

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In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



COMMENT CARD

Name (required): ADELINE Bui
Address: 108 E. Main St
Zip Code: 78660
Email: adeline@hanoversaustin.com

Please share your comments on:

- The Regional Arterials Study The Transportation Demand Management Plan
 The MoKan/Northeast Subregional Plan Other

I opposed to any highways or mass transportation thru downtown Pflugerville. I own 2 properties in downtown Pflugerville and my businesses as well as safety of the public will be in danger if a major roads are implemented thru downtown.

I support more bike + trail or more toward walk trail thru downtown. highway

Highways surround Pflugerville with I35 + I130. If another highway needed, then more to Dessau or roads that have already been established and not have to retrofit into a neighborhood that cannot support such development.

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Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



COMMENT CARD

Name (required): Bryan Weiss
 Address: 1504 Portchester Castle PATH Pflugerville
 Zip Code: 78660
 Email: bdweiss81@pko.com

Please share your comments on:

- The Regional Arterials Study The Transportation Demand Management Plan
 The MoKan/Northeast Subregional Plan Other

These roads are needed. Our roads in this area are 50 years behind which causes obvious congestion but also increases traffic hazards due to the problems moving around.
 Citizens are going to drive their vehicles and we need more lanes - there is no way to sugar-coat or spin it.
 Government at all levels ~~are w~~ need to get behind this ~~project~~ concept and put priorities on projects that will increase lanes to move traffic

Public comment period closes at 5 p.m. Monday, July 15, 2019.

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 Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
 Austin, Texas 78705



COMMENT CARD

CENTRAL TEXAS

Name (required): Wallis Meshner
 Address: 804 Expedition Way RR
 Zip Code: 78665
 Email: Wallis.mcmilun@hotmail.com

Please share your comments on:

- The Regional Arterials Study The Transportation Demand Management Plan
 The MoKan/Northeast Subregional Plan Other

1. Redundancy of MoKan w/ (funded) Kenny Fort + 35, AW Armes, + 130 = MoKan NOT NEEDED
2. Already have enough N/S, need ELW, or a hike + Bike trail, not another highway.
3. Need local connectivity, NOT more highways. I cant get to the Park < 1 mile from my house w/o walking 5+ miles.
4. Dont take away fire access for our neighborhood. Existing ingress/egress is required to meet fire code.
5. Lets fix what we have (ie 79, access roads on 45, local connectivity) instead of spending \$ on highways we dont need!
6. Please include light rail, hike + bike ~~not just highway.~~

Public comment period closes at 5 p.m. Monday, July 15, 2019.

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Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



COMMENT CARD

Name (required): Cynthia Ogden
Address: 724 Expedition way Round Rock TX
Zip Code: 78665
Email: Cynthiaogden@hotmail.com

Please share your comments on:

- The Regional Arterials Study The Transportation Demand Management Plan
 The MoKan/Northeast Subregional Plan Other

In my subdivision my home backs right up to the MoKan proposed road - it would be better to use the TexDot property for hiking & biking trails for north/south to connect to the Gattis School Elementary School and local dog park. There is already Hwy 79 and Fort Kenny Rd within .5-1 mile away.

Also in the 20 year plan there should be less roads a much more light rail.

The citys should focus more on local connectivity between roads. For example we have to get on the 45 Toll road to go one exit, instead of having a feeder road between Round Rock and Pflugerville

Public comment period closes at 5 p.m. Monday, July 15, 2019.

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Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



COMMENT CARD

Name (required): DICK KALLERMAN
 Address: 2510 Cedar View
 Zip Code: 78704
 Email: cdkarter@aol.com

Please share your comments on:

- The Regional Arterials Study The Transportation Demand Management Plan
 The MoKan/Northeast Subregional Plan Other

Designated lanes for transit should
 be clearly designated for
 Bus Rapid Transit or Light Rail.
 If a light rail is considered for the
 Green Line rail ROW it should also
 be considered for MoKan

Public comment period closes at 5 p.m. Monday, July 15, 2019.

RETURN COMMENTS BY:

Fax: 737.708.8140

Mail: CAMPO

3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



COMMENT CARD

Name (required): John Laycock
 Address: 1601 Mission Ave #306
 Zip Code: 78702
 Email: ilaycock10@gmail.com

Please share your comments on:

- The Regional Arterials Study The Transportation Demand Management Plan
 The MoKan/Northeast Subregional Plan Other

Consider why MoKan needs to be a large highway parallel to 8 other wide highways

IDM plan - subordinated by the arterial plan

Arterial plan - this is an absurd waste of planning expertise and money. Why bother with a fanciful wish list generated by naive and incompetent modeling? No induced demand? No land use?

It sets up your 2045 plan to be totally car-dominated! You've done a huge bulk of work with the idea of "mode shift" later. too much inertia

Anyway, thanks!
Public comment period closes at 5 p.m. Monday, July 15, 2019.

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 Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
 Austin, Texas 78705



COMMENT CARD

Name (required): Eva Esparza
Address: 2106 Benwick Cir
Zip Code: 78723
Email: lawler_eva@hotmail.com

Please share your comments on:

- The Regional Arterials Study The Transportation Demand Management Plan
 The MoKan/Northeast Subregional Plan Other

There should be a passenger high speed and local rail along this corridor. It could easily be extended to the airport in the south and Dallas/Ft Worth in the North. By the time a highway is build capacity will already be used up in my opinion. The pollution of cars will shorten the lives of those living around the highway.

I'm disappointed in the short sightedness of this study.

Perhaps including rail along a highway may satisfy those who ignore the future where climate change is the reality.

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Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



COMMENT CARD

Name (required): Robert Daigh
 Address: 3151 SE Innerloop
 Zip Code: 78726
 Email: rdaigh

Please share your comments on:

- The Regional Arterials Study The Transportation Demand Management Plan
 The MoKan/Northeast Subregional Plan Other

SH95 should have a wide center median like US 183.

What you are showing is not in conformance with the Williamson County Transportation Plan.

Public comment period closes at 5 p.m. Monday, July 15, 2019.

RETURN COMMENTS BY:

Fax: 737.708.8140
Mail: CAMPO
 3300 N. Interstate 35, Suite 630
 Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
 Austin, Texas 78705

From: [KAREN ADAIR](#)
To: [CAMPO Comments](#)
Subject: MOKAN/Northeast Subregional Plan
Date: Sunday, July 14, 2019 10:18:59 AM

EXTERNAL email: Exercise caution when opening.

I moved to South Creek over 30 years to a quiet community. While I know "progress" is always inevitable, being surrounded on all sides by 4-6 lane roads is asking to much of any neighborhood. The City Council, in their last 5-year plan, discarded the notion of doing anything with this piece of land. We already have A.W. Grimes (6 lanes) to our west, Kenny Fort (4 lane) to our east and Gattis School (4 lane) to the south. Why do we need yet another 6-lane in such close proximity.

It has grown considerably and is taking away the living spaces for our wildlife, sending them into our neighborhoods making it unsafe for our kids and pets. Coyote and mountain lion sightings are now common. Their space is dwindling.

Between the new Waterpark, Dell Diamond, A.W. Grimes, Kenny Fort, Gattis School Road, I believe we have had our share of progress. Doublecreek is another 4 lane road to our east. We hear the noise from all of these due to all the trees being cut down for "progress" taking away any type of noise barrier we have.

Make it a nice bike trail and keeping a small piece of green space for people to enjoy.

Enough is enough.

Karen Adair
South Creek resident

From: [Ashwin](#)
To: [CAMPO Comments](#)
Cc: [Jayanth Reddy](#)
Subject: Mokkan Corridor project
Date: Tuesday, June 18, 2019 9:48:21 PM

EXTERNAL email: Exercise caution when opening.

Hi,

Currently the Mokkan Corridor serves as a wonderful greenbelt community for the neighborhood with the neighbors enjoying the peaceful nature. With the proposed project, this will put everything in jeopardy so kindly request the project to be stalled and let all of us enjoy the serenity around us.

Thanks,
A worried resident.

From: [morning song](#)
To: [CAMPO Comments](#)
Subject: Mokan project
Date: Monday, July 15, 2019 7:25:30 AM

EXTERNAL email: Exercise caution when opening.

To whom it may concern,

My family and I have lived in South Creek Subdivision since 2005. When we were looking at the home we ended up buying I went out in the middle of the street to see if I could hear traffic and I did not. (This would have been a deal breaker for us) It is quiet back here in the older part of South Creek Subdivision. Please do not build. Noone back here wants an expressway or a highway back here. We can now hear traffic on 79 some and do not want to hear anymore. Not only thatmany people will be displaced and also many people will leave the area due to a very noisy highway...expressway or freeway whatever you are calling this proposed road. I have spoken with all of our neighbors and noone wants this road to be put in. Perhaps put a road in somewhere where there is already a commercial zoning and already a LOT of traffic. This is a very quiet subdivision with very little traffic if you will. I do not believe putting in a road back here will be good at all for Round Rock economy as the people who are here and have been here for many many years will leave the area.

Please consider this and move on to a better location for your expressway and NOT through our nice quiet area.

Kathy Campbell LMT CMT CTPT CNMT


From: [Bhargava Cingaram](#)
To: [CAMPO Comments](#)
Subject: MoKan Corridor
Date: Tuesday, June 18, 2019 9:04:02 PM

EXTERNAL email: Exercise caution when opening.

I am a resident of Round Rock and submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mokan corridor.

I believe that the best use of that land is to leave it intact to be very few green belt strips in this area for the sake of environment or as a hike and bike trail. A hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases air and sound pollution for closely located neighborhoods causing health hazards.

Thanks & Regards
Bhargava

From: [Tracy Colello](#)
To: [CAMPO Comments](#)
Subject: Public Comment for MoKan/Northeast Subregional Plan
Date: Monday, July 15, 2019 8:38:16 AM

EXTERNAL email: Exercise caution when opening.

I attended your open house on June 17th in Round Rock for the Regional Arterials Study. I didn't have time to fill out a card at the meeting, so I am sending in my comment after seeing the online form.

For my neighborhood (South Creek), I don't think the current plan will benefit us. It will not improve access, decrease local travel time, or decrease traffic around our neighborhood because there won't be any entrances or exits closer than the roads we already use to travel between 79 or 45. The plan describes a wide, multi-lane expressway for cars jammed into a narrow right of way, without enough space left over for a hike and bike trail that could be used by local residents. It will add noise and pollution, but won't improve our escape routes from fire or flooding.

Several years ago, a plan that would have used the same right of way for SH 130 was proposed, which would have gone through some of the yards in South Creek. That plan was rejected in favor of moving SH130 further away from 35, to be a better bypass through an undeveloped area that could grow. The difficulties with building a large road through an area with existing neighborhoods and lots of development hasn't changed since then. For example, the Concorde neighborhood, on the other side of the right of way, has been built right up to the edge of the Mokan corridor. I've heard the classic story of people buying those houses assuming it was a greenbelt.

I understand that the width of the available right of way changes quite a bit along the whole path. Unfortunately, that seems to limit the continuity of the plan. It makes sense to me to plan for longer distance options such as trains or buses to bypass 35, without as much of an increase in traffic east to west.

Tracy Colello
Round Rock, TX

From: [CAMPO](#)
To: [Campo](#); [Doise Miers](#); [Doise Miers](#)
Subject: New submission from Contact Form
Date: Tuesday, June 18, 2019 8:05:44 PM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

<https://www.campotexas.org/contact/>

Name

David Dalesandro

Email

[REDACTED]

Comment

For the proposed use between 79 and 45 (along Expedition Way), I strongly recommend a bike path or light rail. A highway makes absolutely no sense since Kenny Fort already exists and is funded. Thanks.

From: [Davis, Nathan](#)
To: [CAMPO Comments](#)
Subject: Mokan Study Comment
Date: Tuesday, June 18, 2019 3:38:51 PM
Attachments: [image001.png](#)

EXTERNAL email: Exercise caution when opening.

To Whom It May Concern:

I would like to Comment on the purposed use of the Mokan land. I cannot speak about the entire length of the route, but I can say that the portion in Round Rock goes through several residential areas. I understand that growth and change are inevitable, but I think that it should be responsibly done. It should have as little impact on the residence and environment as possible.

From reading through the study it appears that the suggestions made for the Mokan route were done to inflict the greatest amount of impact possible. Much of the current rout has become green space that goes between subdivisions and contains Brushy Creek and many of its tributaries. This impromptu green space helps to control flooding and run-off for the area. Furthermore, the study did not appear to contain the new subdivision of The Concord in Round Rock, this changes right of way distances.

As a resident of Round Rock I would rather you improve and extend existing road was rather than create new one. For example if we need a new North – South artery widen and extend Kenny Fort Blvd to HWY 45.

If the Mokan must be developed, the only use I find acceptable would be commuter rail or a road way exclusively for mass public transit.

DIGNITY MEMORIAL USA

Nathan Davis

General Manager

☎ 512-352-3636 ☎ 512-560-0449

Condra Funeral Home/Goodnight Funeral Home

DignityTexas.com



From: [AliceRose Duerr](#)
To: [CAMPO Comments](#)
Subject: Feedback on MOKAN/NORTHEAST Subregional Plan
Date: Friday, June 21, 2019 4:50:12 PM

EXTERNAL email: Exercise caution when opening.

Hello and thank you for the phenomenal work that went into the MOKAN/NORTHEAST Sub-regional Plan. I was unable to attend the open house but did read the entire 140 page report.

I live on [REDACTED] in Pflugerville. Previously lived and traveled extensively in different parts of the country and abroad where the majority of residence use public transit. It's a 15 to 20 minute drive from my home to the bus stop. Even so, I do catch the bus at Tech Ridge to go into Austin for events. It's a nice way to avoid traffic, not worry about parking, etc.

I live within walking distance of an HEB. Walking is out of the question because there are no sidewalks along FM 685. Not to mention the unsafe pedestrian crossing at FM 685 and Gattis School road. Which is sad because walking is healthy!

Granted this is a long term plan and things will change, but it's a great start.

Thank you.

Alice Duerr

[REDACTED]

Pflugerville, TX 78660

From: [Song Campbell](#)
To: [CAMPO Comments](#)
Subject: Mokan project
Date: Monday, July 15, 2019 8:01:27 AM

EXTERNAL email: Exercise caution when opening.

To whom it may concern,

My family and I have lived in South Creek Subdivision since 2005. When we were looking at the home we ended up buying I went out in the middle of the street to see if I could hear traffic and I did not. (This would have been a deal breaker for us) It is quiet back here in the older part of South Creek Subdivision. Please do not build. Noone back here wants an expressway or a highway back here. We can now hear traffic on 79 some and do not want to hear anymore. Not only thatmany people will be displaced and also many people will leave the area due to a very noisy highway...expressway or freeway whatever you are calling this proposed road. I have spoken with all of our neighbors and noone wants this road to be put in. Perhaps put a road in somewhere where there is already a commercial zoning and already a LOT of traffic. This is a very quiet subdivision with very little traffic if you will. I do not believe putting in a road back here will be good at all for Round Rock economy as the people who are here and have been here for many many years will leave the area.

Please consider this and move on to a better location for your expressway and NOT through our nice quiet area.

Thank you for your consideration,
Bob Durham

From: [Jenai Estrada](#)
To: [CAMPO Comments](#)
Subject: Mokan comments
Date: Thursday, June 20, 2019 9:58:29 PM

EXTERNAL email: Exercise caution when opening.

I absolutely hate the idea of running a north-south road behind the Concord At Brushy Creek subdivision, crossing over Forest Creek. I think it is a terrible idea for several reasons:

- 1- We already have two major 6-lane north-south roadways nearby (AW Grimes Blvd and Kenney Fort Blvd), so it would be redundant and unnecessary.
- 2- It would be a huge waste of money because you would have to build yet another bridge over Brushy Creek. Which is redundant because of the other nearby bridges.
- 3- I don't want another major road/highway close to Gattis elementary school.
- 4- It would drastically lower property values.
- 5- It would be devastating to the local wildlife.
- 6- That space would be better used as a hike/bike trail.

Please do not build a road there. Please.

Thanks for your consideration,
Jenai Estrada

Get [Outlook for Android](#)

From: [Clay Hunn](#)
To: [CAMPO Comments](#)
Subject: Mo-kan corridor
Date: Wednesday, July 3, 2019 10:44:22 AM

EXTERNAL email: Exercise caution when opening.

The old Mo-kan rail line seems like an ideal route for rail connecting Georgetown, Round Rock, Pflugerville and Austin. Just look at the car traffic on IH35 and now 130. Any roadway built in this area is destined to be gridlocked in a very short time. We need to really start thinking beyond the car. The whole region is barely moving. Time to start seriously using rail to move people in the metro area. Thanks. Clay Hunn

From: [Jayanth Reddy](#)
To: [CAMPO Comments](#)
Subject: Request on MoKan Corridor
Date: Tuesday, June 18, 2019 1:26:07 PM

EXTERNAL email: Exercise caution when opening.

Hi,

I am a resident of Concord at Brushy Creek. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mokan corridor.

I believe that the best use of that land is to leave it intact to be very few green belt strips in this area for the sake of environment or as a hike and bike trail. A hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases air and sound pollution for closely located neighborhoods causing health hazards.

Thanks
Jayanth

From: [CAMPO](#)
To: [Campo](#); [Doise Miers](#); [Doise Miers](#)
Subject: New submission from Contact Form
Date: Sunday, July 14, 2019 9:41:06 AM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

<https://www.campotexas.org/contact/>

Name

Yong Hi Lambert

Email

[REDACTED]

Comment

Mokan/Northeast should run from Georgetown through Pflugerville to North Austin.

From: [Tiffany Manatt](#)
To: [CAMPO Comments](#)
Subject: Suggestions for Expedition Way area Plan/Concord at Brushy Creek
Date: Tuesday, June 18, 2019 3:02:55 PM

EXTERNAL email: Exercise caution when opening.

Hello,

We have recently moved into the Concord at Brushy Creek and beg of you to reconsider a road going through our neighborhood. The road will not only destroy the beautiful natural landscape, but create traffic right outside of our home. There are young families and it would become dangerous for the children to play if it becomes a busy strip of road.

Please reconsider with a walking or a biking trail instead.

I beg of you,
Tiffany

From: [Megan Marshall](#)
To: [CAMPO Comments](#)
Subject: MoKan Draft Plan
Date: Monday, July 15, 2019 10:13:47 AM

EXTERNAL email: Exercise caution when opening.

The proposed plan to split Pflugerville with yet another 4-lane roadway is beyond disappointing. This would disrupt neighborhoods, schools, and a space that is currently very friendly to pedestrians, bicyclists, and community activity. In its place, we would have what appears to be a replica of Dessau cutting through residential neighborhoods, duplicated less than a mile away in many places. This seems to go directly against the plan's claimed goals of minimizing community impact and being environmentally sensitive.

Please reconsider this plan. It's frankly terrible. Previously, some excellent ideas involving bike and/or light rail options have been suggested. With the addition of proper bus service, light rail would stand a better chance of serving low-income commuters while providing an efficient, eco-friendly option for all travelers in the area. Preserving some green space and trails would integrate well with the existing park systems in the area, and avoid turning rare suburban green space into yet another concrete corridor.

Braess's paradox seems to have been conveniently ignored during this plan's development--adding more roads is a solution we've been trying for decades, and it's not working. It would be a serious blow to the communities impacted and, based on similar projects undertaken in the Austin area over the past 10 years, create yet another traffic problem to solve in the long term. Please do better for our communities.

Regards,
Megan Marshall

From: [Cynthia Ogden](#)
To: [CAMPO Comments](#)
Subject: MoKan proposal
Date: Monday, June 24, 2019 6:20:11 AM

EXTERNAL email: Exercise caution when opening.

The stretch of the MoKan between Gattis School Road and Hwy 79/Palm Valley Rd should be used for a hiking/biking trail. This would allow all of the children in the surrounding neighborhoods to walk to Gattis School Elementary and Cedar Ridge High School in safety. As it is now there are numerous cars on the roads taking children to school and picking them up. This would cut down on traffic and provide a healthy opportunity for the children to walk and get exercise.

Cynthia Ogden



Round Rock TX 78665

Sent from [Mail](#) for Windows 10

From: [Susan Pantell](#)
To: [CAMPO Comments](#); [Kelly Porter](#)
Subject: MoKan/Northeast Subregional Plan comments
Date: Friday, July 5, 2019 12:47:30 PM

EXTERNAL email: Exercise caution when opening.

Ms. Porter,

Following are my comments on the Draft MoKan/Northeast Subregional Plan. The discussion of scenarios is confusing because the Open House displays list Scenarios A, B, and C; whereas the draft plan lists Scenarios 1-4.

It is important that we increase transit in the region, and that should be a priority for this plan. Improving transit is listed in Goal 4, and it is an important component of achieving all of the goals. I strongly support bus lanes on all of the corridors evaluated, and Scenario 3 is the preferred scenario because it includes managed lanes for buses on all of the primary corridors. If more people ride the bus, that would reduce vehicle miles traveled for single-occupant vehicles. You do not include Scenario 3 in the evaluation, and it appears that you did not even model it, and that is problematic. Please explain why Scenario 3 is not included in your analysis.

It is essential to include bus lanes on the MoKan Corridor, and it is important that the MoKan Corridor connect with downtown Austin, as discussed in the plan.

I support CAMPO encouraging and assisting with transit-oriented development (TOD) along the MoKan Corridor. The policy of encouraging TOD should be expanded to all of these corridors.

I do not support adding additional lanes to these corridors unless they are needed for safety, since the added capacity will only fill up with traffic. I oppose the frontage road lanes for the E-1 Corridor because frontage road speeds are too high to support safe pedestrian, bike and transit use.

Please acknowledge receipt of these comments.

Sincerely,
Susan Pantell

From: [Robert Colello](#)
To: [CAMPO Comments](#)
Subject: The MoKan/Northeast Subregional Plan
Date: Saturday, July 13, 2019 10:25:56 PM

EXTERNAL email: Exercise caution when opening.

Hello,

I attended your open house in Round Rock last month. Thank you for having it. I would like to share my concerns about the following:

The MoKan/Northeast Subregional Plan

I am not in favor of a 4 or 6 lane expressway in the Williamson County portion of the Mogan Corridor. This may have made sense 20 years ago but the area has been built up too much with other roadways and many single-family homes directly against the right of way. The right of way is too narrow to properly support a large, high speed road while still maintaining a safety and green space buffer with the existing neighborhoods as pictured in the draft.

Additionally, this section of Mogan is very close to the 6 lane AW Grimes Blvd and 6-lane Kenny Fort Boulevard that provide easy access north and south. Those roadways could have capacity expanded with overpasses at critical intersections such as with US-79 and Gattis School Road. This area needs more east/west capacity instead, and limited resources should go to other areas such as building the beneficial SouthEast loop around Hutto.

As this used to be a railroad, the grade of the right-of-way is very level and gradually changes elevation. This would make it well suited for light rail or commuter rail which I would fully support and utilize if it connected into Austin. Alternatively, a dedicated busway with one lane in each direction could effectively move a lot of people at much lower expense and a lower impact on neighborhoods and historic structures like Palm Valley Church.

While I know this project, in any form, is a long way away from fruition, this would be a great opportunity to save this valuable land for futuristic options that might come along such as high speed hyperloop technology, rail or busways instead of more automobile focused solutions. While a hike/bike trail would be great, it is not realistic. A good compromise would be dedicated lanes for busses only so they are not slowed down by IH-35 traffic.

Take the savings and apply them to the other worthy road projects such as the Hutto Southeast loop project or more critical projects in Austin, growing Hays County and western Williamson.

Thank You

Robert Colello
Round Rock, TX

Sent from [Mail](#) for Windows 10

From: [dilip_reddy_chintaparti](#)
To: [CAMPO Comments](#)
Subject: Save MOKAN/NORTHEAST SUBREGIONAL corridor
Date: Tuesday, June 18, 2019 8:57:46 PM

EXTERNAL email: Exercise caution when opening.

I am a resident of Concord at Brushy Creek. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mokan corridor.

I believe that the best use of that land is to leave it intact to be very few green belt strips in this area for the sake of environment or as a hike and bike trail. A hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases air and sound pollution for closely located neighborhoods causing health hazards.

Thanks,
Dilip Reddy

From: [Cade Ritter](#)
To: [CAMPO Comments](#)
Subject: Comments on Mokan corridor
Date: Thursday, June 13, 2019 1:48:40 PM

EXTERNAL email: Exercise caution when opening.

Last I heard, the MoKan corridor was being considered for a rail connection from downtown Austin to Georgetown (which we badly, badly need). After reading the draft plan, I was absolutely aghast to learn that you are proposing a 70 MPH highway there instead. We are in a climate crisis. Expanding roadways does nothing for traffic (induced demand?). A highway through an urban area quite literally tears the urban fabric in two. This is a bad, bad idea.

In a time where we need to see a massive expansion of high capacity transit options for central Texans, it blows me away that this is being proposed here. Please build rail. Please. For the environment, for our city, for our people. A new highway is the last thing we need.

From: [Sarah Simpson](#)
To: [CAMPO Comments](#)
Subject: Mokan Subregional Plan Comments
Date: Sunday, July 14, 2019 2:59:16 PM

EXTERNAL email: Exercise caution when opening.

To CAMPO,

I write today to recommend that all of the suggestions put forth in the Mokan Subregional Plan be abandoned to redirect the focus of this study on local and regional public transportation spending throughout this northern CAMPO region on existing right-of-ways. The proposed plan offers only status-quo solutions of roadway widening and roadway expansion that primarily serve single-occupant vehicles, which will only result in increased vehicle miles traveled throughout the region, increased congestion, increased suburbanization, further environmental damage and loss.

The vision statement states that the goal of this plan is “*to facilitate a framework of a broad set of mobility choices that are safe, convenient, reliable, 29 resilient, and efficient and that promote equitable prosperity, region-wide connectivity, economic 30 development, and healthy communities.*” After reviewing the plan, it is clear that this study fails to achieve vision because currently, the only option for travel through this area is by car, and what has been proposed perpetuates this condition. The stated goals of increased safety, increased mobility, effective growth planning, environmental protection and equitable community prosperity are all woefully ignored in what appears to be continued congestion chasing through sole focus on increased roadway building.

Not once is the phenomenon of induced demand mentioned in the Mokan Subregional study, which undermines any supposed gains offered by these plans. The more lanes, the more roads that are built, the more cars will fill them and the more people will drive. This region does not need new lanes or new roads, but needs instead investment in regional public transportation on existing right-of-way and expansion of viable active transportation.

Even more irresponsible, not once is the current climate crisis mentioned in the plan. It is as if this has been developed in a bubble where cause and effect are completely ignored. More roads and cars, especially when induced demand is factored in, equals increase emissions, poorer air quality, more high temperature days, more volatile weather patterns, all of which will make huge infrastructural expansion as suggested in this plan that much more difficult and expensive to maintain. The seemingly pervasive idea of moving cars quickly through an area to avoid emissions by building more and more lanes and roadways sacrifices long-term reduction of vehicle miles traveled. When will transportation engineers actually confess to this?

Instead of building new roads, widening roads, or converting the existing abandoned railway into a 4 - 6 lane road - which all will likely function like high speed roads with what are likely 12' lanes, may or may not serve BRT, and get a token sidewalk or shared use paths tacked on so that CAMPO can say "look, it's multimodal!" - let's instead take a new approach. Take advantage of this once-in-a-lifetime opportunity to create a rails to trails project and extend regional active transportation facilities for both commuting and recreation. Then focus on maintenance of our existing road network and invest in lane conversions for dedicated BRT

lanes on existing right-of-way. Not only will this be more affordable, it will also actually work to achieve the vision and goals noted in the plan, especially those concerning roadway safety, environmental preservation, and transportation equity - the most pressing issues of our time.

If the proposals in this plan are carried out, we will be back in this exact same situation in just a few years time, thus, I urge the leaders at CAMPO to change course. We need leadership for the environment, equity, safety not more of the same.

Thank you,
Sarah Simpson
Austin, District 9

From: [Paul Smith](#)
To: [CAMPO Comments](#)
Subject: MoKan Corridor
Date: Monday, June 17, 2019 2:22:00 AM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO:

It seems to me that these plans are a shortsighted missed opportunity to add a third commuter rail line connecting Georgetown, Round Rock, and Pflugerville to downtown. Since the downtown MetroRail station is being upgraded to hold three trains at once, why not have trains going simultaneously to Georgetown, Leander, and Elgin?

Thank you,
Paul Kevin Smith

From: [william tamayo](#)
To: [CAMPO Comments](#)
Cc: [Kelly Porter](#)
Subject: Comments from MOKAN/NORTHEAST SUBREGIONAL PLAN OPEN HOUSE
Date: Tuesday, June 18, 2019 11:44:03 AM

EXTERNAL email: Exercise caution when opening.

please see attached card.

Thanks,
William Tamayo



COMMENT CARD

Name (required): William Tamayo
Address: [REDACTED] Round Rock
Zip Code: 78664
Email: [REDACTED]

Please share your comments on:

- The Regional Arterials Study
- The Transportation Demand Management Plan
- The MoKan/Northeast Subregional Plan
- Other

I live in a neighborhood that borders the MokaN right of way between Toll way 45 and Hwy 79.
I strongly oppose any option that puts motor vehicles on that track of land.
It seems redundant and to be honest silly to have that option pondered while the soon to be built Kenny Fort extension will serve the same purpose.
I am in favor of light rail that connects to downtown, hike & bike trails and the possibility of the autonomous rail rapid which I feel would add value, and options to the area and not just another road to sit in traffic.

Public comment period closes at 5 p.m. Monday, July 15, 2019.

RETURN COMMENTS BY:
Fax: 737.708.8140
Mail: CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705
Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705

From: [Lisa Wright](#)
To: [CAMPO Comments](#)
Subject: MOKAN corridor comments
Date: Thursday, June 27, 2019 7:29:58 AM

EXTERNAL email: Exercise caution when opening.

I was unable to attend the June "meetings". Based on what I am seeing in the draft there is still a consideration of using the MOKAN abandoned rail route north/south thru Pflugerville. I absolutely, completely, wholly object to the considered use of this route for bus, rail, metro rail, cars or any kind of transit. There are elementary and middle schools in close proximity to this route. I see no consideration for the safety of children and families that traverse to these schools. I only see the 30000 ft view of "we have to get people from Georgetown to Austin". One death of a child due to any transport on this route is unacceptable.

Campo TX needs to abandon this route as it has been abandoned by MOKAN. If people want to live in Georgetown and drive to work in Austin, then they have to be willing to live with the traffic. The smarter choice would be to make Austin more affordable to live and the schools of higher quality to avoid people moving out of Austin. I do not agree with my quality of life and my property being degraded to support someone else being able to get from Georgetown to Austin and I do NOT support any kind of high volume traffic going so close (across the street) from elementary and/or middle schools.

I respectfully request you abandon this foolishness of considering the MOKAN corridor.

Lisa M Wright


[Sent from Yahoo Mail on Android](#)

MoKan Northeast Subregional Plan Comments

Adding more capacity for cars improves nobody's quality of life. More emissions, more traffic fatalities, more cars on the road, a more dangerous urban landscape (especially MoKan - 70 MPH through Austin?). Please stop expanding roadways. Listen to urban planners.

Why on EARTH are you guys planning on paving the MoKan corridor? It was originally proposed as a rail connection to Austin's commuter rail system! And now you want to expand road capacity? A 70 MPH road is a highway. And I'm sure you all know what highway expansion in urban areas amounts to: traffic. And more emissions. You do know that we're in the middle of a climate crisis, right? Make MoKan rail! No more new highways in our city!

No MoKan through downtown Pflugerville!

MoKan – Northeast Subregional Plan

Steering Committee – Comments to initial full draft Plan (May 2019)

Trey Fletcher (Pflugerville):

Why are all of the Government Steering Committee and MokaN / Northeast Subregional Plan Steering Committee meeting notes sections only identified as placeholders – content appears stale from previous drafts distributed last fall

CAMPO Response: At the time of compiling the draft there were additional briefings to be scheduled. A complete summary of all meetings is included in the final draft report.

Figures on pages 132 and 133 are inconsistent. The Segment between FM 1825 and Dessau Road is currently only a multiuse path. Dessau is within the MokaN ROW from that point to Crystal Bend.

FM 685 and Dessau Road are the same corridor, but not the same street. FM 685 runs from FM 1825 to Hutto, and Dessau Road runs from FM 1825 to Rundberg, and changes to Cameron Road.

An additional cross section ranges should be considered for the MoKan and segmented as follows:

- *SH 45 to Heatherwilde Blvd*
- *Heatherwilde Blvd and Pflugerville Parkway*
- *Pflugerville Parkway to FM 1825 / Pecan Street*

CAMPO Response: Adjustments to the cross-sections have been made.

Figure on page 131 appears inconsistent with figures on 132 and 133 regarding the preferred concept lane configurations and non-corresponding right of way widths

CAMPO Response: CAMPO staff and project team have reviewed the plan to ensure the concepts are presented consistently.

With reference to the above, and page 128 of the draft report, incorporating HOV, enhanced bus, and local Pflugerville traffic seems somewhat unrealistic. This likely also applies to the segment between Heatherwilde and New Meister Lane, shown below. Dedicated park land is adjacent to both segments.

The text within the “MokaN Mobility Corridor between SH 45 and Crystal Bend Drive” section refers to prioritized mobility alternatives and limited traffic volumes through the central Pflugerville area on page 128, but doesn’t jive with graphics on page 131 and 133 identifying a six lane corridor

CAMPO Response: In the current draft of the Plan the potential concept between SH 45 and Dessau Rd is being presented as a 4-lane corridor.

Use of the word “preferred” in this document before substantial public input is held is concerning.

CAMPO Response: Change has been made from “preferred” to “potential”.

Please clarify intersection of Pflugerville Parkway/ Railroad Avenue associated with improvements contemplated. How this is planned can create support for or opposition to the project, and is critical.

CAMPO Response: The concept presents the potential for grade separation at Pflugerville Parkway. Design concepts for this Plan are at a high-level to not preclude any outcomes of more detailed future studies that may occur along the corridor.

The full width of Mokan plus Railroad Avenue should be explored with this project and seek overall improvements to conditions that have historically resulted in much of the opposition in the past, with particular consideration to the schools, access and adjacency, similar comment for the downtown Pflugerville area and consideration for the Downtown Action Plan adopted last year.

CAMPO Response: A potential concept is presented for the portion of the MoKan ROW aligned with Railroad Avenue in the final draft of the Plan. Additional studies will determine how the concepts for the corridor can best be implemented.

The objectives this plan seem incomplete, such that the corridor contemplated only gets one to US 290, not downtown Austin.

CAMPO Response: The study does look at the complete corridor and potential connections to the CARTS station at 7th Street and then potential connections to downtown Austin via transfers at the CARTS station, or via 290 to the 35 non-tolled managed lanes. Additional studies will develop more specific transportation options for the MoKan corridor south of US 290.

Bob Daigh (Williamson County):

Our comment is to add a comment that MOKAN north of SH 45 should be a managed lane project to ensure maximum utilization of the corridor while ensuring transit and emergency vehicles travel unimpeded.

CAMPO Response: The change was made.

Amy Miller (Elgin):

How is the extension of HWY 290 toll road being addressed?

CAMPO Response: The divided highway (with lights) segment of US 290 from Manor to Lee County is being modeled as an upgraded limited-access facility. This includes 6 main lanes (3+3) and 6 frontage road lanes (3+3) SH 95 E, and from 95 E to Lee County as 4 main lanes (2+2) with frontage roads.

Thomas Bolt (Manor):

I would like to mention and have included information regarding development on the north side of US HWY 290 E @ Kimbro Rd. (Manor Heights) will add approximately 1500 new homes and includes

commercial development along US HWY 290 in addition to the Lagos Master Planned Community totals located within Manor/Austin ETJ.

CAMPO Response: We have added reference to this development to the Plan.

Also, I would like to add our Tower Logo (attached) rather than the wreath.

CAMPO Response: The logo has been added to the current draft of the Plan.

Cole Kitten (Austin):

A few of the sections related to the City of Austin in the Existing Conditions section need updating: a previous draft of the Existing Conditions section was provided for Steering Committee members to review in August 2018. In the 10 months, there have been additional projects and plans that have progressed such that now these sections need to be updated. Specifically:

- a) *Roadway Freight section should be updated to include a reference to the **City of Austin's Non-Hazardous Materials Routing Study** and the draft proposed route developed from that study (SH 130), which is a major limited access corridor in the subregion.*
- b) *The **Austin Strategic Mobility Plan** has been adopted by Austin City Council, and the description of it needs to be updated to reflect this important milestone. Additionally, the image used in this section should be of the Plan's cover to be consistent with the descriptions of other regional guidance documents.*
- c) *The **Sidewalk Plan/ADA Transition Plan** is not referred to correctly in this draft document. The draft says "Sidewalk Master Plan," but needs to be corrected to the appropriate title – the "2016 Sidewalk Plan/ADA Transition Plan."*
- d) *The **Bicycle Plan** is not referred to correctly in this draft document. The draft says "Bicycle Master Plan," but needs to be corrected to the appropriate title – the "2014 Bicycle Plan."*
- e) *The City of Austin's **Urban Trails Plan** is not included as a guiding document and needs to be added. The appropriate way to reference this plan is the "2014 Urban Trails Plan."*
- f) *An error on the **creation and purpose of Austin City Council Districts** needs to be addressed. The draft mistakenly refers to council districts as having been created as part of the Sidewalk Plan/ADA Transition Plan, instead of having been only discussed within the plan. The City Council Districts were created from a redistricting process prior to the adoption of the Sidewalk Plan/ADA Transition Plan (the first 10-1 election occurred in Nov. 2014, whereas Sidewalk Plan/ADA Transition Plan update was adopted in 2016).*

CAMPO Response: Items A-E were noted in the draft Plan provided in July and CAMPO responses can be found there. Item F has been remedied in the final draft of the Plan.

Confusion on the exact cross sections preferred for MoKan and FM 734/Parmer:

- a) **Context zones, cross sections, and enhanced transit service:** *both of these corridors in the Austin city limits are identified as Z3 – Suburban (Mixed Use/Activity Center) for context, but list cross section #10 from the Pattern Book (which is only a Z4 – Suburban Conventional context zone. We feel that the importance of enhanced regional transit necessitates explicit and consistent commitment to a preferred cross section that includes transit priority in some kind of flex or diamond lane. The cross section graphics currently show for MoKan south of US 290 and for Cameron/Dessau south of Parmer only incorporate wide shoulders, but do not show diamond or flex lanes. This is in direct conflict with the table on page 130 (137 of PDF) showing*

MoKan conditions as inclusive of 2 diamond lanes, and goes counter to the City of Austin's direction in the ASMP to enhance transit priority on Cameron Road as part of the Transit Priority Network.

- b) **Diamond/flex lanes are missing from cross sections:** graphics on pages 132-133/139-140 do not include any diamond lanes or flex lanes in the symbology--- all lanes other than shoulders appear to be general purpose lanes in these cross sections.*
- c) **Width of roadway and lane configuration as show in graphic on page 142/149:** While the text description of the preferred concept describes a continuous cross section for the FM 685/Dessau/Cameron corridor, the width of the line changes at Parmer Lane. Additionally, only two arrows in each direction seem to show 2 GP traveling both north and south, which is inconsistent with the text and table description of 6 GP total + shoulders.*

CAMPO Response: CAMPO staff and Project team have reviewed Plan to ensure consistency and clarify regarding the potential concept presented for MoKan and the Test Case Corridors. The final draft of the Plan is free of these errors or inconsistencies.

***Further consideration of potential additional access points for the MoKan corridor:** We believe that several other access points along the MoKan corridor should be considered in this plan for the following reasons:*

- a) **Loyola Lane:** An access point here would provide multimodal access to Colony Park Station identified as an Imagine Austin Activity Center. It could also connect to Capital Metro's potential Green Line corridor with transit service utilizing the MoKan corridor.*
- b) **Access point between US 290 and FM 685:** an access point here would serve transit and general mobility in northeast Austin. An access point at Parmer Lane would also provide access for Project Connect's future plans for BRT light service on Parmer Lane and could connect to a Mobility Hub identified in the ASMP at Dessau and Parmer Lane. An alternative access point in this area could be considered at Howard Lane and Dessau, where the MoKan right of way is nearer to the intersection, and Dessau could serve as an easy route for transit service to continue on south or travel east or west on Parmer.*

CAMPO Response: A similar comment was made to the draft Plan provided to the TAC in July. Please see CAMPO staff response to that item.

***Calling Scenario 5 the Priority Network** makes it appear that partners have chosen or settled on this scenario and gained regional consensus but this has not happened. Additionally, calling it the Priority Network is confusing if CAMPO intends to get feedback from the public on the different scenarios, since that will preempt the opinion of many community members.*


CAMPO Response: This change is reflected in the final draft of the Plan.

Same comments from Regional Arterial Study: The same comments regarding referring to a "Plan", "non-tolled managed lanes", etc. apply to the MoKan-Northeast Subregional Plan.

CAMPO Response: CAMPO has made note of this comment regarding specific terminology used in the Plan.

Summary of Comments on Comment Log - DRAFT - MoKan-Northeast Subregional Plan - TC comments - CAMPO response.pdf


Page: 12

 Author: stephec Subject: Sticky Note Date: 6/6/2019 3:34:14 PM

The Shops at Tech Ridge are in the City of Austin, so may not make sense to mention them in this sentence.

Status

nsamuel Completed 8/23/2019 4:29:03 PM

 Author: nsamuel Subject: Sticky Note Date: 9/4/2019 4:01:22 PM

Removed

Status

nsamuel Completed 8/23/2019 4:29:06 PM

Author: stephec Subject: Sticky Note Date: 6/6/2019 3:37:31 PM

Is the V/C ratio shown on the map a 24 hr. or peak period V/C ratio? Suggest adding clarifying text to explain which one it is and why it was used.

Status


nsamuel Completed 8/23/2019 4:31:28 PM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 4:01:29 PM

Added clarifying text.

Status


nsamuel Completed 8/23/2019 4:31:30 PM

 Author: stephec Subject: Sticky Note Date: 6/6/2019 3:39:40 PM

Please highlight on the map the Tier 1 corridors that are added to the 2030 model network so they are easily visible. Right now you have to search and compare to the previous map to find them. Maybe make them dashed lines or something similar?

Status

nsamuel Completed 8/23/2019 4:33:21 PM

 Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:54:58 AM

Additional clarification added to paragraph and maps.

Status

nsamuel Completed 8/23/2019 4:33:25 PM

Author: stephec Subject: Sticky Note Date: 6/6/2019 3:44:19 PM

It is our understanding that Williamson County Commissioners Court has revised the E1 corridor so that this alignment is not correct. Also, the draft Travis County Blueprint does not include this alignment of E1 in Travis County. Both Travis and Williamson Counties are now focused on FM 973 as the major N/S corridor in this area.

Author: nsamuel Subject: Sticky Note Date: 8/14/2019 3:29:28 PM
Change has been made

Author: stephec Subject: Sticky Note Date: 6/6/2019 3:41:10 PM

It appears that the FM 1100/Pflugerville Parkway corridor is connecting to Pecan St. not Pflugerville Parkway.

Status

nsamuel Completed 8/23/2019 4:41:08 PM

Author: nsamuel Subject: Sticky Note Date: 8/14/2019 3:27:29 PM
Change has been made to ensure correct concepts are being displayed.

Status

nsamuel Completed 8/23/2019 4:41:11 PM

Author: stephec Subject: Sticky Note Date: 6/6/2019 3:47:29 PM

If these are non-tolled managed lanes, how could they be used as variable priced facilities (seems like a toll)? Please revise or explain.

Status

nsamuel Completed 8/23/2019 4:42:42 PM

Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:55:32 AM

Clarifying statement added

Status

nsamuel Completed 8/23/2019 4:42:45 PM

Author: stephec Subject: Sticky Note Date: 6/6/2019 3:47:49 PM

Scenario 4?

Status

nsamuel Completed 8/23/2019 4:42:50 PM

Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:55:44 AM

Change made

Status

nsamuel Completed 8/23/2019 4:42:53 PM

Author: stephec Subject: Sticky Note Date: 6/6/2019 3:50:31 PM

Which previous model run, Scenario 4? Suggest listing it for clarity.

Status

nsamuel Completed 8/23/2019 4:42:58 PM

Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:55:59 AM

Change made.

Status

nsamuel Completed 8/23/2019 4:43:00 PM

Author: stephec Subject: Sticky Note Date: 6/6/2019 4:00:39 PM

Round Rock, Pflugerville, Manor, Hutto and Taylor all have mainstreet downtowns that seem to meet the ZOne 2 classification.

Status

nsamuel Completed 8/23/2019 4:43:09 PM

Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:56:27 AM

Identification of downtowns has been added.

Status

nsamuel Completed 8/23/2019 4:43:12 PM

Author: stephec Subject: Sticky Note Date: 6/6/2019 4:01:41 PM

Seems like something is missing here

Status

nsamuel Completed 8/23/2019 4:43:21 PM

Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:56:40 AM

Sentence finished.

Status

nsamuel Completed 8/23/2019 4:43:24 PM

Author: stephec Subject: Sticky Note Date: 6/6/2019 4:03:23 PM

Do the cost estimates address Atlas 14 adjustments? Suggest the report at least addresses Atlas 14 and explains how cost adjustments for it will be accommodated.

Status

nsamuel Completed 8/23/2019 4:43:26 PM

Author: nsamuel Subject: Sticky Note Date: 8/6/2019 11:01:01 AM

Final draft of the Plan will include a brief discussion of the impacts of the Atlas 14 process.

Status

nsamuel Completed 8/23/2019 4:43:29 PM

Author: stephec Subject: Sticky Note Date: 6/6/2019 4:07:08 PM

Why is the lane mile cost for limited access arterials more than for interstate lane miles? Also, why is the cost the same for divided and undivided arterials? Please explain.

Status

nsamuel Cancelled 8/23/2019 4:43:52 PM

Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:57:14 AM

Table replaced in final draft.

Status

nsamuel Completed 8/23/2019 4:44:16 PM

Author: stephec Subject: Sticky Note Date: 6/6/2019 4:09:27 PM

It would be nice to see all the various options for the MoKan corridor on maps, would make them easier to understand

Status

nsamuel Completed 8/23/2019 4:44:23 PM

Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:57:41 AM

Graphics shown in final draft.

Status

nsamuel Completed 8/23/2019 4:44:26 PM

Author: stephec Subject: Sticky Note Date: 6/6/2019 4:10:15 PM
Again, really need to show all the options on a map

Status

nsamuel Completed 8/23/2019 4:44:33 PM
Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:57:59 AM
Map included in final draft.

Status

nsamuel Completed 8/23/2019 4:44:36 PM
Author: stephec Subject: Sticky Note Date: 6/6/2019 4:30:08 PM

Crystal Bend Drive is the main road through a low income, EJ subdivision, and is not in the City of Austin. Depending on the alignment (maps please) it could be very problematic to use Crystal Bend to rejoin the MoKan corridor. In addition to EJ concerns, there are also flooding concerns.

Status

nsamuel Accepted 8/23/2019 4:44:46 PM
Author: nsamuel Subject: Sticky Note Date: 9/5/2019 10:00:28 AM
This plan does not intend to provide specific recommendations on alignments or at that level of detail. Location of transition point will be determined through additional studies.

Status

nsamuel Completed 8/23/2019 4:44:55 PM

Author: stephec Subject: Sticky Note Date: 6/6/2019 4:34:38 PM

One possible option to using Crystal Bend would be to use Howard Lane as the way to rejoin the MoKan Corridor. Howard Lane also provides access to MoPac (through Shoreline) and SH 130 (just needs entrance/exit ramps). Howard Lane could provide additional east/west access, in addition to Parmer and US 290.

Status

nsamuel Rejected 8/23/2019 4:45:04 PM

Author: nsamuel Subject: Sticky Note Date: 7/16/2019 9:49:50 AM

Additional studies will determine preferred alignments.

Status

nsamuel Completed 8/23/2019 4:45:07 PM

Author: stephec Subject: Sticky Note Date: 6/6/2019 4:38:09 PM

Will this section provide access to Parmer and maybe Howard, or is the next E/W opportunity US 290? Suggest adding information on east/west connections

Status

nsamuel Completed 8/23/2019 4:45:17 PM

Author: nsamuel Subject: Sticky Note Date: 9/5/2019 10:01:28 AM

Final draft provides more clarity on access points to MoKan.

Status

nsamuel Completed 8/23/2019 4:45:20 PM

Author: stephec Subject: Sticky Note Date: 6/6/2019 5:13:45 PM

Travis County has an Arterial A project that connects US 290 with Parmer Ln. It is far along in the development process (design essentially complete). It will be affected by what happens in the Mopac Project so we'd like to coordinate closely to ensure best outcomes

Status


nsamuel Completed 8/23/2019 4:45:35 PM

Author: nsamuel Subject: Sticky Note Date: 9/5/2019 10:03:08 AM

CAMPO is committed to continued regional coordination and planning on how these corridors can best serve transportation needs.

Status


nsamuel Completed 8/23/2019 4:45:37 PM

 Author: stephec Subject: Sticky Note Date: 6/6/2019 5:21:29 PM

This project needs to be shown on a map, since all the other regional roads with preferred concepts are mapped. Need to be sure it is the updated Wilco alignment.

Status

nsamuel Completed 8/23/2019 4:47:09 PM

 Author: nsamuel Subject: Sticky Note Date: 9/5/2019 10:05:57 AM

This corridor is identified as a important connection for the subarea, but was not part of the existing conditions analysis. It was featured in the transportation demand modeling scenarios.

Status

nsamuel Completed 8/23/2019 4:48:07 PM

MoKan – Northeast Subregional Plan

June 2019 Steering Committee Meeting – Comments and CAMPO Responses

MoKan is being shown as 4 lanes, but text describes it as 6 lanes

CAMPO Response: Cross sections, descriptor text, and tables have been updated to ensure consistency.

Should have diamond all the way south of SH 45

CAMPO Response: Peak-period non-tolled managed lanes are featured on the full extent of the corridor.

How do we get transit service for corridor? Who would operate? How do we get all together on this?

CAMPO Response: Additional studies will determine how gaps in transit services can be filled.

Where would HOV lane be found?

CAMPO Response: Peak-period non-tolled managed lanes are featured on the full extent of the corridor.

Depressed in other areas, such as Round Rock?

CAMPO Response: Additional studies will determine specific design and operational features of the corridor, but Plan makes note that environmental, sound, and visual mitigation will be key to the successful implementation of the potential concepts presented in the Plan.

Need to understand intersection with MoKan and Dessau Rd

CAMPO Response: The potential concept presented for this section is a divided regional connector with 6 general purpose lanes with shoulders that convert to peak-period non-tolled managed lanes. Additional studies will determine specific intersection and interchange improvements to MoKan and the other Test Case Corridors.

6 lanes with two transit lanes is possibly more appropriate

CAMPO Response: Cross-section presented in current draft supports this concept.

FM 973 relocation around Manor needs to be shown

CAMPO Response: This change has been made to the final draft of the Plan.

Do you have specific interval for access on SH 95?

CAMPO Response: Additional studies will determine specific intersection and interchange improvements. As a Regional Connector, SH 95 would allow for more access than a Limited Access facility, but, in general, only allow access at intersections/interchanges with other Major Arterials or

Limited Access facilities. Where appropriate, Regional Connectors can provide signalized, at-grade intersections with other Major Arterials.

FM 973 should be like SH 95, meaning that there should be space for expansion in the median

CAMPO Response: The potential cross section features a wide median that implementing agencies can use for future expansion.

The cross section currently feels more like an urban roadway for SH 95

CAMPO Response: Cross section has been amended in current draft of Plan.

Need to be sure that Pecan St. is not being shown as route instead of Pflugerville Parkway

CAMPO Response: Current draft of Plan has corrected route for the corridor.

Need room for 6 lanes to support future transit needs

CAMPO Response: Potential concept identifies two non-tolled managed lanes in cross section and portion of corridor as supporting 6 general purpose lanes.

What are the strategies for project phasing?

CAMPO Response: The potential concepts for the Test Case Corridors in the Northeast Subregion offer wide medians or shoulders where travel lanes can be built as the corridor develops.

Southeast Loop alignment only decided on [June] 24th

CAMPO Response: CAMPO has coordinated closely with Williamson County to ensure that current plans for this important corridor are mirrored in the Plan.

Need to show distinctive maps for each scenario

CAMPO Response: A standardized formatting for these maps allows the reader to compare results across scenarios.

Remove diamonds and Rs and only show them in appropriate scenarios

CAMPO Response: Maps will be amended to show the concepts that were used to for that specific scenario.

Why showing decimals? Use whole numbers.

CAMPO Response: Whole numbers are used in the current draft of the Plan.

On pg. 93 of draft report VHT and VMT are switched

CAMPO Response: Current draft of the Plan has corrected this figure.

Costs seem low

Need to make apparent that estimated cost excludes ROW

CAMPO Response: CAMPO has reviewed costs to ensure accuracy and has added additional language to allow the reader to better understand what types of costs are being estimated.

How do we address additional costs associated with Atlas 14?

CAMPO Response: Final draft of the Plan will include a brief discussion of the impacts of the Atlas 14 process.

Check the baseline maps for accuracy


CAMPO Response: CAMPO Staff and Project team have reviewed maps to ensure accuracy.

Need to show consistency with lane definition

CAMPO Response: CAMPO Staff and Project team have reviewed report to ensure consistency between tables and potential cross sections.

Summary of Comments on Comment Log - Mokan NE Subregional Plan-TAC DRAFT-COA TCo Comments - CAMPO Response - 814.pdf


Page: 8

 Author: stephec Subject: Comment on Text Date: 7/24/2019 3:31:00 PM

The Shops at Tech Ridge are in the City of Austin, so it doesn't seem to make sense to refer to them as an example of shopping that reduces dependence on commercial businesses in the City of Austin

Status

nsamuel Completed 8/23/2019 11:02:36 AM

 Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:30:57 PM

Correct. Removed.

Status

nsamuel Completed 8/23/2019 11:02:39 AM

Author: stephec Subject: Sticky Note Date: 7/24/2019 3:33:51 PM

This is a different pyramid graphic than was in the last draft. This one is a circle, so perhaps should be renamed.

Status

nsamuel Completed 8/23/2019 11:03:13 AM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:32:37 PM

Yes, replaced "Pyramid" with "Program"

Status

nsamuel Completed 8/23/2019 11:03:01 AM

Author: stephec Subject: Sticky Note Date: 7/24/2019 3:35:56 PM
The title of this figure should be changed to schedule or timeline


Status

nsamuel Completed 8/23/2019 11:03:18 AM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:34:26 PM

Changed figure name

Status


nsamuel Completed 8/23/2019 11:03:29 AM

 Author: stephec Subject: Sticky Note Date: 7/24/2019 3:40:48 PM

Should also describe steering committee meeting three in Round Rock and steering committee meeting four, if it occurs.

Status

nsamuel Completed 8/23/2019 11:04:15 AM

 Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:36:12 PM

Change has been made.

Status

nsamuel Completed 8/23/2019 11:04:19 AM

Author: stephec Subject: Sticky Note Date: 7/24/2019 3:43:22 PM

This section needs to be finished, as is indicated in the placeholder text. It should also include the full results that are relevant to the subregional study from the outreach initiative that closed on July 15th

Status

nsamuel Completed 8/23/2019 11:04:37 AM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:36:29 PM

Has been added.

Status

nsamuel Completed 8/23/2019 11:04:49 AM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:11:35 AM

COA: Public Engagement Summaries have not been inserted

Status


nsamuel Completed 8/23/2019 11:05:03 AM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:36:55 PM

Has been added.

Status


nsamuel Completed 8/23/2019 11:05:06 AM

 Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:11:54 AM

COA: 2040 CAMPO Centers that were included as a layer on previous maps, have been dropped from this context map.

Status

nsamuel Rejected 7/31/2019 11:37:27 AM

 Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:37:22 AM

Noted

Status

nsamuel Rejected 7/31/2019 4:46:16 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:12:28 AM

COA: The graphic that explains the relationship between roadway types included in earlier drafts is clearer and more user friendly than the one included in this final draft. Suggest replacing with yellow/green/blue version from earlier drafts.

Status

nsamuel Completed 8/23/2019 11:06:02 AM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:39:44 PM

Replaced with graphic found in the Regional Arterials Study.

Status

nsamuel Completed 8/23/2019 11:06:06 AM

Author: stephec Subject: Sticky Note Date: 7/24/2019 4:10:27 PM

This ROW statement is not consistent with the Figure 10 graphic on the next page. Figure 10 shows existing condition ROW estimates of 140 and 160 ft. in places.

Status

nsamuel Completed 8/23/2019 11:07:37 AM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:40:03 PM

Has been made consistent

Status

nsamuel Completed 8/23/2019 11:07:39 AM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:12:57 AM
COA: Corridor conditions (both current and proposed) graphics all need Austin label

Status
nsamuel Completed 8/23/2019 11:09:09 AM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:40:15 PM
Added

Status
nsamuel Completed 8/23/2019 11:09:11 AM
Author: stephec Subject: Sticky Note Date: 7/25/2019 9:48:38 AM
Here is the 160 ft ROW referred to in the comment on the previous page

Status
nsamuel Completed 8/23/2019 11:11:08 AM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:40:27 PM
Has been made consistent

Status
nsamuel Completed 8/23/2019 11:11:11 AM
Author: stephec Subject: Sticky Note Date: 7/24/2019 4:12:25 PM
We are wondering why there is only 60 ft of ROW in this section. Mogan is on Dessau Rd. in this section and 60 ft ROW won't accommodate what is there now, so we are confused. Please clarify

Status
nsamuel Accepted 7/31/2019 3:43:56 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:41:55 PM
Has been made consistent to reflect the shared ROW with Dessau Rd.

Status
nsamuel Accepted 7/31/2019 3:44:01 PM
Author: stephec Subject: Sticky Note Date: 7/25/2019 9:48:56 AM
Here is the 140 ft ROW referred to in the comment on the previous page

Status
nsamuel Completed 8/23/2019 11:21:48 AM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:42:08 PM
Has been made consistent

Status
nsamuel Completed 8/23/2019 11:21:50 AM

Author: stephec Subject: Sticky Note Date: 7/25/2019 9:57:27 AM

It is difficult to match these AADTs to those on the chart on page 38. It is not clear that the AADTs are from the same source. Recommend adding clarifying language as to the source and year of the AADT on the graphic. This difficulty occurs on other road's charts and graphics. The AADTs often do not appear to match. So this comment applies throughout the document.

Status

nsamuel Completed 8/23/2019 4:24:08 PM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:42:50 PM

Has been made consistent

Status

nsamuel Completed 8/23/2019 4:24:12 PM

Author: stephec Subject: Sticky Note Date: 7/25/2019 9:59:27 AM
The rest of this sentence is missing.

Status

nsamuel Completed 8/23/2019 11:35:31 AM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:43:21 PM
Finished sentence.

Status

nsamuel Completed 8/23/2019 11:35:34 AM
Author: stephec Subject: Sticky Note Date: 7/25/2019 10:00:42 AM
These AADT do not match the AADT in the Figure 12 graphic.

Status

nsamuel Completed 8/23/2019 11:35:22 AM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:44:14 PM
Has been made consistent

Status

nsamuel Completed 8/23/2019 11:35:25 AM

Author: stephec Subject: Sticky Note Date: 7/25/2019 10:04:10 AM
Parmer at Dessau northbound is 2 left turn lanes and 2 through lanes, plus one right turn lane

Status

nsamuel Accepted 7/31/2019 3:43:18 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:44:24 PM
Edit made

Status

nsamuel Accepted 7/31/2019 3:43:21 PM
Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:13:13 AM
COA: Corridor conditions (both current and proposed) graphics all need Austin label

Status

nsamuel Completed 8/23/2019 11:37:00 AM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:44:33 PM
Added

Status

nsamuel Completed 8/23/2019 11:37:03 AM

Author: stephec Subject: Sticky Note Date: 7/25/2019 10:09:08 AM

The Capital Metro and CARTS service areas do not overlap. An area is either in Capital Metro service area, CARTS service area or neither service area. Capital Metro and CARTS coordinate contracting and services to better serve the region, but can only provide services outside their respective service areas if they are contracted to do so.

Status

nsamuel Completed 8/23/2019 11:38:41 AM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:44:47 PM

Edited sentence to ensure consistency with this.

Status

nsamuel Completed 8/23/2019 11:38:45 AM

Author: stephec Subject: Sticky Note Date: 7/25/2019 10:13:11 AM

Areas that are not in the Capital Metro or CARTS service areas (gap areas) must partially or fully fund their transit service. A fair amount of the study area is in gap areas so transit funding will be key to actually implementing transit on the Mokan Corridor. Recommend adding a discussion of the transit gap areas and funding challenges.

Status

nsamuel Completed 8/23/2019 2:24:08 PM

Author: kporter Subject: Sticky Note Date: 9/4/2019 2:45:17 PM

Added a reference to transit deserts/gaps.

Status

nsamuel Completed 8/23/2019 2:24:11 PM

Author: stephec Subject: Sticky Note Date: 7/25/2019 10:15:41 AM

The #470 no longer exists. It has been replaced by the Manor area Pickup service, which also serves some neighborhoods outside the City of Manor.

Status

nsamuel Completed 8/23/2019 2:24:34 PM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:45:27 PM

Removed

Status

nsamuel Completed 8/23/2019 2:24:41 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:05:24 AM

COA: Pages 57-59 – City of Austin Non-Radioactive Hazardous Materials Study and proposed route need to be discussed within this section of the document. SH 130 is the proposed route and this designation will affect travel in the subregion once the route is adopted and implemented.

Status


nsamuel Completed 8/23/2019 2:25:36 PM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:46:25 PM

Added mention of study.

Status


nsamuel Completed 8/23/2019 2:25:40 PM

 Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:06:07 AM

COA: Please revise map to show the forecasted congestion levels on the test case corridors. Current symbology has the red "test case corridor" designation covering the important information on congestion levels anticipated for these critical corridors.

Status

nsamuel Accepted 7/31/2019 3:42:28 PM

 Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:48:50 PM

Edited map so that symbology used to identify the test case corridors does not obscure information on congested segments.

Status

nsamuel Accepted 7/31/2019 3:42:31 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:15:38 AM
COA: Title of map is incorrect; update to "Intersection Density."

Status

nsamuel Completed 8/23/2019 2:35:20 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:49:01 PM
Change made.

Status


nsamuel Completed 8/23/2019 2:35:24 PM
Author: stephec Subject: Sticky Note Date: 7/25/2019 10:17:24 AM
The title of Figure 20 should be Intersection Density

Status


nsamuel Completed 8/23/2019 2:35:29 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:49:09 PM
Change made

Status

nsamuel Completed 8/23/2019 2:35:32 PM

 Author: stephec Subject: Sticky Note Date: 7/25/2019 10:53:47 AM
Gilleland and Willbarger Creeks should be added to the constraints

Status

nsamuel Completed 8/23/2019 2:36:15 PM
 Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:49:17 PM
Added

Status

nsamuel Completed 8/23/2019 2:36:20 PM

Author: stephec Subject: Sticky Note Date: 7/25/2019 10:40:17 AM
Should add a discussion of Atlas 14 and its associated floodplain adjustments

Status

nsamuel Completed 8/23/2019 2:37:19 PM
Author: kporter Subject: Sticky Note Date: 9/4/2019 2:49:55 PM
Added description of the impacts of the Atlas 14 process.

Status
nsamuel Completed 8/23/2019 2:37:16 PM

Author: stephec Subject: Sticky Note Date: 7/25/2019 10:44:17 AM

The Travis County Transportation Blueprint was adopted on July 16, 2019. We realize that it was not reviewed for this report, but think it should be mentioned as the long-range transportation plan for Travis County.

Status

nsamuel Completed 8/23/2019 2:37:40 PM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:50:07 PM

Added a mention of the plan.

Status

nsamuel Completed 8/23/2019 2:37:43 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:16:24 AM
COA: Add Travis County Transportation Blueprint to list of reviewed plans.

Status
nsamuel Completed 8/23/2019 2:37:50 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:51:13 PM
Plan listed, but noted that it was developed concurrently.

Status
nsamuel Completed 8/23/2019 2:37:53 PM
Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:06:33 AM
COA: Add Austin Urban Trails Plan to list of reviewed plans

Status
nsamuel Completed 8/23/2019 2:38:26 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:53:08 PM
Added

Status
nsamuel Completed 8/23/2019 2:38:29 PM
Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:06:51 AM
COA: Update titles of City of Austin plans reviewed. The correct titles are: Austin Bicycle Plan and Austin Sidewalk Plan/ADA Transition Plan (i.e., delete the word "Master" and give the full name of the Sidewalk Plan/ADA Transition Plan).

Status
nsamuel Completed 8/23/2019 2:48:42 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:53:23 PM
These names are used.

Status
nsamuel Completed 8/23/2019 2:48:47 PM

Author: stephec Subject: Sticky Note Date: 7/25/2019 10:52:00 AM
Add Gilleland and Willbarger Creeks to this constraint list

Status
nsamuel Completed 8/23/2019 2:49:03 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:53:42 PM
Added

Status
nsamuel Completed 8/23/2019 2:49:10 PM
Author: stephec Subject: Sticky Note Date: 7/25/2019 10:46:59 AM
The 2045 population and employment forecasts are not mentioned in the existing conditions assessment, so these findings are not consistent with the statement in the first paragraph of this section. Suggest adding clarifying language to explain or delete these two bullets

Status
nsamuel Completed 8/23/2019 2:50:41 PM
Author: nsamuel Subject: Sticky Note Date: 8/23/2019 2:50:56 PM
Bullets deleted

Status
nsamuel Completed 8/23/2019 2:51:02 PM
Author: nsamuel Subject: Cross-Out Date: 9/4/2019 2:55:28 PM
change made

Status
nsamuel Completed 8/23/2019 3:00:38 PM
Author: nsamuel Subject: Cross-Out Date: 9/4/2019 2:55:34 PM
change made

Status
nsamuel Completed 8/23/2019 3:00:42 PM
Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:17:26 AM
COA: It is not about the number of roadways but the management/operations and capacity of the roadways paired with all the other multimodal transportation options available.

Status
nsamuel Completed 8/23/2019 3:06:01 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:55:45 PM
Edits made.

Status
nsamuel Completed 8/23/2019 3:06:08 PM
Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:22:16 AM
COA: please reword for clarity – crashes exceed 60 what on FM 685/Dessau Rd/Cameron Rd? Additionally, please reiterate the time period that this crash data has been captured for.

Status
nsamuel Completed 8/23/2019 3:06:52 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:56:19 PM
Additional clarification provided.

Status
nsamuel Completed 8/23/2019 3:06:55 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:07:17 AM

COA: Pages 93 & 94 – Please remove MoKan corridor from these maps, as its existing condition today is not as part of the roadway network (i.e., leave pink designation as “Subregional Priority Corridors” but remove green line showing 0-.85 V/C ratio). This feedback has been successfully incorporated into Scenario Z maps for forecasted congestion already.

Status

nsamuel Accepted 7/31/2019 3:40:38 PM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:57:29 PM

Green line has been removed, but pink highlight is still shown to provide reference for the reader.

Status

nsamuel Accepted 7/31/2019 3:40:41 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:22:55 AM

COA: The heading for Scenario A 1/2 is included on this page, but none of the text or the following maps describe this option or relate results of modeling it.

Status

nsamuel Completed 8/23/2019 3:26:31 PM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:57:50 PM

Now mentions that an interim improvement scenario (A 1/2) was included in the Regional Arterials Study, but did not feature on any of the corridor concepts with the study area.

Status

nsamuel Completed 8/23/2019 3:27:00 PM

Author: nsamuel Subject: Inserted Text Date: 7/31/2019 11:23:50 AM

p

Status

nsamuel Completed 8/23/2019 3:27:53 PM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:57:57 PM

change made

Author: stephec Subject: Sticky Note Date: 7/25/2019 10:58:52 AM

The regional connectors need to be clearly identified on the map. It also looks like the FM 1100 connection is to Pecan Street instead of or in addition to Pflugerville Pkwy.

Status

nsamuel Completed 8/23/2019 3:36:07 PM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 2:59:07 PM

Highlights made more prominent. Replaced maps and ensured consistency.

Status

nsamuel Completed 7/31/2019 4:48:03 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:25:07 AM

COA: Why are there two sets of V/C ratio legend entries on the maps? Suggest removing set of entries on the left and leaving only the results of modeling the Tier I network.

Status

nsamuel Completed 8/23/2019 3:37:01 PM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:03:46 PM

Only one set of lines now shown in legend.

Status

nsamuel Completed 8/23/2019 3:37:04 PM

Author: stephec Subject: Sticky Note Date: 7/25/2019 10:59:50 AM
Need to spell out NML or use a different term

Status

nsamuel Completed 8/23/2019 3:37:14 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:04:04 PM
abbreviation spelled out

Status


nsamuel Completed 8/23/2019 3:37:18 PM
Author: stephec Subject: Sticky Note Date: 7/25/2019 11:00:17 AM
I think this should be US 290 E

Status

nsamuel Completed 8/23/2019 3:37:26 PM
Author: nsamuel Subject: Sticky Note Date: 8/14/2019 2:13:46 PM
Change made.

Status


nsamuel Completed 8/23/2019 3:37:29 PM

 Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:25:34 AM

COA: Appears to be a typo in discussion of Scenario C; "Unlike Scenario A, Scenario B would pull elements from the vision network into the regional connector network and be tested."


Status

nsamuel Completed 8/23/2019 3:38:24 PM

 Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:11:49 PM
corrected


Status

nsamuel Completed 8/23/2019 3:38:27 PM

 Author: nsamuel Subject: Inserted Text Date: 7/31/2019 11:25:58 AM

Status

nsamuel Completed 8/23/2019 3:38:34 PM

 Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:11:55 PM
change made

Author: stephec Subject: Sticky Note Date: 7/25/2019 11:05:28 AM

Noted that the model runs have slightly different results than the last version of the report. Lane miles are also slightly different. What caused the differences?

Also, need to update the text to reflect the latest model runs .

Status

nsamuel Completed 7/31/2019 3:39:21 PM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:17:19 PM

Text and table are now consistent. Figures represent final model run consistent with the analysis featured in the Regional Arterials Study.

Status

nsamuel Completed 7/31/2019 3:39:23 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:26:50 AM

COA: Appears to be typo in the chart columns; "Change vs Scenario 1" is the title rather than vs Scenario Z.

Status

nsamuel Completed 8/23/2019 3:47:51 PM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:17:37 PM

Yes, new naming conventions used.

Status

nsamuel Completed 8/23/2019 3:47:55 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:07:48 AM

COA: Last draft reviewed by the Steering Committee showed Scenario A having -6% VMT and 36% increase in lane miles but this draft shows -5% and 37%, respectively. Was the network adjusted to include or not include projects?

Status

nsamuel Completed 7/31/2019 3:39:03 PM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:19:20 PM

Latest model runs reflective of updates made to the analysis in the Regional Arterials Study.

Status

nsamuel Completed 7/31/2019 3:39:06 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:27:15 AM

COA: Suggest reworking this graphic; it is confusing that each arrow refers back to Scenario Z. Suggest potentially placing the arrows inside the bubbles that they match to so that readers do not have to decide whether a particular arrow goes with the scenario to the left or right of it. Also suggest text that explains the arrows compare a scenario to Scenario Z, rather than the baseline.

Status

nsamuel Completed 8/23/2019 3:53:44 PM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:19:55 PM

Suggested edit made

Status

nsamuel Completed 8/23/2019 3:53:46 PM

Author: stephec Subject: Sticky Note Date: 7/25/2019 11:06:56 AM

Georgetown, Round Rock, Pflugerville, Manor, Hutto, Elgin and Taylor all have mainstreet downtowns that seem to meet Zone 2 criteria. Suggest rewording this accordingly.

Status

nsamuel Completed 8/23/2019 3:55:14 PM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:22:08 PM

These downtowns are highlighted in the existing conditions section and additional reference provided in this section.

Status

nsamuel Completed 8/23/2019 3:55:17 PM

Author: stephec Subject: Sticky Note Date: 7/25/2019 11:08:38 AM
10% doesn't seem like enough to cover the cost of direct connectors

Status

nsamuel Completed 9/4/2019 3:25:05 PM
Author: kporter Subject: Sticky Note Date: 9/4/2019 3:25:02 PM

Cost of direct connectors and other grade separated interchanges have now been estimated independently from the cost per lane mile calculation shown here. The cost assumptions for those improvements are detailed on this page in the final draft.

Status

nsamuel Completed 9/4/2019 3:25:08 PM
Author: stephec Subject: Sticky Note Date: 7/25/2019 11:07:46 AM
missing the rest of the sentence

Status

nsamuel Completed 8/23/2019 3:56:30 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:25:18 PM

Finished sentence

Status

nsamuel Completed 8/23/2019 3:56:34 PM
Author: stephec Subject: Sticky Note Date: 7/25/2019 11:09:16 AM
These costs do not seem sufficient to fund direct connectors

Status

nsamuel Completed 9/4/2019 3:25:31 PM
Author: nsamuel Subject: Sticky Note Date: 7/31/2019 4:31:59 PM

See above

Status

nsamuel Completed 9/4/2019 3:25:34 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 10:56:14 AM
COA: There are only three access points listed for MoKan in Austin. Because Austin is the center of the CAMPO region and the origin and destination of many trips, additional access points will facilitate better connections off the MoKan corridor and facilitate economic development opportunities.
Loyola Lane in order to take advantage of future connections to Capital Metro's proposed Green Line and coordinate with the Colony Park growth center
Parmer Lane in order to connect to proposed MetroRapid transit on Parmer and coordinate with the Imagine Austin growth center identified for Parmer Lane/Dessau area. Note that this is already listed as an access point in the graphic on page 115 but not on the list.
Howard Lane is listed as an access point on page 115, but not included in the list. This may not be a necessary access point though and should be clarified if it is intended to be one.

Status
nsamuel Completed 8/23/2019 3:58:52 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:26:43 PM
We have ensured consistency. Parmer Lane and Loyola Lane have been added. Howard Lane has been removed.

Status
nsamuel Completed 8/23/2019 3:58:56 PM
Author: stephec Subject: Sticky Note Date: 7/25/2019 11:09:45 AM
Study instead of Plan

Status
nsamuel Completed 8/23/2019 3:59:33 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:26:57 PM
change made

Status
nsamuel Completed 8/23/2019 3:59:36 PM
Author: nsamuel Subject: Inserted Text Date: 7/31/2019 11:03:05 AM
COA: The City of Austin agrees with this statement [previous sentence], however, the graphics and tables do not reflect this recommendation and they do not communicate how these near- and long-term strategies would be accommodated in the design. The design options shown do not include the most ideal configuration to operate true managed lanes (located in the center like the MoPac Express Lanes instead of outside travel lane). Where right-of-way exists or can be expanded this should be a preferred design option

Status
nsamuel Completed 8/23/2019 4:27:04 PM
Author: kporter Subject: Sticky Note Date: 9/4/2019 3:32:50 PM
Additional clarification has been made to discuss how the potential concepts should be reflective of the roadway context and that future studies will determine the appropriate design options for the corridor.

Status
nsamuel Completed 8/23/2019 4:01:18 PM
Author: nsamuel Subject: Inserted Text Date: 7/31/2019 11:08:23 AM
Study

Status
nsamuel Completed 8/23/2019 4:01:27 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:35:53 PM
change made

Author: stephec Subject: Sticky Note Date: 7/25/2019 11:11:29 AM
FM 685 not really an east/west connector. Is stated as north/south elsewhere in the report

Status
nsamuel Completed 8/23/2019 4:02:37 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:36:19 PM
Removed

Status
nsamuel Completed 8/23/2019 4:02:34 PM
Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:09:11 AM
COA: Appreciate the change in this heading from "Preferred Concept" to "Potential Concept." However, please note that the update in language is not consistently implemented in the rest of this section. Table for each corridor have a column label that say "Preferred Design – 2045." The right-of way corridor long plan-view graphics all say "Preferred Concept Lane Configurations." Tables

for estimated costs each have a column that says "Preferred Functional Class." The table on page 149 says "Preferred Functional Class."

Status

nsamuel Completed 8/23/2019 4:03:19 PM
← Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:36:49 PM
Have reviewed to ensure consistency

Status

nsamuel Completed 8/23/2019 4:03:22 PM
Author: stephec Subject: Sticky Note Date: 7/25/2019 11:16:07 AM

It appears that there will not be any access points between FM 685 in Pflugerville and US 290 in Austin. Should add Parmer Lane and Howard Ln at a minimum. Also Wells Branch Parkway. All three of these are good east/west connections and provide access to employment and activity centers

Status

nsamuel Completed 8/23/2019 4:03:40 PM
← Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:37:37 PM
As previously stated, Loyola Lane and Parmer Lane have been added to this list as access points.

Status

nsamuel Completed 8/23/2019 4:03:43 PM

Author: stephec Subject: Sticky Note Date: 7/25/2019 11:17:39 AM
Report seems focused on moving traffic from the north to the south. Should be described in a more bi-directional fashion.

Status

nsamuel Completed 8/23/2019 4:04:57 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:37:50 PM
Change made.

Status

nsamuel Completed 8/23/2019 4:05:18 PM
Author: stephec Subject: Sticky Note Date: 7/25/2019 11:18:39 AM
Crystal Bend Dr. is not in the City of Austin. It is in unincorporated Travis County.

Status

nsamuel Completed 8/23/2019 4:05:49 PM
Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:33:07 AM
Change made

Status

nsamuel Completed 8/23/2019 4:05:52 PM
Author: stephec Subject: Sticky Note Date: 7/25/2019 11:21:40 AM
The report should evaluate using Howard Lane as the transition point back to the Mogan Corridor instead of Crystal Bend. Crystal Bend is only 1500 ft from Howard Lane, is located in a low income, EJ area that is flood prone. Moving the transition down to Howard Lane minimizes flood plain exposure and disruption to the EJ area. Howard Lane is also an east/West connection from SH 130 to Mopac and the Red Line rail station.

Status

nsamuel Rejected 7/31/2019 3:36:51 PM
Author: nsamuel Subject: Sticky Note Date: 9/4/2019 3:59:27 PM
This plan does not intend to provide specific recommendations on alignments or at that level of detail. Location of transition point will be determined through additional studies.

Status

nsamuel Completed 8/23/2019 4:06:54 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 10:57:27 AM

COA: **This table shows the preferred design as "2 General Purpose + 2 Diamond + Shoulders."** It also reflects the context as Z3 (Suburban Mixed Use/Activity Center) with **cross section 10 (4 general purpose lanes + shoulders and a shared use path according to the Pattern Book).**

Cross section 10 from the Pattern Book is listed as being appropriate for Z4 context (Suburban Conventional), not Z3. The Pattern Book cross section 10 does not include diamond lanes. All the cross sections from the Pattern Book in Z3 for a regional connector (3, 7, 8, and 9) include some kind of diamond or flexible lane and sidewalks.

Status

nsamuel Accepted 7/31/2019 4:58:11 PM

Author: nsamuel Subject: Sticky Note Date: 9/4/2019 4:00:18 PM

Has been amended to suggest cross section 8 from FM 685 to crystal bend and cross section 7 from crystal bend to US 290.

Status

nsamuel Accepted 7/31/2019 4:58:15 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:27:42 AM

COA: Please move this illustrative map to be nearer to the section where the intersection of SH 45 and MoKan is discussed; following directly after the section on the southern segments of MoKan makes this map slightly disorienting since it breaks with the steady flow from north to south in describing the Potential Concept.

Status

nsamuel Rejected 8/23/2019 4:08:39 PM

Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:37:58 AM

Map placed in this part of the section to help with the readability.

Status

nsamuel Rejected 8/23/2019 4:08:44 PM

Author: stephec Subject: Sticky Note Date: 7/25/2019 11:24:31 AM

Lane configurations do not match those on the following 2 graphics, need to be reconciled

Status

nsamuel Completed 8/23/2019 4:09:47 PM

Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:38:21 AM

Have edited to ensure consistency.

Status

nsamuel Completed 8/23/2019 4:09:49 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:13:31 AM
COA: Corridor conditions (both current and proposed) graphics all need Austin label

Status
nsamuel Completed 8/23/2019 4:09:57 PM
Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:38:28 AM
added

Status
nsamuel Completed 8/23/2019 4:10:00 PM
Author: nsamuel Subject: Sticky Note Date: 7/31/2019 10:58:05 AM

COA: **This graphic shows 6 general purpose lanes.**
Are the diamond lanes envisioned on all the segments between Dessau Rd/MoKan and US 290/MoKan intersections? Or only between Dessau Rd/MoKan and Howard Lane/Dessau/MoKan? Graphic shows a break at Howard/Dessau/MoKan that could be interpreted as the end of diamond lanes.

Status
nsamuel Completed 8/23/2019 4:10:08 PM
Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:39:13 AM
Final draft displays NTM lanes throughout length of corridor.

Status
nsamuel Completed 8/23/2019 4:10:11 PM
Author: stephec Subject: Sticky Note Date: 7/25/2019 11:26:43 AM
Shows access points at Parmer and Howard as it should be. Text should be changed to reflect this

Status
nsamuel Completed 8/23/2019 4:10:24 PM
Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:39:41 AM
Parmer and Loyola are shown as access points in final draft.

Status
nsamuel Completed 8/23/2019 4:10:27 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 10:56:45 AM

COA: Howard Lane and Parmer Lane are indicated as access points on this graphic, but are not in the list of ten access points on page 109. Please add Loyola Lane as an access point on both page 109 and 115.

Status

nsamuel Completed 8/23/2019 4:10:38 PM

Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:40:01 AM

Parmer and Loyola are shown as access points in final draft.

Status

nsamuel Completed 8/23/2019 4:10:41 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 10:59:13 AM

COA: Other segments of the MoKan corridor have similar discrepancies between the text, tables and graphics and should be clarified.

Status

nsamuel Completed 8/23/2019 4:10:52 PM

Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:40:39 AM

Have edited to ensure consistency.

Status

nsamuel Completed 8/23/2019 4:10:55 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 10:58:47 AM

COA: **This graphic shows 6 divided general purpose lanes with a shared use path but does not indicate diamond or non-tolled managed lanes.**

Status


nsamuel Completed 8/23/2019 4:11:08 PM

Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:41:05 AM


Final draft displays NTM lanes throughout length of corridor.

Status

nsamuel Completed 8/23/2019 4:11:12 PM

 Author: stephec Subject: Sticky Note Date: 7/25/2019 11:27:42 AM
Table does not match graphics etc.

Status

nsamuel Completed 8/23/2019 4:11:20 PM
 Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:41:17 AM
Have edited to ensure consistency.

Status

nsamuel Completed 8/23/2019 4:11:22 PM

Author: stephec Subject: Sticky Note Date: 7/25/2019 11:30:53 AM
Crystal Bend Dr is not in Austin

Status
nsamuel Completed 8/23/2019 4:11:49 PM
Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:41:28 AM
Change made

Status
nsamuel Completed 8/23/2019 4:11:52 PM
Author: stephec Subject: Sticky Note Date: 7/25/2019 11:29:36 AM
Dessau south of Pecan Street to Parmer is not a TxDOT facility. It is City of Pflugerville, Travis County and City of Austin facility.

Status
nsamuel Completed 8/23/2019 4:12:24 PM
Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:42:14 AM
Change made.

Status
nsamuel Completed 8/23/2019 4:12:27 PM
Author: nsamuel Subject: Cross-Out Date: 9/5/2019 9:42:20 AM
Change made

Status
nsamuel Completed 8/23/2019 4:12:37 PM
Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:04:27 AM
COA: Please clarify conflicting information on the FM 685/Dessau Rd/Cameron Rd recommendation south of Howard Lane.
Page 124 – **The text description says “consistent six lane facility between SH 130 and US 290...adding new shoulders for the entire facility between SH 130 and US 290.”**
Page 125 – **The table shows “4 General Purpose + 2 Nontolled Managed Lanes.”**
Page 126 – **The graphic shows 4 General Purpose + 2 Diamond Lanes**
Page 127 – **The cross section shows 4 General Purpose + 2 Diamond Lanes + shared use path with no shoulders**
The City of Austin does not support the addition of shoulders.
Additionally, if the diamond lanes are intended to go the length of the corridor, please update the table on page 125 to show **4 General Purpose + 2 Diamond Lanes** between SH 130 and FM 734 (Parmer Lane).
Other segments, such as the overlap with the MoKan corridor need clarifying recommendations.

Status
nsamuel Completed 8/23/2019 4:12:51 PM
Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:42:33 AM
Have edited to ensure consistency.

Status
nsamuel Completed 8/23/2019 4:12:55 PM
Author: stephec Subject: Sticky Note Date: 7/25/2019 11:30:32 AM
Parmer Lane, error is repeated in this section

Also text doesn't match graphics and charts

Status
nsamuel Completed 8/23/2019 4:13:16 PM
Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:42:40 AM
Have edited to ensure consistency.

Status
nsamuel Completed 8/23/2019 4:13:21 PM

Author: stephec Subject: Sticky Note Date: 7/25/2019 11:35:29 AM

FM 685/Dessau is not 6 lanes from 45/130 to US 290. It is 4 lane divided from 45/130 to Parmer, with a slight undivided section just north of Pecan St.

Status


nsamuel Completed 8/23/2019 4:14:18 PM

Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:42:45 AM

Have edited to ensure consistency.


Status

nsamuel Completed 8/23/2019 4:14:21 PM

 Author: stephec Subject: Sticky Note Date: 7/25/2019 11:36:27 AM
Seems like it would cost more than \$0

Status

nsamuel None 9/5/2019 9:49:45 AM

 Author: nsamuel Subject: Sticky Note Date: 9/5/2019 11:59:33 AM

We are preparing a baseline estimated cost for segments that have no new lane mileage, but that have potential safety and operational improvements.

Status

nsamuel None 9/5/2019 9:49:48 AM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:10:57 AM

COA: "Estimated Total Cost Excluding ROW and Utilities." Labeling an estimate as "total cost" that does not include these highly variable and potentially extremely expensive components is misleading.

Status

nsamuel Completed 8/23/2019 4:15:19 PM

Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:51:24 AM

Added clarification and changed to just estimated cost.

Status

nsamuel Completed 8/23/2019 4:15:21 PM

Author: nsamuel Subject: Sticky Note Date: 7/31/2019 11:28:56 AM

COA: Please add the following to the end of this sentence: "Corridor design should consider the entire right-of-way width for full concept development and include implementation phases that build travel lanes from the outside of the right-of-way limits toward the inside and reserve medians for future lane development, including for dedicated transit pathways." It is important to note that future reserved space could be for either additional travel lanes or for dedicated transit, depending on future needs and conditions.

Status

nsamuel Completed 7/31/2019 4:37:07 PM

Author: nsamuel Subject: Sticky Note Date: 9/5/2019 9:51:57 AM

Amended to say "...future lane development, *including peak-period or dedicated lanes for HOV, transit, or TDM-supportive uses.*"

Status

nsamuel Completed 8/23/2019 4:27:41 PM

RESOLUTION NO. 1709-19-08-13-0633

**RESOLUTION OF THE CITY OF PFLUGERVILLE, TEXAS
CREATING A LOCALLY PREFERRED ALTERNATIVE FOR DEVELOPMENT OF
THE MOKAN RIGHT OF WAY.**

WHEREAS, the City Council finds the City of Pflugerville is a home rule city in Travis and Williamson counties and reserves the right to evaluate the compatibility of any proposed plans for the Missouri Kansas (MoKan) Corridor and approve any plans and mitigation efforts; and

WHEREAS, the City Council finds the MoKan Corridor is a north-south abandoned railroad right-of-way that extends approximately 27 miles parallel to I-35 between downtown Austin and Georgetown, traversing the cities of Pflugerville and Round Rock; and

WHEREAS, the City Council finds the MoKan Corridor was acquired through collaborative efforts by TxDOT (formerly SDH&PT) with local political subdivisions based on agreements to work together in the development of infrastructure that meets the mobility and safety needs of the region; and

WHEREAS, the City Council finds that the MoKan Corridor is a critical regional transportation asset within Central Texas that provides for the opportunity to improve regional mobility options in a locally context-sensitive manner; and

WHEREAS, the MoKan Corridor bisects the City of Pflugerville and is primarily used for hike and bike trails and is adjacent to houses, schools and parks; and

WHEREAS, the City Council finds the MoKan right-of-way passes adjacent to approximately 30 different subdivisions, passing within 200 feet of more than 400 homes; and

WHEREAS, the City Council finds the city's 2030 Comprehensive Plan establishes that the MoKan Corridor shall continue to be utilized as a hike and bike trail and evaluate the potential for developing public transit options within the community; and

WHEREAS, the Capital Area Metropolitan Organization (CAMPO) is currently conducting a sub-regional study to evaluate concepts and improvements to the MoKan Corridor; and

WHEREAS, the City of Pflugerville fully embraces a multimodal approach to address current and emerging transportation needs with street connectivity and a network of hike and bike trails linking neighborhoods, schools, and other centers within the community; and

WHEREAS, the City of Pflugerville fully embraces its role as a stakeholder in all discussions regarding potential development of the MoKan Corridor through the Pflugerville area which would be more appropriate for our citizens and the future development of our city in the regional context; and

WHEREAS, the City Council finds it approved Resolution 1412-12-07-08-0212 supporting Project Connect utilizing the MoKan Corridor for transit options that are financially feasible, integrates one or more station locations in Pflugerville, and does not unduly impede other modes of transportation or result in grade separations; and

WHEREAS, the City Council finds high-capacity transit projects should maximize the use of dedicated rights-of-way, such as the MoKan Corridor, and other means of gaining a travel time advantage where financially and physically reasonable and not otherwise detrimental to adjacent land uses or existing transportation infrastructure; and

WHEREAS, the City Council finds future high-capacity transit projects should strive for a “true alternative” to single-occupancy vehicle driving, providing quality competitive trips among and within the CAMPO adopted and emerging regional activity centers utilizing seamless connectivity between high-capacity transit components and other modes; and

WHEREAS, the City Council finds it adopted a Transit Development Plan on August 14, 2018 that supports providing safe, reliable, efficient and accessible transportation options for residents and visitors of Pflugerville; and

WHEREAS, MoKan traverses Pflugerville’s downtown in which the City Council passed Resolution 1649-18-09-25-0547 Downtown Action Plan in September 2018, that outlines the actions to revitalizing this area; and

WHEREAS, the City Council supported the Project Connect effort to plan, fund and operate a regional high-capacity transit system as a “Single System” provides a solid framework that should be further evaluated; and

WHEREAS, the City is currently undergoing development of a transportation master plan that is analyzing existing and future transportation needs of the community; and

WHEREAS, the CAMPO proposes a system of regional improvements to MoKan that, to date, has not generated options suitable for the Pflugerville context.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PFLUGERVILLE, TEXAS, THAT:

- 1) The City of Pflugerville supports a regional hike and bike trail facility within the MoKan right of way, providing connectivity between the cities of Round Rock, Pflugerville and Austin and requests Travis County and the City of Austin support this improvement within the MoKan corridor for the overall health and wellness of the region.

Approved this 13th day of August, 2019.

City of Pflugerville, Texas

By: 
Victor Gonzalez, Mayor

Attest:


Karen Thompson, City Secretary

FILED

AUG 26 2 32 PM '87

INTERGOVERNMENTAL AGREEMENT TO ACQUIRE THE

ABANDONED MKT RIGHT-OF-WAY

COUNTY CLERK
TRAVIS COUNTY, TEXAS

The Cities of Austin, Pflugerville, Georgetown and Round Rock, Texas (herein referenced to collectively as the "Cities"), the Counties of Travis and Williamson, Texas, (herein referred to collectively as the "Counties") and the Capital Metropolitan Transportation Authority ("Capital Metro"), as parties to this agreement (herein collectively referred to as "Participants") recite, agree, stipulate and act as follows:

SECTION I. PARTIES

1.1 Cities

The Cities are municipal corporations and political subdivisions of the State of Texas organized and existing under and pursuant to the Texas Constitution, the general laws of the State of Texas, and their respective Charters.

1.2 Counties

Travis and Williamson Counties are political subdivisions of the state and are organized and operating pursuant to the general laws of the State of Texas.

1.3 Capital Metro

Capital Metro is a metropolitan transit authority created and organized pursuant to Article 1118x, Texas Revised Civil Statutes Annotated, a political subdivision of the State of Texas, and a body corporate and politic.

SECTION II. PURPOSE

2.1 Acquisition of Right-of-Way

The Missouri-Kansas Texas Railroad Company, the owner of certain abandoned railroad right-of-way, has indicated a willingness to negotiate the sale of twenty-six (26) miles of abandoned Missouri-Kansas-Texas railroad right-of-way (hereafter "MKT right-of-way") totaling approximately 365 acres, and extending from Georgetown to Austin, as shown on the map attached to this Agreement. The Cities, Counties and Capital Metro as parties to this agreement are desirous of acquiring the MKT right-of-way and for that purpose agree to combine their resources and finances for negotiation of the joint purchase of the MKT right-of-way, for necessary appraisal services, and for representation in identifying and securing federal funds for the purchase in accordance with the terms and conditions herein described.

2.2 Use

A minimum width of fifty (50) feet within the MKT right-of-way shall be dedicated and used for "Mass Transit" purposes as that term is defined in Article 1118x, V.T.C.S.

SECTION III. CONTRACT FOR PURCHASE

3.1 Agent

The Participants have jointly selected and will retain Jack Martin of the Sendero Capital Corporation, 13915 Burnet Road, Suite 202, Austin, Texas, to serve as their agent in negotiating with the Missouri-Kansas-Texas Railroad Company

for acquisition of the MKT right-of-way. The agent will serve at the pleasure of the Participants in accordance with the terms and conditions of a separate letter of agreement which is attached hereto and incorporated herein by reference as Attachment I.

3.2 Coordination

Subcommittees may be appointed by the Participants to make recommendations on various issues as they develop during the acquisition process including contract and matters affecting the appraisal reviews. Subcommittees shall submit their reports to the Participants for consideration and final action or agreement. Participants agree to utilize their respective staff personnel whenever possible to minimize administrative expenses. The Participants will diligently seek to resolve issues by unanimous consensus and in the best interest of all of the Participants.

SECTION IV. FINANCING

4.1 In accordance with Section 8.3 herein, and subject to the subsequent actions of their respective governing bodies, the Cities and Counties intend to contribute, toward the acquisition of the MKT right-of-way, their proportionate local share, less any amount paid by Capital Metro, of the negotiated purchase price. After subtracting from the negotiated purchase price the federal dollars to be applied toward the acquisition as provided in 4.3 below, the proportionate local share of each shall be that percentage

which represents the ratio of the appraised value of the property within the legal boundaries of each Participant to the total appraised value of the entire line. The appraised value to be determined by an appraisal or appraisal review adopted by Participants as the official appraisal report.

4.2 The Participants will combine resources in a coordinated effort to obtain Urban Mass Transportation Administration (UMTA) funds and any other federal funding available from other sources for the purchase of the MKT right-of-way. The Participants have jointly selected and will retain, by separate contract, the services of Michael Keeling of the law office of David P. Stang, P.C., 1629 K. Street, N.W., Suite 601, Washington, D.C., 20006, to serve as their collective representative in identifying and securing federal funds. Mr. Keeling's services will include the development of any necessary legislative action or federal regulatory compliance associated with the purchase of abandoned railroad property. The Keeling Contract, is attached hereto as Attachment II, and incorporated herein by reference.

4.3 Participants receiving federal grant awards for acquisition of the MKT right-of-way, whether received directly or channeled through any other governmental entity, shall apply the total amount of the federal grant dollars received for such purpose to the negotiated purchase price. The remaining portion of the negotiated purchase price shall reflect the local share to be paid by the Participants in accordance with Section 4.1 above.

4.4 The Participants providing local funding for the MKT right-of-way acquisition shall jointly hold fee simple title and shall share an undivided ownership interest in the property. Said undivided interest will be in proportion to the percentage of local funding contributed by each Participant for the purchase of the MKT right-of-way.

4.5 Subject to 8.2 below, nothing herein shall prohibit any Participant from entering into a separate agreement for contribution toward the acquisition of the MKT right-of-way so long as the separate agreement results in a contribution of local funds sufficient to meet the local funding obligation attributed to the Participant pursuant to 4.1 above.

SECTION V. INCIDENTAL EXPENSE

5.1 The Participants recognize that there will be incidental expenses associated with the acquisition of the MKT right-of-way which include the cost of service for the contract negotiator and UMTA representative and appraisal. Participant liability for the incidental expenses is contingent upon the Participant or its authorized representative having given prior written approval to the agreement of transaction creating the liability. Approved incidental expenses shall be borne by the Participants in accordance with the following formula:

Capital Metro	1/5
City of Austin	1/5
Williamson County	1/5
Travis County	1/5
Round Rock, Pflugerville & Georgetown collectively in equal proportions	1/5

Any unapproved incidental expenditures shall be borne by the party or parties incurring them. Total incidental expenses shall not exceed \$110,000. In the event that Pflugerville does not participate in this agreement, Capital Metro and Travis County agree to equally share the portion of incidental expenses which would have been borne by Pflugerville as reflected by this Section 5.1.

5.2 The Participants recognize that the negotiations and acquisition process will require the immediate availability of funds for payment of the incidental expenses associated with the acquisition process.

A. Initially, the City of Austin, Travis County and Williamson County will split the costs of the incidental expenses as payment of the obligations become due and shall, at their convenience, present an itemized request for reimbursement to the remaining Participants.

B. Reimbursement for incidental expenses shall be made within a reasonable time not to exceed sixty (60) days from receipt of request for reimbursement.

SECTION VI. MAINTENANCE

6.1 The Cities and Counties will be responsible for maintenance of the MKT right-of-way situated within their respective boundaries unless otherwise provided by separate agreement with a third party or until such time that Capital Metro undertakes the location of Mass Transit or other use on the portion of the MKT right-of-way within its service area. Maintenance shall include but not be limited to such activities as right-of-way crossings, weeding, mowing, and upkeep.

6.2 The responsibility for defending any lawsuits or claims for injury or damage affecting any portion or portions of the MKT right-of-way shall be borne by the respective City or County where the property, which is the subject of such lawsuit or claim, is situated unless such claim or lawsuit is directly or indirectly caused by the actions or inaction of Capital Metro's use of the MKT right-of-way. Claims or suits resulting from the action or inaction of Capital Metro shall be the responsibility of Capital Metro.

SECTION VII. CAPITAL METRO

7.1 Capital Metro's participation in this agreement is for the purpose of securing a dedicated transit corridor along the right-of-way. The availability of federal dollars may require substantial local matching dollars for the acquisition. Use of the right-of-way for Mass Transit will

require substantial local dollars. Capital Metro's financial ability to participate in this acquisition and subsequent use of the right-of-way for Mass Transit is dependent on the continuation of its existing level of local funding.

7.2 Subject to 7.1 above, Capital Metro shall contribute, toward the purchase of the MKT right-of-way, a sum of money equal to fifty percent of the local share of the final negotiated purchase price that is charged to and due from the Participant cities within the Capital Metro service area (i.e. Austin and Pflugerville) as determined pursuant to 4.1 above. Travis County's local share of the final negotiated purchase price as determined pursuant to Section 4.1 above shall be further divided to determine the portion of such share to which Capital Metro will contribute. Such portion will be derived by determining the ratio of the appraised value of the MKT right-of-way within the legal boundaries of both Capital Metro and Travis County to the total appraised value of the MKT right-of-way within the legal boundaries of Travis County as that appraised value is determined for the purposes set forth in 4.1 above. Such ratio will then be applied to the local share of the final negotiated purchase price charged to and due from Travis County to reflect that portion of Travis County's local share of the final negotiated purchase price within Capital Metro's service area. Capital Metro will contribute a sum of money equal to 50% of such portion as determined in this manner.

7.3 Capital Metro, by entering into this Agreement, reaffirms its priorities for commitment of existing and new federal funding for acquisition of right-of-way for Mass Transit purposes, including the MKT right-of-way. As the designated recipient of UMTA funds for this region, should Capital Metro receive any federal funds for the acquisition of the MKT right-of-way on behalf of any Participant to this Agreement, Capital Metro shall contribute those federal monies to the acquisition on behalf of all Participants as set forth in 4.3 above.

7.4 The Participants will abide by any special conditions or requirements imposed by the federal government as a result the use of federal grant dollars in the acquisition of any portion of the MKT right-of-way.

7.5 If the right-of-way is not used for Mass Transit purposes and as a consequence federal funds must be repaid, each party agrees to contribute to such repayment of federal funds in the same proportion as those federal funds were applied to reduce each party's contribution to the acquisition of the right-of-way. If local funds of Capital Metro are used in the acquisition of the right-of-way within its service area and such right-of-way is not used for Mass Transit purposes but is used for non-Mass Transit purposes, each party whose acquisition share was reduced by the contribution of local dollars from Capital Metro agrees to reimburse Capital Metro the amount of local dollars by which each party's share of the acquisition price was reduced as a result of such local dollar contribution by Capital Metro.

7.6 The design for any proposed use of the right-of-way must be compatible with its use for Mass Transit purposes. Such compatibility determination will be made by Capital Metro in consultation with the other parties to this agreement.

7.7 Article 1118x authorizes Capital Metro to contract to provide Mass Transit service outside its service area and any such service offered by Capital Metro would be pursuant to a full cost of service contract.

SECTION VIII. SUBSEQUENT AGREEMENTS

8.1 As it becomes necessary in the acquisition process or upon completion of purchase, the Participants shall negotiate and enter into subsequent agreements for the management, operation or use of the MKT right-of-way. Subsequent agreements, contracts or letters of understanding shall become part of and be incorporated into this Intergovernmental Agreement.

8.2 Participants shall not enter into any subsequent agreements affecting the MKT right-of-way with any third party not a Participant under this agreement, other than for maintenance, without notice and approval of all Participants.

8.3 This agreement shall not bind any Participant directly or by implication, to any subsequent agreement. The governing body of each Participant may designate a representative to act on its behalf in negotiating subsequent agreements.

8.4 This agreement shall not be binding on any Participant unless it is ratified by the governing body of each participating entity and executed by each Participant's authorized representative.

SECTION IX. SEVERABILITY

9.1 No partial invalidity of this agreement shall affect the remainder.

SECTION X. EFFECTIVE DATE

10.1 This agreement shall become effective when signed by all Participants.

In witness whereof Participants have, in duplicate original have signed and sealed this agreement by the respective parties authorized to execute same on the dates indicated below.

SIGNED:

CITY OF GEORGETOWN

BY: Jim Cobb

DATE: 9/22/87

WILLIAMSON COUNTY

BY: [Signature]

DATE: 9/14/87

CITY OF ROUND ROCK

BY: Mike Pichas

DATE: 8-27-87

CAPITAL METROPOLITAN
TRANSPORTATION AUTHORITY

BY: [Signature]

DATE: 8/25/87

CITY OF PFLUGERVILLE

BY: _____

DATE: _____

TRAVIS COUNTY

BY: Bill Alsho

DATE: 8/26/87

CITY OF AUSTIN

BY: Wesley

DATE: 9-22-87

APPROVED AS TO FORM:

BY: Benjamin J. Linder
Aust City Attorney (Notary)

ATTORNEY

(Specify which Participant's Attorneys will be approving)

STATE DEPARTMENT OF HIGHWAYS
AND PUBLIC TRANSPORTATION

TRAVIS AND WILLIAMSON County

MINUTE ORDER

Page 1 of 2 Pages

District No. AUSTIN (14)

WHEREAS, the Commission in its May 22, 1985 regular meeting passed Minute Order 83157 designating a State highway extending from Interstate Highway 35 north of Georgetown, to the south of U.S. Highway 183 near Austin and with provisions for future transit facilities within the State highway; and,

WHEREAS, the Commission acting in its February 24, 1988; May 16, 1988; and June 28, 1988 regular meetings and passing Minute Order 87440 and 87643, authorized the Engineer-Director to prepare and submit appropriate applications and documentation in seeking discretionary funds available under Section 3 of the Urban Mass Transportation Act of 1964, as amended, 49 U.S.C. 1602, for the purchase of the Missouri-Kansas-Texas railroad right-of-way located between the cities of Austin and Georgetown; and, which generally fall within the boundaries of the previously mentioned State highway; and which would be used to meet the provisions for future transit facilities in the transportation corridor; and,

WHEREAS, the Section 3 discretionary fund application has been reviewed by Urban Mass Transportation Administration officials who have indicated approval of the funds are contingent on the commitment by the Department to provide financing for the development of the public mass transportation facility without the assistance of additional Urban Mass Transportation Administration funding; and,

WHEREAS, the Commission has reviewed the proposed conditions of receiving the Section 3 discretionary funds to purchase the railroad right-of-way and find it to be inappropriate at this time to accept the conditions; and,

STATE DEPARTMENT OF HIGHWAYS
AND PUBLIC TRANSPORTATION

TRAVIS AND WILLIAMSON County

MINUTE ORDER

Page 2 of 2 Pages

District No. AUSTIN (14)

WHEREAS, certain development proposals planned within the railroad right-of-way make it critical that the right-of-way be reserved for future transportation purposes; and,

WHEREAS, it has been found to be more cost effective and in the best interest of Texas to use State highway funds to acquire the railroad right-of-way in lieu of subjecting future development of the transportation corridor to the conditions imposed by the Urban Mass Transportation Administration for Section 3 discretionary funding; and,

WHEREAS, local city and county governments and the Capital Metropolitan Transportation Authority have expressed the desire to incorporate a public transit component in the future development of this facility; and,

WHEREAS, it is the Commission's intent that departmental staff will work with the local entities in developing future transit facility plans which are appropriate for the transportation corridor; and,

WHEREAS, continued participation of local city and county governments and the Capital Metropolitan Transportation Authority in acquiring the railroad right-of-way is desired;

NOW, THEREFORE, BE IT ORDERED, the Commission directs the Engineer-Director to negotiate with the appropriate local city and county government and Capital Metropolitan Transit Authority officials in offering the availability of State Highway Funds, in lieu of Section 3 discretionary funds, to provide up to seventy-five percent (75%) of the total cost of acquiring the approximately 28 miles of abandoned Missouri-Kansas-Texas railroad right-of-way located between the cities of Austin and Georgetown, contingent that the local entities will provide the remaining balance of the acquisition cost.

Submitted by

Michael J. Schmitt

(Title) Director,
Public Transportation

Examined and recommended by:

Marcus J. Yancy Jr., P.E.
Deputy Director

Approved

R. E. Stotzer, Jr.
Engineer-Director

Minute Number

88030

Date Passed

OCT 28 88

[Handwritten signature]

Mokan ROW

RECEIVED DEC 22 1989

AGREEMENT

THIS AGREEMENT is made and entered into by and between the STATE OF TEXAS, acting by and through the STATE DEPARTMENT OF HIGHWAYS and PUBLIC TRANSPORTATION ("SDH&PT"), and the CITY OF AUSTIN, ("AUSTIN"), the CITY OF GEORGETOWN, ("GEORGETOWN"), the CITY OF ROUND ROCK, ("ROUND ROCK"), the CITY OF PFLUGERVILLE, ("PFLUGERVILLE"), TRAVIS COUNTY, ("TRAVIS COUNTY"), WILLIAMSON COUNTY, ("WILLIAMSON COUNTY"), and CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY ("CAPITAL METRO"), each acting by and through its duly authorized officials, said local entities being hereinafter collectively referred to as the "LOCAL POLITICAL SUBDIVISIONS".

WHEREAS, the former Missouri-Kansas Texas Railroad Company Right-of-Way ("MKT Right-of-Way") consists of Parcels 1, 2, 6, and 8 which are presently owned by the Missouri-Kansas-Texas Railroad Company ("MKT"), Parcels 3 and 5 which are owned by C.N. Avery, Parcel 4 which is owned by T.E. Nelson, Jr., and Parcel 7 which is owned by Georgetown; and

WHEREAS, the parties have obtained appraisals of the value of all parcels constituting the MKT Right-of-Way; and

WHEREAS, SDH&PT and the Local Political Subdivisions (the parties") are desirous of cooperating in the funding and acquisition in fee simple of Parcels 1, 2, 6 and 8 for construction of the proposed State Highway 130 and mass transportation purposes; and

WHEREAS, the parties have agreed that Austin and Capital Metro shall have primary responsibility for acquisition of Parcel 1, SDH&PT shall have primary responsibility for acquisition of Parcel 2, and Georgetown shall have primary responsibility for acquisition of Parcels 6 and 8; and

NOW, THEREFORE, in consideration of the foregoing premises and the mutual undertakings herein contained, the SDH&PT and Local Political Subdivisions agree as follows:

1. The SDH&PT will negotiate with MKT and all other interest owners and will act as the manager of the funds necessary for the acquisition in fee simple of Parcels 1, 2, 6 and 8 of the MKT Right-of-Way consistent with the terms of this Agreement. The SDH&PT is hereby authorized to act as the expressly disclosed agent for Austin and Capital Metro in the negotiations for purchase of Parcel 1 and for Georgetown for the purchase of Parcels 6 and 8. The SDH&PT hereby agrees to negotiate in good faith for the purchase of Tract 1 on behalf of Austin and Capital Metro and for the purchase of Tracts 6 and 8 on behalf of Georgetown. The SDH&PT is hereby further authorized to tender, by certified mail, return receipt requested, a written good faith "final offer" to MKT and all other interest owners for the purchase of Parcels 1, 6 and 8, giving MKT and all other interest owners at least fifteen (15) days from the date of receipt thereof to respond. If no affirmative response is received from MKT and all other interest owners within fifteen (15) calendar days from the date of receipt of the written final offer, then the expressly disclosed agency of SDH&PT shall lapse and Austin and, at Capital Metro's option, Capital Metro shall proceed to condemn Parcel 1 and Georgetown to condemn Parcels 6 and 8. Within five (5) working days of the lapse of SDH&PT's agency as described hereunder, SDH&PT shall deliver all files, working papers and other pertinent documentation concerning the negotiations with MKT to Austin and Capital Metro, if Capital Metro is a condemning authority, for Parcel 1 and to Georgetown for Parcels 6 and 8.
2. Title Upon Acquisition. Title to Parcel 1 shall be taken in the name of Austin and, at the option of Capital Metro, title shall be taken jointly by Austin and Capital Metro as tenants in common. Title to Parcel 2 shall be taken in the name of the State of Texas. Title to Parcels 6 and 8 shall be taken in the name of Georgetown.

3. Contribution Shares. As utilized herein, the term "land costs" shall include only the cost of land and appurtenances and shall not include costs of litigation, attorney's fees, appraisals, expert witnesses, etc. Unless otherwise specified, any contributions to land costs or other surplus funds shall be made in the following proportions:

Austin	14.0938%
Travis County (Pct. 1)	18.6154%
Travis County (Pct. 2)	13.4987%
Pflugerville	3.7792%
Williamson County	17.6996%
Round Rock	.9418%
Georgetown	- 0 -
<u>Capital Metro</u>	<u>31.3716%</u>
Total	100.0000%

The parties acknowledge that the percentages of Travis County (Pct. 1), Williamson County, and Round Rock represent the ratio of 25% of the appraised value of the MKT Right-of-Way segments lying within the jurisdiction of each entity relative to 25% of the total value of all segments owned by the MKT, excluding Parcels 6 and 8. The percentages of Austin, Pflugerville, and Travis County (Pct. 2) each represent the ratio of 12.5% of the appraised value of the MKT Right-of-Way segments lying within the jurisdictions of each of the respective entities relative to 25% of the total value of all segments owned by the MKT, excluding Parcels 6 and 8; Capital Metro's percentage representing the sum of such percentages for Austin, Pflugerville, and Travis County (Pct. 2).

4. For purposes of funding the purchase price to be negotiated by SDH&PT for Parcels 1, 2, 6 and 8, with the return of this executed Agreement to the SDH&PT, the Local Political Subdivisions shall also deliver the funds as stated below:

Austin	\$126,510.00
Travis County (Pct. 1)	\$167,097.00
Travis County (Pct. 2)	\$121,168.00
Pflugerville	\$ 33,923.00
Williamson County	\$158,877.00
Round Rock	\$ 8,454.00
Georgetown	- 0 -
<u>Capital Metro</u>	<u>\$281,601.00</u>
Total	\$897,629.00

SDH&PT shall contribute the initial sum of \$3,040,499.00 toward the land cost of Parcels 1, 2, 6 and 8. The SDH&PT shall hold the local funds in escrow for the benefit of Local Political Subdivisions and may expend said local funds for the purchase of Parcels 1, 2, 6 and 8 should negotiations with MKT prove successful.

5. In the event it is necessary to condemn Parcels 1, 2, 6 and 8, Austin and, at Capital Metro's option, Capital Metro shall condemn Parcel 1, the SDH&PT shall condemn Parcel 2, and Georgetown shall condemn Parcels 6 and 8.
6. Return of Excess Funds. If the land cost of Parcels 1, 2, 6, and 8 is less than \$3,938,128.00, SDH&PT will return any excess funds provided by the Local Political Subdivisions in accordance with each party's contribution percentage set out in paragraph 3.
7. Additional Land Costs. If the land cost for Parcels 1, 2, 6, and 8, whether through negotiated purchase or condemnation, is more than \$3,938,128.00, then, in addition to the amounts tendered under paragraph 5 above, SDH&PT shall contribute 75% of such additional land costs not to exceed 100% of the value of Parcel 2 and Local Political Subdivisions (except Georgetown) shall contribute 25% of such additional land costs not to exceed a total of \$179,525.80 over and above the initial local share of \$897,629.00. The Local Political Subdivisions shall advance such additional land costs pro rata in accordance with the respective contribution percentages established in paragraph 3. The Local Political Subdivisions must authorize in advance any payment of land costs which would cause the aggregate of the Local Political Subdivision's share of such costs to exceed \$1,077,154.00. Subject to the foregoing, the Local Political Subdivisions agree that the Local Political Subdivision's share of approved land costs exceeding the aggregate sum of \$1,077,154.00 will be borne by the Local Political Subdivisions in accordance with the percentages set forth in paragraph 3 with no participation therein by Georgetown. If the Local Political Subdivision's share of the cost of acquiring Parcels 1, 2, 6 and 8 exceeds \$1,077,154.00, no Local Political Subdivision shall be required to contribute any amount in excess of its pro rata share unless by separate action the Local Political Subdivision agrees to fund all or part of such excess portion. Subject to the above conditions, SDH&PT and Local Political Subdivisions agree to provide SDH&PT with such additional land costs required for acquisition of Parcels 1, 2, 6 and 8 no later than forty-five (45) days of written request therefor from SDH&PT accompanied by documentation establishing the need thereof.
8. Costs of Condemnation. In the event that condemnation is required to acquire Parcels 1, 2, 6 and/or 8:
 - a) the condemnation cases will be coordinated by all condemning entities to the extent possible in order to ascertain the aggregate land costs for the condemned parcels and ensure that such aggregate land costs are

in accordance with the agreement limits set forth herein;

- b) all costs of condemnation including the amount of any award, deposit or judgment, attorney's fees, transcripts, costs of court, appraisals, expert witnesses and all other costs incidental to same shall be provided by the condemning entities and each such condemning authority shall have the right to control such litigation and pursue to completion such appeals or other legal process as it deems appropriate; provided, however, that each of the condemning authorities listed in paragraph 5, above, agrees to fund a special commissioners' award and/or judgment in condemnation only after it is ascertained that either the Local Political Subdivision's share of aggregate land cost of acquiring Parcels 1, 2, 6 and 8 is less than or equal to the \$1,077,154.00 or the costs above \$1,077,154.00 have been approved by the Local Political Subdivisions.
- c) Austin/Capital Metro shall be reimbursed by SDH&PT for the land cost of Parcel 1 based on the amount of the Commissioners Award or Judgment presented to SDH&PT with 75% of such reimbursements to come from SDH&PT and 25% of same from Local Political Subdivisions up to the agreement limits set out in paragraph 7 herein; Austin and, if Capital Metro is a condemning authority, Capital Metro shall bear all attorney's fees, expenses, and other costs incidental to such condemnation;
- d) the Local Political Subdivisions shall provide SDH&PT with 25% of the land cost of Parcel 2 up to the agreement limits set forth in paragraph 7 herein based on the Commissioners Award or Judgment evidencing such land costs; SDH&PT shall bear all attorney's fees, expenses, and other costs incidental to such condemnation;
- e) the SDH&PT and the remaining Local Political Subdivisions shall reimburse Georgetown for 100% of the land costs of Parcels 6 and 8 with 75% of such reimbursement to come from the SDH&PT and 25% of the same from the Local Political Subdivisions up to the agreement limits set out in paragraph 7 herein with the Local Political Subdivisions being responsible for any amounts over and above the Agreement limits, as set forth in paragraphs 7 and 8 herein, as well as for all reasonable costs of litigation, including reasonable attorney's fees, appraisals, expert witness fees, court reporter fees, costs of court, etc., in accordance with the contribution percentages established in paragraph 3 upon presentation of appropriate documentation of such

costs; the aforesaid reimbursement is based on an acknowledgment by the SDH&PT and the Local Political Subdivisions of Georgetown's prior acquisition of Parcel 7 for State Highway 130 and mass transit purposes and the SDH&PT appraised value of Parcel 7.

9. Mass Transit Uses. As set forth in SDH&PT Minute Orders numbered 83157, 87440, 87643, and 88030 and dated 5/22/85, 5/26/88, and 6/28/88, and 10/28/88, respectively, the SDH&PT and the Local Political Subdivisions agree to work together in developing plans, which are appropriate for the transportation corridor to be created and preserved by the acquisition of the MKT Right-of-Way for State Highway and Mass Transit purposes. The Parties agree that it is their intent that a portion of the entire length of the MKT Right-of-Way shall be devoted to and used for "Mass Transit" purposes as that term is defined in Article 1118x, V.T.C.S. and that width and elevation of the portion used for mass transit shall be determined by the technology available at the time of the design and development of the proposed State Highway within the MKT Right-of-Way. Capital Metro shall be involved in and provide input in a timely manner to all major technical decisions affecting the range of alternatives in the SDH&PT's development of the subject MKT Right-of-Way and shall be given an opportunity to meet with the SDH&PT and discuss alternatives or other technical or policy matters prior to decision thereon.
10. Surplus Right-of-Way. Any surplus land remaining in the jurisdiction of a Local Political Subdivision not included in plans for the State Highway and Mass Transit System may be used by that Local Political Subdivision under a multiple use agreement entered into by the appropriate parties at that time or may be disposed of in accordance with applicable law.
11. Acquisition of Remaining Parcels. SDH&PT and Local Political Subdivisions acknowledge their intention to provide by separate agreement for later acquisition of Parcels 3, 4 and 5 from the Nelson and Avery families for mass transportation purposes.
12. Amendment of Previous Agreement. To the extent that the provisions hereof are inconsistent with the terms and conditions of the Interlocal Agreement to acquire MKT Right-of-Way previously entered into by the Local Political Subdivisions (except Pflugerville), the Local Political Subdivisions agree that said previous Agreement is hereby amended to the extent of such inconsistency.

13. Notices. Any notices to the parties shall be mailed to the parties at the addresses set forth below.
14. Amendment. This Agreement may not be modified by any employee or representative of any party hereto except in writing and pursuant to express authority granted by the governing body of each party.
15. Severability. The invalidity or illegality of any portion of this Agreement shall not affect the validity of the remaining portions hereof.
16. Multiple Counterparts. This Agreement may be executed in multiple counterparts each of which shall constitute to duplicate original hereof.
17. Effective Date. This Agreement shall be effective from and after the date of due execution hereof by all parties.

SDH&PT

AUSTIN

By: Max A. Fariss

By: _____

Name: Max A. Fariss

Name: _____

Title: Asst. Right of Way Engineer

Title: _____

Address: P. O. Box 5075
Austin, Texas 78763-5075

Address: _____

Date: March 22, 1990

Date: _____

TRAVIS COUNTY

WILLIAMSON COUNTY

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

Address: _____

Address: _____

Date: _____

Date: _____

PFLUGERVILLE

By: Scott Winton
Name: Scott Winton
Title: Mayor
Address: P.O. Box 589
Pflugerville Tex 78660
Date: 1-15-90

ROUND ROCK

By: _____
Name: _____
Title: _____
Address: _____
Date: _____

mkt/agreement

CAPITAL METRO

By: _____
Name: _____
Title: _____
Address: _____
Date: _____

GEORGETOWN

By: _____
Name: _____
Title: _____
Address: _____
Date: _____

PFLUGERVILLE

By: _____

Name: _____

Title: _____

Address: _____

Date: _____

ROUND ROCK

By: _____

Name: _____

Title: _____

Address: _____

Date: _____

mkt/agreement

CAPITAL METRO

By: Anthony M. Kuneski

Name: Anthony M. Kuneski

Title: General Manager

Address: 2910 E. 5th St.
Austin, TX 78702

Date: 1-30-90

GEORGETOWN

By: _____

Name: _____

Title: _____

Address: _____

Date: _____



RESOLUTION 2019-11-10

Acceptance of the MoKan/Northeast Subregional Plan

WHEREAS, the Governor of the State of Texas has designated CAMPO (formerly the Austin Transportation Study) acting through its Transportation Policy Board to be the Metropolitan Planning Organization (MPO) for the Austin urbanized area(s); and

WHEREAS, CAMPO is the designated lead agency for the region's Metropolitan Planning process;

WHEREAS, the Metropolitan Planning process addresses requirements under state and Federal law that promote efficient system management and operation;

WHEREAS, CAMPO's Platinum Planning Program seeks to generate comprehensive and detailed multimodal planning at the local level that will generate regionally significant benefits through projects and policies;

WHEREAS, the MoKan/Northeast Subregional Plan Steering Committee included a diverse group of interests consisting of local governments, transit agencies, CTRMA, and TxDOT to steer and guide the development of the Plan;

WHEREAS, CAMPO partnered with local governments, transit agencies, school districts, TxDOT, CTRMA, the public, and other groups to develop the MoKan/Northeast Subregional Plan based on local needs, priorities, and multi-modal connections;

WHEREAS, the MoKan/Northeast Subregional Plan developed multi-modal options for the MoKan right-of-way in accordance with the 1988 Texas Transportation Commission Minute Order which requires a transit use throughout the corridor;

WHEREAS, the MoKan/Northeast Subregional Plan was developed in context with improvements for other major connecting and adjacent corridors such as FM 973, US 79, SH 95, FM 685/Cameron/Dessau Corridor, Williamson County Southeast Loop, and other major facilities;

NOW, THEREFORE, BE IT RESOLVED, that the CAMPO Transportation Policy Board hereby votes to accept the recommendations of the MoKan/Northeast Subregional Plan as part of CAMPO's regional planning work as reflected in this Resolution; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board;
and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to accept the MoKan/Northeast Subregional Plan as reflected was made on November 4, 2019 by _____ and duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 4th day of November 2019.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Date: November 4, 2019
Continued From: June 4, 2019
Action Requested: Acceptance

To: Transportation Policy Board
From: Mr. Kelly Porter, Regional Planning Manager
Agenda Item: 11
Subject: Discussion and Acceptance of Regional Arterials Study

RECOMMENDATION

The Technical Advisory Committee recommends acceptance of the 2045 Regional Arterial Study by the Transportation Policy Board.

PURPOSE AND EXECUTIVE SUMMARY

The Regional Arterial Study seeks to understand the existing roles and functions of the region's major arterial corridors and to define their future roles and functions. Like Capital Metro's Project Connect, this study is a financially unconstrained analysis of our region's growing transportation needs. The study provides local governments and transportation agencies with concepts that can be the basis for future projects. Some of these concepts may be submitted by local governments and transportation agencies for inclusion in the CAMPO 2045 Plan. Please note that the Regional Arterials Study is not a proxy for the CAMPO 2045 Plan.

CAMPO staff does not have the authority to submit projects on behalf of any local government or transportation agency. CAMPO staff also does not have the ability to raise revenue for transportation projects and the inability to generate revenue would create issues with the fiscal constraint analysis on the 2045 Plan. Any concepts out of the Regional Arterials Study that are picked up would need to advance to further study, project development and environmental analyses as well as public outreach. As is the federal process and the practice of the Transportation Policy Board, the local government or transportation agency would need to submit the draft project for inclusion in the 2045 Plan and the Transportation Improvement Program (TIP). The Technical Advisory Committee and the Transportation Policy Board would also have to vote to include the project in the 2045 Plan and the TIP and potentially allocate funds to it after rounds of public outreach have been conducted consistent with the Public Participation Plan that the TPB approved in January 2019.

The study is being developed in close coordination with local jurisdictions, TxDOT, and neighboring metropolitan planning organizations (MPO) including Killeen-Temple MPO and the Alamo Area MPO. The study provides a common set of goals for the regional arterial network and offers implementation mechanisms for jurisdictions, transit agencies, CTRMA, TxDOT, and CAMPO in their efforts to improve the performance of current and future major arterial corridors and connecting/adjacent higher functional classification facilities. The Regional Arterials Study includes an arterials concept inventory, a review of the most current applicable regional policies and data, 2045 illustrative and conceptual networks, guidance and recommendations on facility design and policy, and strategic considerations for implementing these concepts. The Bastrop, Burnet, and Caldwell Counties' portion of the study will serve as an update to those communities' thoroughfare planning documents.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The purpose of the 2045 Regional Arterials Study is to evaluate a potential hierarchy of roads that could provide options for different travel needs; provide the basis for a well-connected variety of roads that work together within that hierarchy to move people, not just one transportation mode; establish suggested road spacing within the potential hierarchy and provide a menu of street cross sections to meet context sensitive goals; and identify suggested policy tools that help local entities within the region to work to achieve a regional connectivity goal.

The study is being guided through a 20-member Steering Committee made up of local and regional partners, including many entities represented on the TAC. The committee has met seven times thus far to provide guidance on the existing conditions inventory and concept planning. The committee will meet for an eighth time on October 15th to make a recommendation on the study to the TAC.

To date there have been three (3) rounds of local government outreach (Spring and Fall 2018) in which officials from the cities, counties, school districts, TxDOT and other local government interests were invited to provide comments on planning elements such as the roadway inventory, connectivity needs, policy issues, and other items. The third round of public outreach occurred between June 10 and July 15, 2019. Included in this series of outreach was seven open houses, an online open house, and a publicly available draft study for comment. All comments are included in the final draft study that TPB will be asked to take action on at the November 4, 2019 meeting.

Local government and public meetings (three rounds) included at least one in each of the six counties for both rounds of outreach. Broad regional issues that have been identified as part of the planning process are:

- Connectivity Issues – disjointed network, topographic challenges, lack of river crossings, railroads, and lack of connections across limited access facilities.
- Network Hierarchy – facilities being used for unintended trip purposes (e.g. limited-access routes being used for local trips); a missing sub-functional class of long-distance principal arterials with optimized operations; and a lack of supporting facilities (minor arterials) to principal facilities.
- Access – inadequate access management on facilities.
- Regional coordination – identify potential connections between local jurisdictions' planning efforts for a cohesive regional concept.
- Inter-regional needs – preparing to facilitate the movement of people and goods in the larger region along the IH 35 corridor (San Antonio – Austin – Killen/Temple), which is forecast to be home to nearly 10 million people by 2045.

One of the key tasks of the study was the development of an inventory of all locally planned arterial corridors. CAMPO staff worked closely with local governments to ensure the accuracy of this database and that it aligned with locally adopted plans. Through the first round of local government meetings additional needs and desires were identified and added to this inventory. Regional gaps were identified by CAMPO staff where population and employment forecasts showed additional demand for mobility and connectivity by 2045. At the second round of local government meetings local officials and staff vetted locally planned facilities, along with the locally identified needs and regional gaps. This process led to the refinement of this combined arterials concept inventory, which was again reviewed by Steering Committee members to ensure accuracy and modeling assumptions.

CAMPO staff has worked to identify areas where additional connectivity is needed and points where safety and operational improvements may be considered as part of a regional concept plan. CAMPO staff worked with TxDOT and local governments to refine the arterials concept and develop network recommendations which will be part of the final plan. Five scenarios to better understand network performance have been developed:

- Scenario Ø – Baseline/Current: 2020 network with 2020 demographics
- Scenario Z – No-Build: 2020 network with 2040 demographics
- Scenario A – Regional Connectors: Capacity, operational, and connectivity improvements applied to only key principal arterials and limited access routes.
- Scenario A 1/2 – Interim Reversible: A technical analysis to illustrate the benefits of reversible lane concepts to corridors with high directional flows during peak-periods (portions of RM 2244, RM 2222, FM 969) using the 2020 network.
- Scenario B – HOV Lanes (off-model): Calculates potential “people throughput” on select Scenario A network facilities if certain lanes along these facilities were reserved for flexible uses during certain times of day for high-occupancy vehicles, transit, motorcycles, etc.
- Scenario C – Combined Concept: Models all planned and identified improvements to the network garnered through this process. Includes all Scenario A facilities and ultimate build-out of other minor arterials and supporting facilities.
- Scenario D – Regional and Supporting Connections: Includes all Scenario A facilities as well as facilities from Scenario C that had a V/C ratio higher than the regional average of .45, in addition other select corridors identified for safety and redundancy.

Scenario results were discussed in detail at the May 20, 2019 Technical Advisory Committee meeting.

See the Regional Arterials Study Story Map for additional information:

<https://storymaps.arcgis.com/stories/4249a46ab7bd4c00a2f65851f92e21ce>

Coordination with local governments and the Steering Committee furthered the development of the study. The Steering Committee was asked to make a recommendation on the study to the Technical Advisory Committee on September 19th. The committee tabled action and requested that a foreword be added to the plan, as well as revising document to reflect a discussion of costs as investments. The foreword includes language that clarifies the intent of the study and that it will be used in difference ways by various partners and implementing entities. The study is meant to serve as collection of ideas, a regional coordination tool, and a body for best practices and is not meant to be a programming document.

The Steering Committee met on October 15th and recommended the study for acceptance as an action by TAC as part the recommendation to the TPB. The City of Austin and Travis County were the only to no votes at the steering committee meeting. At the October 21 TAC meeting, the steering committee recommendation was accepted along with the caveat that a minority report be included with the TPB materials. The two “nay” votes were from the Travis County and the Travis County Small Cities representatives. The Travis County Small Cities representative made a substitute motion that the FM 2244 reversible lane best practice analysis be removed from the report. The TAC voted against the substitute motion, with the Travis County, Travis County Small Cities, and Liberty Hill representatives voting in favor of the substitute motion. The study is expected to go for formal adoption by Bastrop, Burnet, and Caldwell Counties as updates to their county-wide transportation plans in Fall of 2019.

SUPPORTING DOCUMENTS

Attachment A – *Regional Arterials Study Executive Summary*

Attachment B – *Public Outreach Handout*

Attachment C – *Arterials Concept Methodology Report*

Attachment D – *Steering Committee Comment Log*

Attachment E – *Letters of Support*

Attachment F – *Minority Report*

Attachment G – *Resolution 2019-11-11*

Attachment H – *Full Study (electronic see below)*

The full Regional Arterials Study can be found here:

<https://campoadmin.exavault.com/share/view/1qb2d-7pjl152e>

REGIONAL
ARTERIALS STUDY
DRAFT SEPTEMBER 2019

DRAFT



CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

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Foreword

The Capital Area Region is expected to see at least double the number of current residents to over 4 million by 2045. This means that today's transportation system will not be able to support the myriad of future expected uses. The Regional Arterials Study was conceived by staff at the Capital Area Metropolitan Planning Organization (CAMPO) as a way to analyze potential strategies on mostly existing roadways that could improve future mobility for people and goods. The Regional Arterials Study is a technical analysis of high-level concepts centered on improvements to the arterial roadway network.

Per Transportation Policy Board (TPB) direction, staff initiated an analysis in partnership with local entities to identify relevant concepts for improving the regional arterial network. Regional planning is a moving target and the study was coordinated while many other local agencies were in the process of finalizing or updating their own planning efforts. While this study presents the best information available at the time, it may or may not present certain details the same as approved local plans. Some of those concepts come from locally adopted plans, while others have been identified through the process of this study. Given that transportation needs vary across the region, the results of this study may mean something different to and be used differently by each of CAMPO's regional partners.

To lay a foundation for local and regional long-range planning, the study took an unconstrained look at needs like many other local and regional transportation plans. In particular, the Regional Arterials Study is intended to:

- Serve as a forum for local governments and implementing entities to coordinate and collaborate regional arterial planning via the development of a regionally connected network based on local plans and needs
- Provide the TPB with a data-driven analysis on potential impacts of creating a better connected arterial network
- Be used as a resource document for local governments, especially smaller or underresourced communities
- Provide insight into the potential regional significance of new and improved corridors.
- Document and test best practices in corridor design to accommodate multiple modes and improve aesthetic quality.

The Regional Arterials Study does not supersede any planning work done by any local government. All arterial concepts in this document not part of an official locally adopted plan, are merely concepts developed for illustrative and modeling purposes. A local government or implementing entity must decide to sponsor a concept for it to move forward into project development, and construction. The local government or a transportation entity like the Texas Department of Transportation (TxDOT) or the Central Texas Regional Mobility Authority (CTRMA) would also have to agree to be the financial sponsor for it to be included in the fiscally constrained 2045 Long-Range Plan. Any concepts or ideas resulting from this study will have to have written sponsorship from the relevant local entities and/or transportation agencies to be included in the fiscally unconstrained illustrative portion of the 2045 Long-Range Plan. In addition to local project sponsorship, any concept in the study beyond projects in a locally adopted plan, would need to be vetted by the public before moving forward to the implementation process. The TPB would need to approve any concept/idea for inclusion in the 2045 Long-Range Plan or the short-range Transportation Improvement Program.

Although no long-range planning process expects to be a completely accurate prediction of the future, what it can do is present concepts and ideas that policymakers today, tomorrow, and far into the future can use to inform decisions on transportation infrastructure investments.

Acknowledgments

CAMPO Transportation Policy Board

Capital Area Metropolitan Planning Organization (CAMPO) is governed by a 20-member Transportation Policy Board, made up of 18 elected officials and one representative from both the Texas Department of Transportation (TxDOT) and the Capital Metropolitan Transportation Authority (Capital Metro). The 2018 Transportation Policy Board members are listed below and acknowledged for their project support.

Steve Adler

Chair, City of Austin Mayor

Cynthia Long

Vice Chair, Williamson County Commissioner
Precinct 2

Alison Alter

City of Austin Council Member District 10

Clara Beckett

Bastrop County Commissioner Precinct 2

Gerald Daugherty

Travis County Commissioner Precinct 3

Sarah Eckhardt

Travis County Judge

Jimmy Flannigan

City of Austin Council Member District 6

Victor Gonzales

City of Pflugerville Mayor

Mark Jones

Hays County Commissioner Precinct 2

Ann Kitchen

City of Austin Council Member District 5

Tucker Ferguson

TxDOT District Engineer

Terry Mitchell

Capital Metro Representative

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Dale Ross

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Travis County Commissioner Precinct 2

Edward Theriot

Caldwell County Commissioner Precinct 3

Jane Hughson

City of San Marcos Mayor

Jeff Travillion

Travis County Commissioner Precinct 1

Corbin Van Arsdale

City of Cedar Park Mayor

CAMPO Project Team

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Doise Miers

Community Outreach Manager

Kimberly Petty

Executive Assistant

Ryan Collins

Short Range Planning Manager

Theresa Hernandez

Finance and Administration Manager

Connor Dansevich

Administrative Associate

Regional Arterials Steering Committee

The study is overseen by a Steering Committee of representatives from local governments and implementing agencies from around the region. Steering Committee Members represented the following communities and entities:

Amy Miller

Director of Community Development



Mike Hodge

City Manager



Robert Daigh

Senior Director of Infrastructure



Morgan Cotten

Public Works Division Director



Cheryl McOsker

Transportation Staff Liaison



Julie Oakley

Assistant City Manager



Cole Kitten

Transportation Systems Development Division manager



Tom Gdala

Senior Engineering Associate



Lyle Nelson

Chief of Staff



Marisabel Ramthun

Director of Transportation Planning & Development



Ray Miller

City of Georgetown Project Manager



Megan Will

Principal Planner



Gary Hudder

Director of Transportation



Trey Fletcher

Assistant City Manager



Ed Theriot, AICP

County Commissioner



Justin Word

Director of Engineering



Jacob Calhoun

Long Range Transportation Planner/Project Controls



Laurie Moyer

Director of Engineering & Capital Improvements Projects



Jerry Borcharding

Transportation Director



Leon Barba

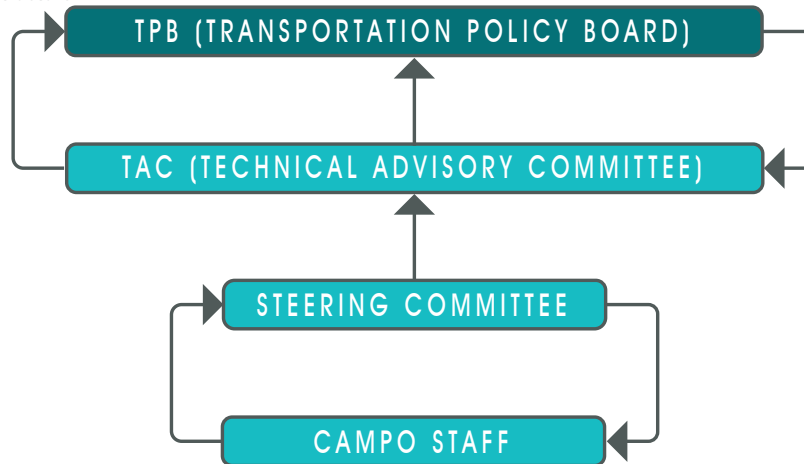
City Engineer



Regional Arterials Steering Committee

The role of the Steering Committee is to provide direction and feedback regarding the process and deliverables. This committee reports to the CAMPO Technical Advisory Committee, which reports to the CAMPO Transportation Policy Board. The findings and reports produced for this study will be presented to all these bodies for approval.

Figure 1.1 CAMPO Organizational Structure



Executive Summary

What is the Regional Arterials Study

As our region continues growing over the next 25 years, transportation system efficiency is integral to a sustainable future. As a part of the Capital Area MPO Platinum Planning Program, the Regional Arterials Study lays a pathway for developing a comprehensive arterial network to support future growth within the Capital Area region. The Regional Arterials Study:

- Provides a hierarchy of roads that support options for different travel needs.
- Establishes a well-connected variety of roads that work together within the hierarchy that promotes flexible movement of people and goods.
- Establishes a proper road spacing within the hierarchy and provides a menu of street cross sections.
- Identifies policy tools that empower local entities within the region to work towards achievement of regional connectivity goals.

The intent of the Regional Arterials Study is to identify mobility choices that are safe, convenient, reliable, efficient, and flexible. To achieve this intent, the project team approached the development of the Regional Arterials Study by creating an outreach program, collecting data, evaluating the existing, planned, committed and desired network, and developing a Pattern Book with framework for understanding and improving the integration of land use and transportation that includes cross-sections and typologies for future application, all of which is summarized into a final report for member municipalities.

The Arterials Study includes information that can be used to support the development and decision-making process on arterial roads in the Capital Area region. Considerations that promote and enhance travel for the next 25-years are:

- Improved safety
- Efficient mobility
- Multi-modal travel
- Economic, equity and health benefits
- Effective management of future growth
- Environmental protection and preservation.

The Need

Results from the Arterials Study indicate that our population will double over the next 25 years. That growth will increase the current demand for roadways by almost 75%. This equates to a 130% increase in the amount of time a household will spend traveling each day – from 48 minutes a day today to 1 hour and 50 minutes a day.

Key Finding:

Travel demand across the Capital Area region is expected to nearly double by 2045. The Capital Area MPO Platinum Planning Program lays a pathway to a sustainable future by envisioning a region where multiple transportation options are viable and accessible. A comprehensive arterial network provides the foundation to achieve this vision as the region grows.

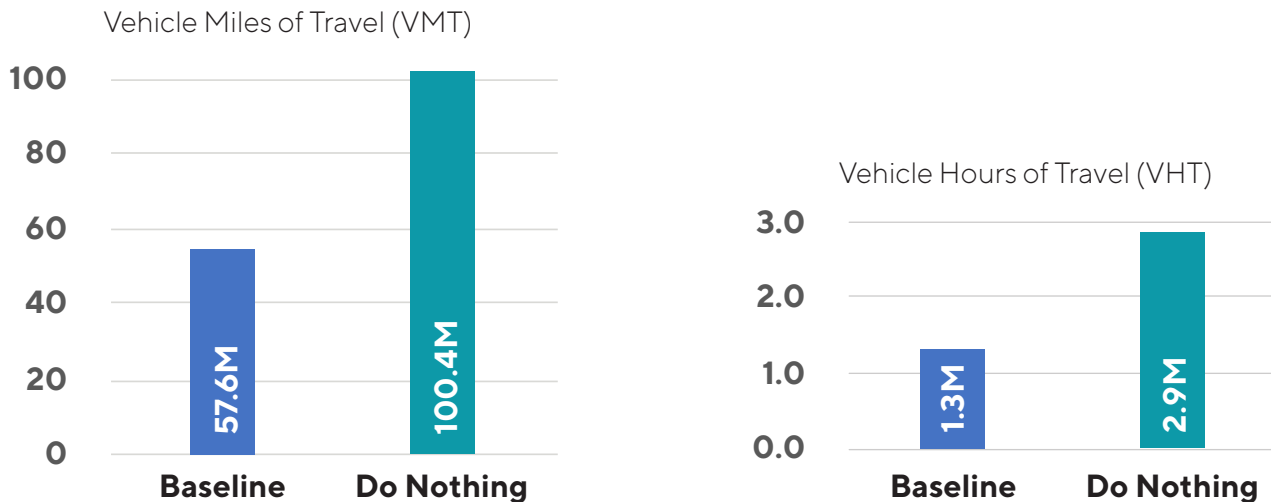


Figure 1.2 VMT & VHT Projections

How to Address the Need

This vision cannot be achieved in a vacuum. Often local transportation plans are developed and implemented independently of adjacent jurisdictions. The Arterials Study is the first time that transportation plans from around the Capital Area region have been collected and consolidated into one comprehensive regional arterial network and evaluated at the regional level. Scenario planning was used to uncover the potential of stitching together a comprehensive arterial network and to provide operational and design options that serve local as well as regional goals and objectives. The results from each of the scenarios indicate that either independently or in combination, they can have meaningful impact on improving and advancing a comprehensive arterial system within our region.

The overarching purpose of the Arterials Study is to provide local transportation planners a planning tool to advance projects that meet their needs, yet also advances the development of a comprehensive regional arterial network. Because this is a regional arterial study, locations of proposed improvements do not represent actual alignments but were developed for travel demand modeling purposes to support the evaluation of each Scenario. The recommended improvements contained in the Arterial Concept List are starting points for each jurisdiction within the Capital Area region. The Arterial Concept List developed through scenario planning could be considered a “menu.” Scenario planning helped ensure that as a region we are planning “off the same

2045 Regional Arterials Study

menu.” When combined with the Pattern Book, local planners have a starting point from which to begin the development of projects that benefit both the local and regional community.

The Arterials Study process led to the development of a potential comprehensive regional arterial roadway system. This process also lays out a methodology on choosing cross-sections for the arterial system based on access, land use, and functional classification. The steps are as follows:

- Step One: Creation of Vision and Goals, Outreach, and Existing Conditions Analysis
- Step Two: Development of a Pattern Book and Case Study Corridor Analysis
- Step Three: Building the Existing Network
- Step Four: Creating a Planned, Desired, and CAMPO Gaps Network
- Step Five: Forming the Concept Plan
- Step Six: Establishing Regional Corridors
- Step Seven: Scenario Analysis

Key Finding:

A key finding was a missing functional class of roadway - somewhere between a Limited Access Route (i.e., IH-35, Loop 1, US-183) and a Major Arterial (i.e., Loop 360, Congress Avenue). The missing functional class might allow for the same amount of throughput but has generally less access to adjacent driveways and lower-functioning roadways.

Functional Class Hierarchy Example

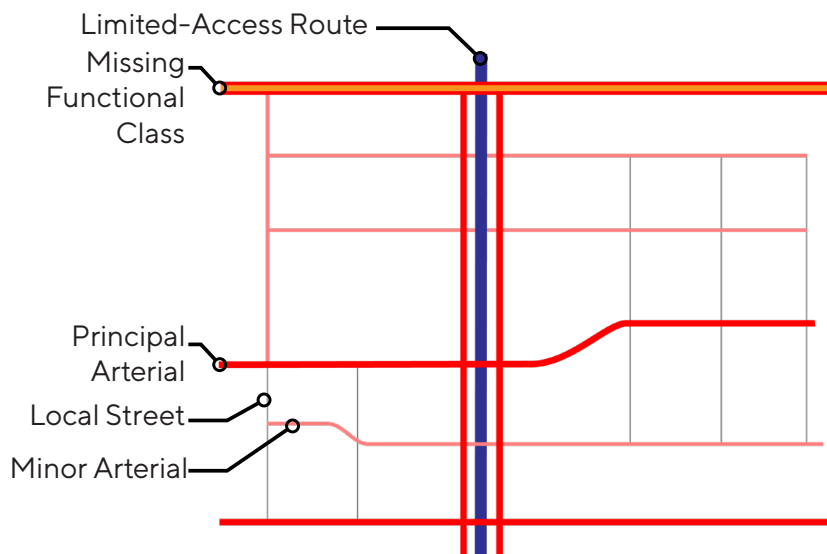


Figure 1.3

Regional Arterials Study Process Summary

A summary of the planning steps and key takeaways are provided below.

Step One: Creation of Vision and Goals, Outreach, and Existing Conditions Analysis Steering Committee meetings were conducted to develop an adopt the vision and goals of the plan. Meetings with local governments were held to better understand local needs. Public open houses were also conducted throughout the CAMPO region.

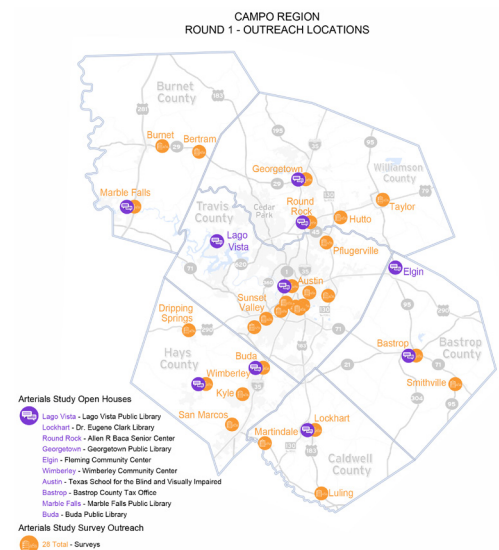


Figure 1.4

Step Two: Development of a Pattern Book and Case Study Corridor Analysis

Case studies of peer-regions and best-practice corridors were developed to better identify the missing elements of the CAMPO arterial network, provide insight into common arterial grid spacing in peer regions, and discover potential solutions to incorporating multimodal uses within the arterial network. The case study corridors provided insight into unique and instructive design, operation, safety features, and the corridor’s mechanisms for balancing access and mobility needs. The case studies of peer-regions and corridors served as the basis for the development of best practices in grid spacing, connectivity, roadway hierarchy, and planning for context sensitive arterials, as well as street design. These findings form the basis of the Pattern Book, along with a presentation of recommended arterial cross-sections. The regional and corridor case studies were offered in full in the Pattern Book report.

In the Pattern Book chapter of the plan, we have identified five context zones that range from high-rise downtown districts to rural areas with a very scattered built form. This means that the functional classification of the roadway can change as it moves through the region due to this change in context. Similarly, context can also impact the design choices for a roadway since changes in built form often mirror changes in population densities and activity. A full menu of possible treatments is found in the Pattern Book and is organized by context zone.

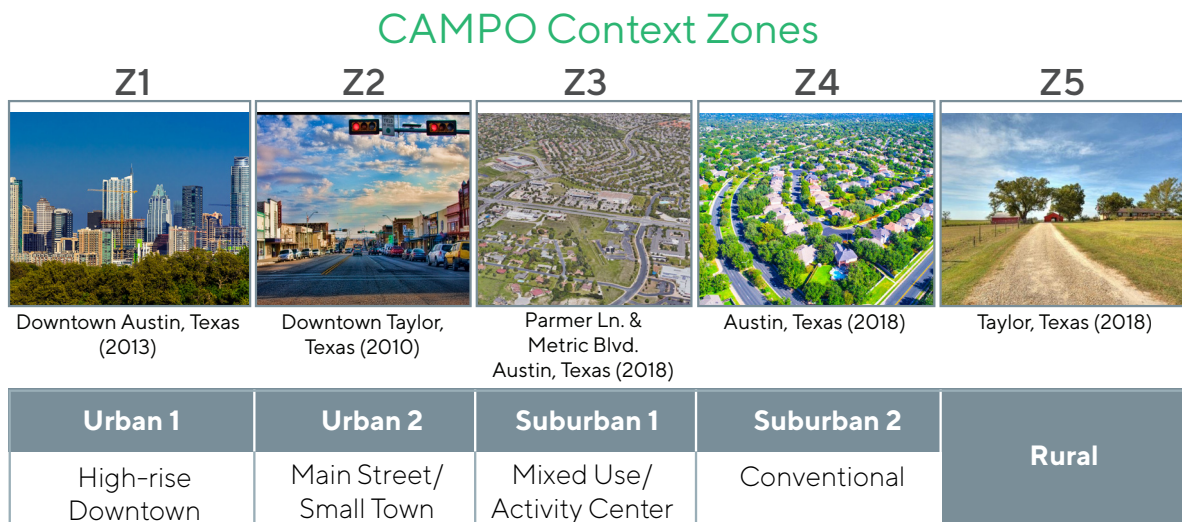


Figure 1.6

Step Three: Building the Existing Network

An initial task for the plan was to create an inventory of the existing arterial network. Recognizing that most jurisdictions use their own functional classification definitions that don’t always line up across jurisdictional lines, CAMPO staff worked to standardize, or group up, each jurisdiction’s functional roadway classes into standard categories in keeping with FHWA and TxDOT standards. This provided an “apples to apples” framing of the network at the regional scale. This step was also taken so that the draft final set of recommendations yield potential projects that meet FHWA and TxDOT funding eligibility criteria.

CAMPO Counties/Cities	TxDOT	CAMPO Functional Classification
Toll	Toll	Limited Access (Non-tolled/tolled)
Freeway	Interstate	
Interstate	Freeway / Expressway	
Highway		
Limited Access State		Principal Arterial Major Arterial Regional Connector
Controlled Access	Principal Arterial	
Principal Arterial		
Major Arterial		Minor Arterial
Parkway	Minor Arterial	
Minor Arterial	Minor Arterial	Collector
Major Collector	Major Collector	
Minor Collector	Minor Collector	Local
Local	Local	

Figure 1.5 CAMPO grouping up of functional classes

2045 Regional Arterials Study

The map below displays the arterial network, along with limited access facilities and collector roads. This gives us a sense of the existing supply of arterials, their location within the region, and how they serve the limited access network. This map was presented to the Steering Committee originally at the September 2018 meeting.

Existing Arterial Network

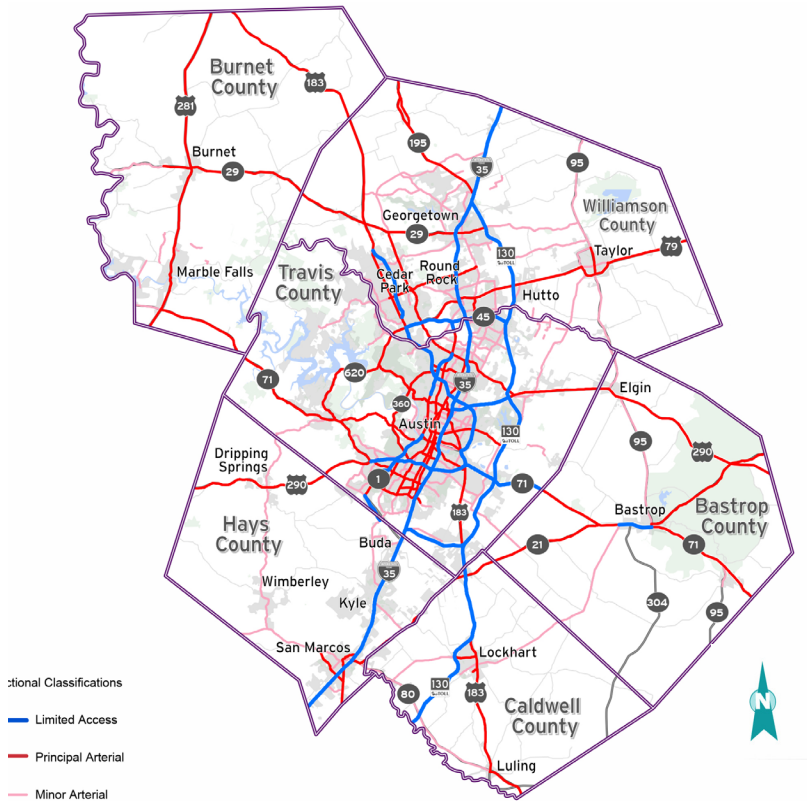


Figure 1.7

Step Four: Creating a Planned, Desired, and Regional Gaps Network

Once the existing network was assembled, the network of planned improvements and new facilities was added. CAMPO received locally-adopted plans from partner regional partner jurisdictions that contained new and/or improved arterials as approved by their boards/councils/commissioners' courts. These individual plans were combined to display the full regional network of planned and existing facilities.

With locally planned and locally desired facilities mapped, CAMPO staff undertook a regional "gap" analysis to determine where missing connections between planned and existing facilities may be or where demographic forecasts show a lack in the supply of arterial roadways. The result of this analysis was the identification of gaps that recommend additional roadway improvements or new facilities to enhance connectivity. A map depicting these three types of new or improved facilities, along with the existing arterial network is shown below. This map was presented to local governments in the second round of meetings.

DRAFT Regional Arterials Plan

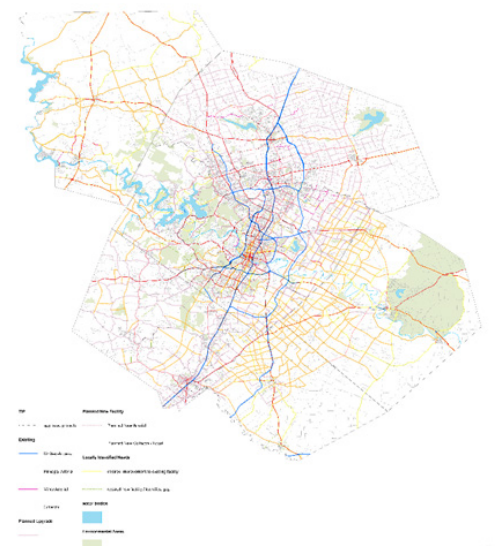


Figure 1.8

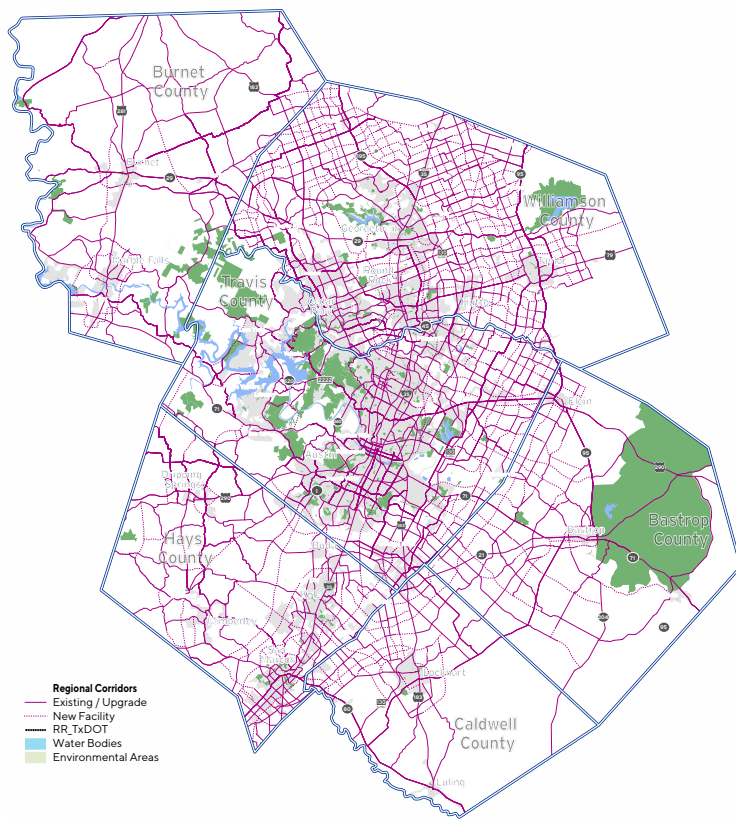
Step Five: Forming the Concept Plan

The next step in the planning process involved the building of the Combined Concept Plan for the 2045 arterial network. The Combined Concept Plan is the culmination of the existing, planned, desired, and regional gaps network presented above, and detailed recommendations for four test case corridors. The Combined Concept Plan began in earnest with the process described above to combine all locally-planned networks. This allowed us to better understand where there may be gaps between new or upgraded facilities.

To assess the proper design and capacity for the facilities in the Combined Concept network, CAMPO created longer distance Regional Corridors from the existing, planned, desired, and regional gaps network facilities. This provided the planning team with all the information to develop an inventory of improvements and new facilities and begin scenario planning work to better understand the potential impact of the Combined Concept network. CAMPO has also set out to provide additional analysis for four test case corridors, SH 21, FM 734, RM 1431, and RM 12. For each, specific treatments and cross sections, as featured in the Pattern Book, were applied to the test case corridors and provide additional analysis on improvements or policies that can help these corridors better meet with the goals and objectives stated in the plan.

Step Six: Establishing Regional Corridors

With a full map in place of planned, desired, and gap facilities, CAMPO identified areas where these individual pieces (typically on the same roadway) could create longer distance, strategically connected "Regional Corridors." This was done, in part, to help illustrate the impact that individual improvements may have on the mobility demands along a given corridor, and to provide truly regional connections to a wider variety of communities.



Source:
CAMPO, 2018
Texas Department of Transportation (TxDOT), 2018

Figure 1.9 Regional corridors

2045 Regional Arterials Study

CAMPO combined individual improvements, as shown below, to form each Regional Corridor. Most of the Regional Corridors were comprised of multiple segments with improvements or new facilities planned by a local entity or identified through this planning process. The Regional Corridor below follows RM 1431 going east through the region, then following University Boulevard, Chandler Road, and a planned extension of that corridor to the eastern extent of the region. These corridors cross multiple jurisdictions from Kingsland to just north of Taylor.

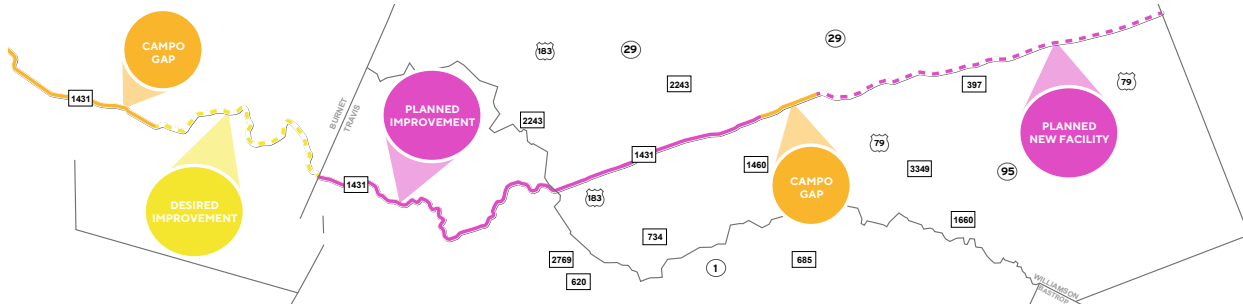


Figure 1.10 Example of corridor segmentation

The Regional Corridors were inventoried in a table to organize all the information previously collected regarding the improvements or proposed new facilities that form each one of them. The process of building the inventory followed the procedure illustrated below, with segments generally determined by a break in the source of the planned improvement or new facility.

1	Regional Corridor - AF	
1.1	Segment From A to B	Planned Improvement
1.2	Segment From B to C	Planned New Facility
1.3	Segment From C to D	Desired
1.4	Segment From D to E	Existing
1.5	Segment From E to F	CAMPO Gap

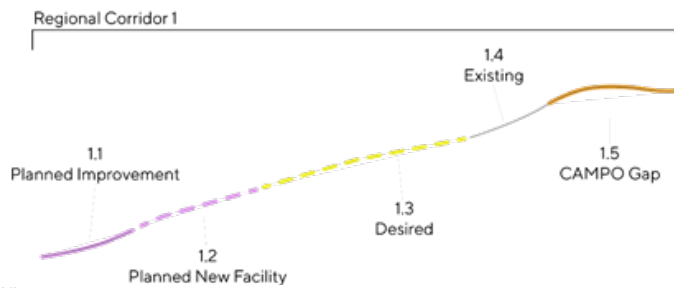


Figure 1.11 Example of corridor segmentation

Step Seven: Scenario Analysis

To better understand the impact of the improved and new facilities that make up the Combined Concept network, a series of five scenarios were developed. Four of the scenarios will be assessed through the CAMPO Transportation Demand Model, while an additional scenario was analyzed outside of the model. Scenario descriptions are as follows:

Scenario Z: Future No Build

Scenario Z is based on the 2040 adopted demographic forecast found in the currently approved Transportation Demand Model. This scenario assumes a doubling of our current population and no roadway improvements beyond those contained in the Transportation Improvement Program (TIP). This type of scenario is often referred to as a "Do-nothing" scenario and is used to compare the impacts of improvements made in other scenarios.

Scenario A1/2: Interim Reversible

Scenario A ½ evaluates the potential of an interim operational design change within the no-build roadway network. This option looked at the potential benefits of reversing the directionality of roadway lanes during the AM and PM peak periods. This option is referred to as the Interim Reversible Option. During peak periods, there are roadways in which the direction of travel is significantly higher in one direction than the other. Essentially, there is unused capacity in the lower traveled direction. The interim reversible lane option “borrows” a lane from the other direction so that capacity in the heavily traveled direction receives an additional lane of capacity during either the AM or PM peak periods.

The Interim Reversible Option was evaluated for a few selected roadways with heavy directional flows in the AM and PM peak periods. The table below illustrates the increase in carrying capacity with a reversible lane option. Although this option takes advantage of unused capacity without having to construct new lanes, there will be significant operational challenges to convert existing facilities into this type of usage.

Facility (location)	Existing Trips	Peak-period Reversible Lane Trips
EB FM 969 (@ Springdale)	2,768 (PM)	3,123 (PM)
WB RM 2222 (@ MoPac)	5,689 (PM)	7,210 (PM)
EB RM 2244 (@ Redbud Trail)	2,887 (AM)	4,283 (AM)

Figure 1.12 Reversible lane options

Scenario A: Regional Connectors

Scenario A is a scenario where only the regions’ major arterials are improved, and new major arterials are added to eliminate gaps within our regional connections. These types of roadways are the highest functioning roadways within our region and support most of our travel. Within Scenario A, these roadways are our region’s top tier roadways. Top tier roadways include all limited access and higher functioning principal arterials in the Capital Area MPO region.

A significant improvement was seen of several regional arterials. Vehicle hours of travel was reduced for all but one regional arterial while average speed increased on all the regional arterials.

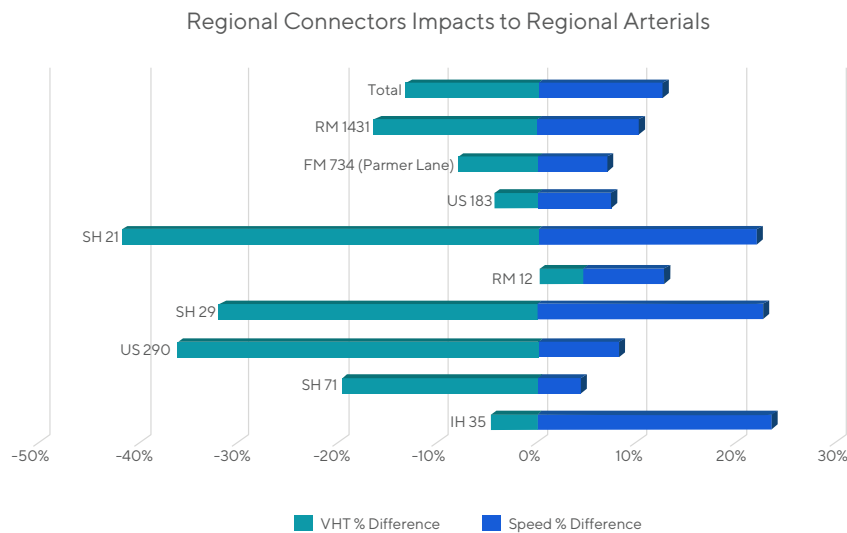


Figure 1.13

2045 Regional Arterials Study

Scenario B: HOV (High Occupancy Vehicle)

Scenario B was developed to qualitatively illustrate how facilities could increase person throughput by utilizing lane management techniques. This scenario includes the addition of a flexible lane type for a select number of the top tier roadways identified in Scenario A. Flexible lanes can be special use lanes that are managed – often referred to as “diamond” lanes. Their uses could change throughout the day. These flexible lanes or diamond lanes could be used for transit, highoccupancy vehicles and motorcycles, be limited to parking during offpeak times, be used to support reversible lanes, or be used as variable priced facilities. The flexible uses on arterials in the study would be assumed in the right lane in each direction or using shoulders. Shoulder use would require additional legislation at the state level.

Similar to the Reversible Lane Option in Scenario A 1/2, a few selected roadways were chosen as a test case for evaluation. CAMPO worked with Capital Area Rural Transportation System (CARTS) and Capital Metro Transit Authority (CMTA) to develop transit assumptions for the year 2040. These assumptions were used to determine the potential change in person throughput. These assumptions can be found within the Appendix. The table below provides the results for the HOV option. Under the HOV option, person throughput could be significantly increased on major regional arterials.

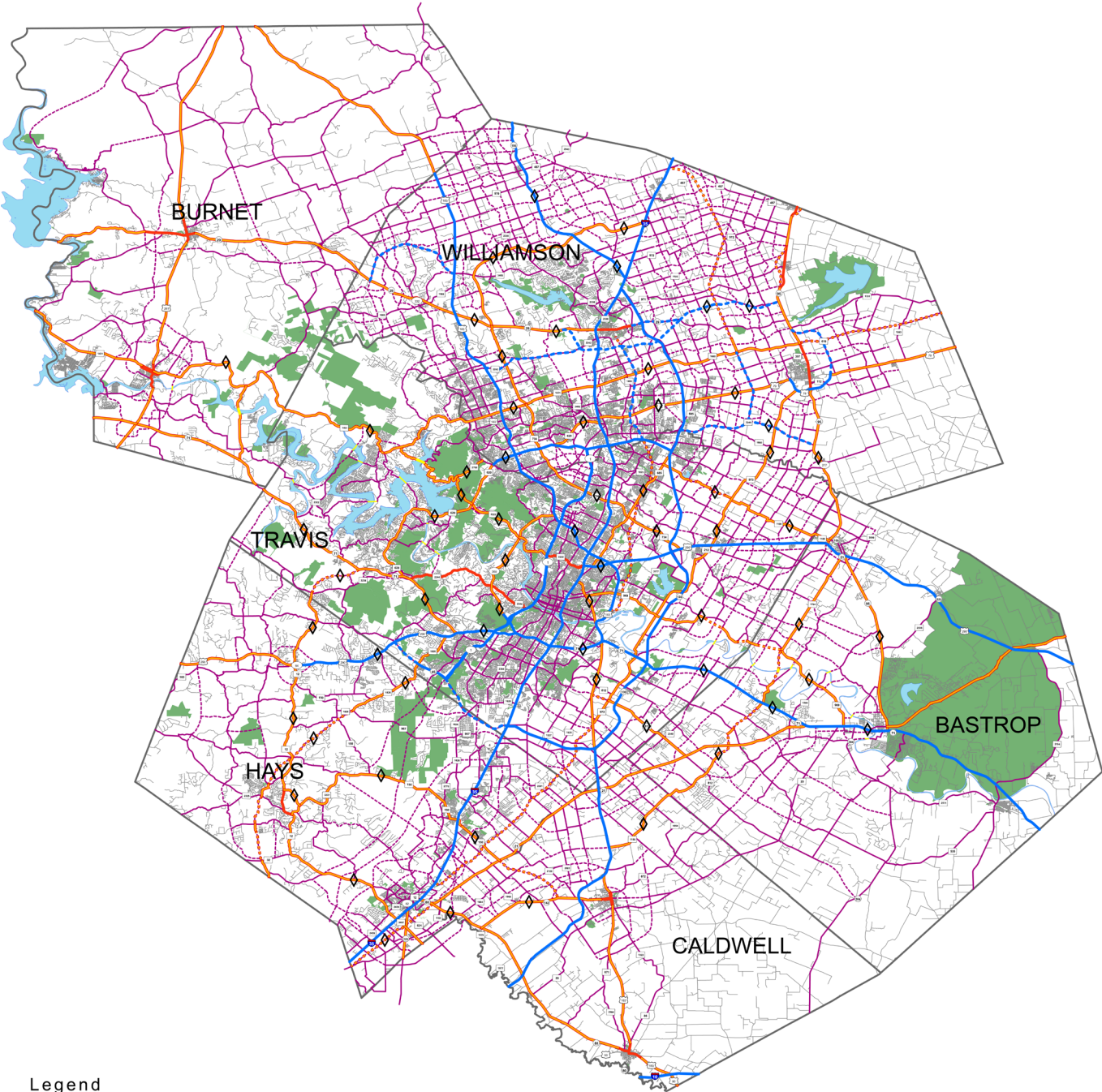
Facility	% Change in Vehicle Trips	% Change in Person Trips
RM 12	37%	83%
FM 1826	28%	63%
US 290 W	14%	35%
US 290 E	15%	37%
SH 71 E	18%	45%
SH 71 W	29%	65%
FM 734	17%	42%
RM 1431	21%	49%
US 183 N	7%	21%
US 183 S	17%	42%

Figure 1.14 Potential change in person trips

Scenario C: Combined Concept

This scenario combines the transportation plans from individual jurisdictions within the Capital Area MPO region. Scenario C builds upon the arterial network developed in Scenario A with more emphasis placed on increasing the number and connectivity of minor arterials throughout the region. This increase in minor arterials provides support to the region’s high capacity arterials and will help distribute trips more efficiently throughout the roadway network. This scenario provides redundancy to critical arterials in the event of an evacuation, hazardous spills, or major crashes which shut down portions of an arterial for an extended time. The network includes planned projects from the region’s municipalities’ and counties’ transportation plans. It also includes improvements identified by CAMPO that would improve connectivity in areas where roadway gaps were found to exist due to jurisdictional boundaries – gaps in planning jurisdictions.

Capital Area Region
Scenario C: Combined Concept



- Legend**
- Limited Access - Tolloed / Non Tolloed
 - New Limited Access - Tolloed / Non Tolloed
 - Principal - Regional Connector
 - New Principal - Regional Connector
 - Principal - Major Arterial
 - New Bridge
 - Existing Regional Corridor
 - New Regional Corridor
 - ◇ Managed/HOV Lane

0 12.5 25 Miles

Figure 1.15

Scenario D: Regional and Supporting Connections

The objective of Scenario D is to identify supporting minor arterial improvements from Scenario C that provide the greatest contribution to the top tier roadways identified in Scenario A. Selection criteria include safety, redundancy, volume to capacity ratios (V/C ratio), and input from the public. This scenario establishes the optimal blend of regional connectors from Scenario A and key supporting minor arterial connections from Scenario C.

The results for Scenario D show that roadway performance gained by Scenario A can be further increased with this expanded network as well. With this network which increases the lane miles by only 26% over Scenario 1, we see that VMT is reduced by 3% and VHT is reduced by 22%. Moreover, when comparing Scenario D with Scenario A, we see a 1.5% reduction in vehicle miles traveled (VMT) and a 10% reduction in vehicle hours traveled (VHT) with an 8% increase in lane miles. These results show that with strategic improvements we have the potential to improve safety, connectivity, and congestion while also reducing the miles and amount of time driven.

Capital Area Region Scenario D: Regional and Supporting Connections

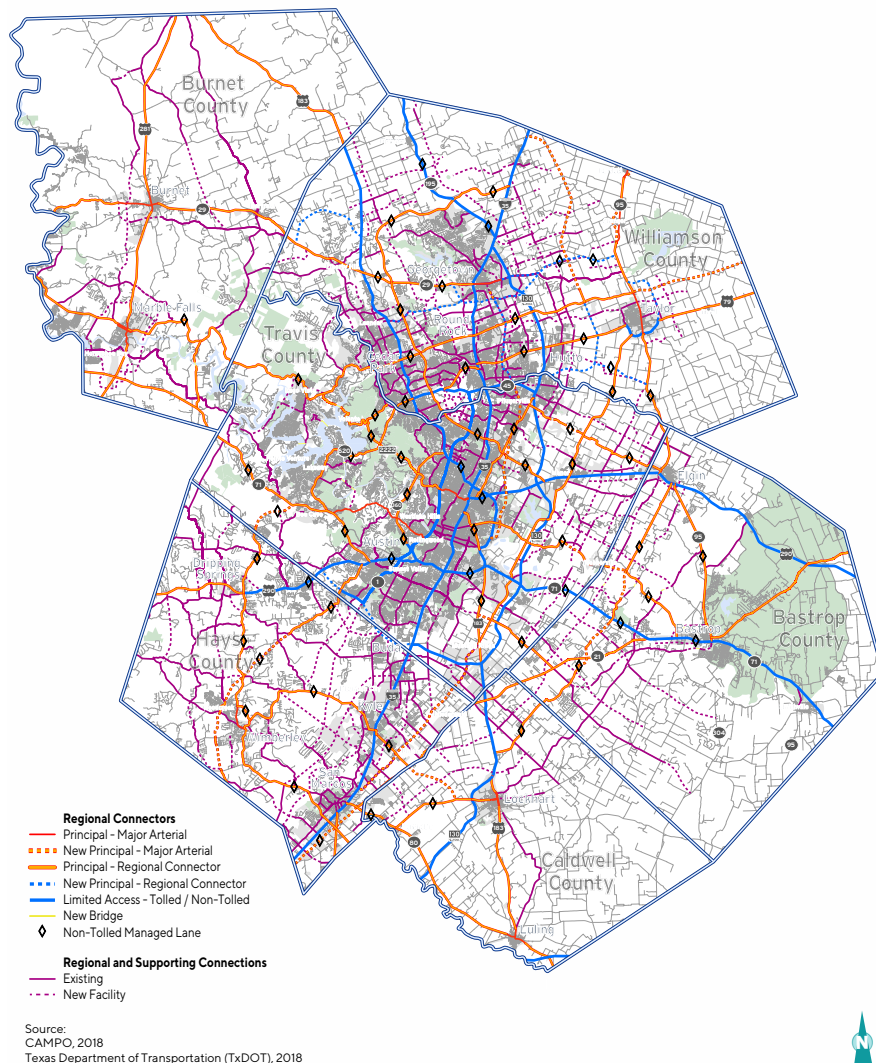


Figure 1.16

A summary of model results for the associated scenarios are shown below.

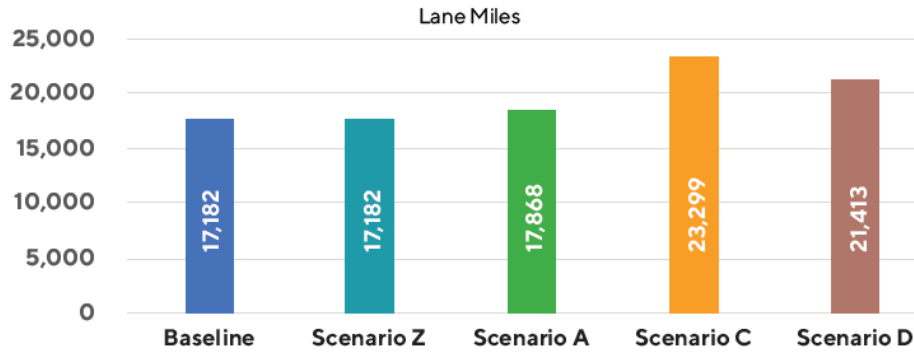


Figure 4.10

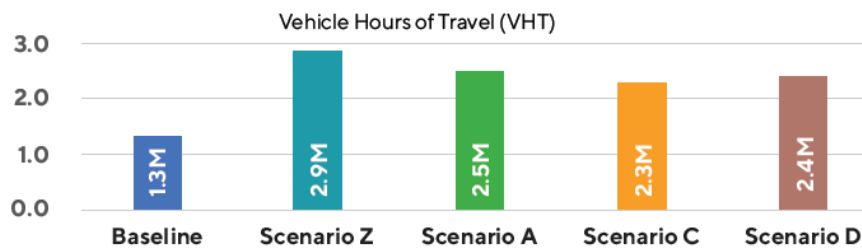


Figure 4.11

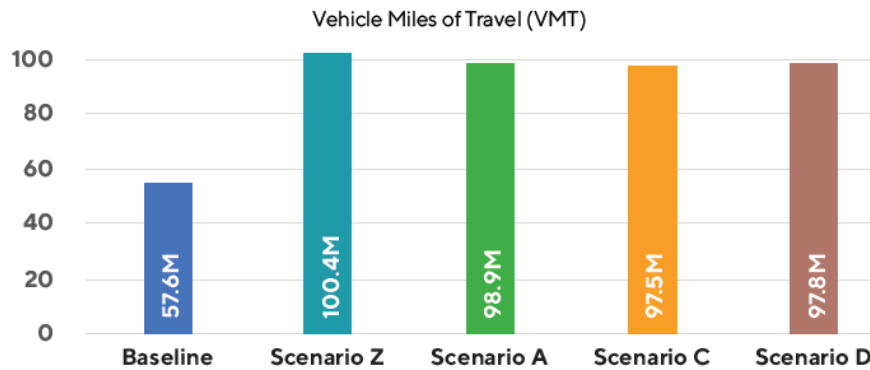


Figure 1.17 Model results summary

The final output of the Combined Concept network is an inventory of arterial improvements including their descriptions, source, and costs. These improvements are contained in the Arterial Concept List.

How Does a Project on the Arterials Concept List Advance?

As with any project, there are several challenges and hurdles to overcome before a project ever gets constructed. Improvements contained in the Arterial Concept List must have a project sponsor. The project sponsor is the lead agency or jurisdiction responsible for the promotion, development, and funding of the project. No project can advance without a project sponsor. These improvements would also have to be adopted into the CAMPO 2045 Long Range Transportation Plan. Funding would also have to be available for project development. Project development is the planning phase where roadway alignments and the design begin to take shape. Prior to construction, environmental clearance and approval following the National Environmental Policy Act (NEPA) would have to occur. Finally, the project will need construction dollars and will need to be contained in the Statewide Transportation Improvement Program (STIP).



COMMENT CARD

Name (required): Shuling Liu
Address: _____
Zip Code: _____
Email: [REDACTED]

Please share your comments on:

- The Regional Arterials Study The Transportation Demand Management Plan
 The MoKan/Northeast Subregional Plan Other

I don't think the two bridges connecting into Steiner Ranch is a good option. It does not release much of the commuting pressure we currently have, where most of the Steiner residents go north on 620 for work. These bridges only make the commuting north on 620 from Steiner worse. The better option should be better connection to 2222 from Steiner, or to 2244. Also, I have safety concerns over the bridges options. Will this turn Steiner into a cut through community? Kids go to school, daily walk by Quiland Park both get affected. Also, with more cut-through traffic, general safety is also a concern.

Other thoughts are for 620 & 2222. Adding additional lanes, more efficient intersections & traffic lights should be considered. Maybe turning 620 to a toll-road?

A fly-over bridge across the BCCP to 2222 or 2244. A bridge over Lake Travis connecting to the north could also release some of the 620 northbound traffic.

Overall 620 ~~from~~ to Anderson Mill Rd. needs immediate improvement. Anderson Mills Rd itself also need to add capacity.

Public comment period closes at 5 p.m. Monday, July 15, 2019.

RETURN COMMENTS BY:

Fax: 737.708.8140

Mail: CAMPO

3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



COMMENT CARD

Name (required): Mike Body

Address: _____

Zip Code: _____

Email: _____

Please share your comments on:

- The Regional Arterials Study
- The Transportation Demand Management Plan
- The MoKan/Northeast Subregional Plan
- Other

I appreciate the professional approach that CAMPO has brought to Transportation Planning in the last few years.

Public comment period closes at 5 p.m. Monday, July 15, 2019.

RETURN COMMENTS BY:

Fax: 737.708.8140
Mail: CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



COMMENT CARD

Name (required): DAVID BAKER
 Address: [REDACTED]
 Zip Code: 78676
 Email: [REDACTED]

Please share your comments on:

- The Regional Arterials Study The Transportation Demand Management Plan
 The MoKan/Northeast Subregional Plan Other

It would be helpful to see the land use plan associated with each scenario.

Do not expand any new roads or improvements to western hays other than multimodal lanes specifically on RR 12, FM 150 & Elderhill Road (FM 170)

Focus on capacity along I-35 & EAST OF THE EDWARDS AQUIFER.

ESTABLISH RAIL CORRIDORS (LONE STAR RAIL) REDESIGNED ALONG UNION PACIFIC ALIGNMENT OR NEW ALIGNMENT IN ORDER TO CLUSTER DEVELOPMENT AT CRITICAL POINTS BETWEEN AUSTIN-SAN MARCOS & SAN ANTONIO

DO NOT BUILD NEW ROADS IN WESTERN HILL COUNTRY ESPECIALLY IN CONSERVED LANDS & CRITICAL WATERSHEDS IN HAYS

Public comment period closes at 5 p.m. Monday, July 15, 2019. TRAVIS COUNTY

RETURN COMMENTS BY:

Fax: 737.708.8140
Mail: CAMPO
 3300 N. Interstate 35, Suite 630
 Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
 Austin, Texas 78705



COMMENT CARD

Name (required): LeAnn Hilton
Address: [REDACTED]
Zip Code: 78700
Email: [REDACTED]

Please share your comments on:

- The Regional Arterials Study
- The Transportation Demand Management Plan
- The MoKan/Northeast Subregional Plan
- Other

No super highways going through neighborhoods or downtown Pflugerville. Proposals presented put super highways going directly through many nice neighborhoods butting up to houses (front yards and back) as well as almost on top of schools. This is not an acceptable proposal for these reasons and many more.

Residents and others are more likely to support and benefit from a hike and bike trail and alternative transportation solutions going through Dessau.

Public comment period closes at 5 p.m. Monday, July 15, 2019.

RETURN COMMENTS BY:

Fax: 737.708.8140
Mail: CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



COMMENT CARD

Christy Moniro

Name (required):

Address:

Zip Code:

781048

Email:

Please share your comments on:

- The Regional Arterials Study
The Transportation Demand Management Plan
The MoKan/Northeast Subregional Plan
Other

Very informative, thank you

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COMMENT CARD

Name (required): Wallis Meshner
Address: [REDACTED]
Zip Code: 78665
Email: [REDACTED]

Please share your comments on:

- The Regional Arterials Study The Transportation Demand Management Plan
 The MoKan/Northeast Subregional Plan Other

1. Redundancy of MoKan w/ (funded) Kenny Fort + 35, AW Armes, + 130 = MoKan NOT NEEDED
2. Already have enough N/S, need E/W, or a hike + Bike trail, not another highway.
3. Need local connectivity, NOT more highways. I cant get to the Park < 1 mile from my house w/o walking 5+ miles.
4. Dont take away fire access for our neighborhood. Existing ingress/egress is required to meet fire code.
5. Lets fix what we have (ie 79, access roads on 45, local connectivity) instead of spending \$ on highways we dont need!
6. Please include light rail, hike + bike ~~not just highway.~~

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COMMENT CARD

Name (required): Cynthia Oden
Address: [REDACTED]
Zip Code: 78665
Email: [REDACTED]

Please share your comments on:

- The Regional Arterials Study The Transportation Demand Management Plan
 The MoKan/Northeast Subregional Plan Other

In my subdivision my home backs right up to the MoKan proposed road - it would be better to use the TexDot property for hiking & biking trails for north/south to connect to the Gattis School Elementary School and local dog park. There is already Hwy 79 and Fort Kenny Rd within .5-1 mile away.

Also in the 20 year plan there should be less roads a much more light rail.

The citys should focus more on local connectivity between roads. For example we have to get on the 45 Toll road to go one exit, instead of having a feeder road between Round Rock and Pflugerville

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Austin, Texas 78705



COMMENT CARD

Name (required):

DICK KALLERMAN

Address:

[Redacted]

Zip Code:

78704

Email:

[Redacted]

Please share your comments on:

- The Regional Arterials Study
- The Transportation Demand Management Plan
- The MoKan/Northeast Subregional Plan
- Other

Criticisms?

① The RAS does not take into account the changes happening in transportation modes. We are on the cusp of rapid change. It should be reflected in RAS

② Western Travis County and western Hays County have road networks that do not account for fragility and the damage that will be done downstream, i.e., the city of Austin

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Austin, Texas 78705



COMMENT CARD

Name (required): John Laycock
 Address: [REDACTED]
 Zip Code: 78702
 Email: [REDACTED]

Please share your comments on:

- The Regional Arterials Study
- The Transportation Demand Management Plan
- The MoKan/Northeast Subregional Plan
- Other

Consider why MoKan needs to be a large highway parallel to 8 other wide highways

IDM plan - subordinated by the arterial plan

Arterial plan - this is an absurd waste of planning expertise and money. Why bother with a fanciful wish list generated by naive and incompetent modeling? No induced demand? No land use?

It sets up your 2045 plan to be totally car-dominated! You've done a huge bulk of work with the idea of "mode shift" later. too much inertia

Anyway, thanks!
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 Austin, Texas 78705



COMMENT CARD

Name (required):

Philip Dexter

Address:

[Redacted]

Zip Code:

78758

Email:

[Redacted]

Please share your comments on:

- The Regional Arterials Study
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- Other

As an issue of connectivity and mobility, when the #10 Capitol Metro Route was altered last year service to the Greyhound Bus Station at Karnig Ln and Clayton Ln was discontinued. During the public comment period before this change went into effect, I suggested to one of Cap Metro's Planners at one of their open houses a simple solution to this problem: simply extend new Route #394 from its Eastbound Termination to an Eastbound Termination in front of the Greyhound Bus Station at the corner of Middle Fiskville Road and Clayton Ln. Then return to route via Karnig Ln and Airport Blvd. I have repeated this suggest to several more Cap Metro representatives, most recently by phone to Jackie Nienburg yesterday, June 13th, 2019. She said she would get back to me. But since you are the connectivity agency I thought I would take this opportunity to apprise you of the situation.

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Austin, Texas 78705



COMMENT CARD

Name (required): Robert Paigh
Address: [REDACTED]
Zip Code: 78726
Email: [REDACTED]

Please share your comments on:

- The Regional Arterials Study The Transportation Demand Management Plan
 The MoKan/Northeast Subregional Plan Other

SH95 should have a wide center median like US 183.

What you are showing is not in conformance with the Williamson County Transportation Plan.

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Austin, Texas 78705



COMMENT CARD

Name (required): Grant Henry
 Address: _____
 Zip Code: 78721
 Email: _____

Please share your comments on:

- The Regional Arterials Study The Transportation Demand Management Plan
 The MoKan/Northeast Subregional Plan Other

Need mass transit options for Elgin +
Manor to get to Austin downtown + Airport.

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Share your thoughts on the questions below and general feedback on the Regional Arterials Study:

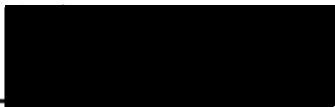
How do you think the findings in the Regional Arterials Study will affect your commute?

Will improving the region's arterials network improve your quality of life? Why or why not?

Which network do you think will most benefit the region?

Other comments:

Brenda Brinsfield



Elgin, TX



*Scenario B & C need much more explanation,
Disadv. are clear but what are you going up?*

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

Lots of work has been done! Road designs are still focused on cars and not multimodal uses.

Will improving the region's arterials network improve your quality of life? Why or why not?

Yes. We ~~use~~ often cancel trips around the region because traffic is so bad. But we would rather bus/train/bike than car.

Which network do you think will most benefit the region?

Scenario B HOV lanes!!! And off-road bike trails.

Other comments:

Multimodal! We need to think of ways to move people, not cars. Diversify uses. Most of these models presume behavior won't change, and it definitely won't if we don't diversify options and think of cars door-to-door.

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

IT WILL FORCE ME TO END MY BIKE COMMUTE AS THE AIR QUALITY FALLS BECAUSE OF OZONE LEVELS.

Will improving the region's arterials network improve your quality of life? Why or why not?

NO, THIS PLAN IS BASICALLY A CLIMATE CHANGE DENIER PLAN AND WE WILL BE FORCED TO TAKE MORE DRASTIC EFFORTS IN THE FUTURE TO COUNTERACT THE RESULTS

Which network do you think will most benefit the region?

NONE

Other comments:

UN CLIMATE REPORT SAYS WE NEED TO REDUCE ~~CARBON~~ CARBON TO 45% OF 2010 LEVELS TO AVOID CATASTROPHIC EFFECTS. DOES THIS PLAN DO THAT?

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

As shown, it will have zero impact. If MOKAN included a rail option, it would significantly help me and my family

Will improving the region's arterials network improve your quality of life? Why or why not?

It will decrease my quality of life because of the air pollution generated from the additional trucks and cars as well as the detrimental effects on the climate crisis/global warming

Which network do you think will most benefit the region?

MOKAN if it included passenger rail options for hi-speed and local extended to the airport

Other comments:

Like 130 new highways encourage urban sprawl and disconnected communities. As a waste of tax dollars.

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

Only if governments get off their butts and do something about it.

Will improving the region's arterials network improve your quality of life? Why or why not? . Traffic already is causing major problems in moving about the area

Which network do you think will most benefit the region? The Mopan from 35 all the way down to 290

Other comments:

Roads are 50 years behind! Roads should be a priority to every governing body at every level; city, county & state!

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

They will flood I-35 + MOPAC with more cars so traffic worsening my commute.

Will improving the region's arterials network improve your quality of life? Why or why not?

No. Induce sprawl, create ozone, pollution this is a terrible idea

Which network do you think will most benefit the region?

None of them. They are all dystopian nightmares!

Other comments:

Your modeling is absurd! No accounting for land use, mode shift, induced demand, ... feedback, cost, feasibility

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

Will try to look for alternatives to driving at peak hours.

Will improving the region's arterials network improve your quality of life? Why or why not?

Yes - less traffic and time in cars is beneficial to all

Which network do you think will most benefit the region?

Scenario B

Other comments:

Would like more biking in general

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

NOT AT ALL. I LIVE IN THE CITY. MORE STREETS
WILL NOT HELP ME

Will improving the region's arterials network improve your quality of life? Why or why not?

NO. A HEAVY HANDED DRIVE FOR MORE LONG
MILES CAN ONLY MAKE THINGS WORSE.

Which network do you think will most ^{HARM} benefit the region?

NEW ROADS WILLY ~~BE~~ NILLY IN ~~THE~~ WESTERN
TRAVIS & HAYES COUNTIES CAN RUIN THE HILLS AND
STREAMS AND DAMAGE AUSTIN DOWNSTREAM.

Other comments:

GOODBY CLEAN CREEKS AND CLEAN AQUIFERS
MORE ROADS SHOULD NOT BE ON TOP OF THE
REGION'S MOBILITY FUTURE



Share your thoughts on the questions below and general feedback on the Regional Arterials Study:

How do you think the findings in the Regional Arterials Study will affect your commute?

Not sure findings

Will improving the region's arterials network improve your quality of life? Why or why not?

more roads, roads less busy, more people drive
because roads less busy? Roads more busy! more
roads. Roads less busy, more people drive roads less
busy?

Which network do you think will most benefit the region?

major roads widened

Other comments:

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

It seems Scenario B will be a cost effective way of addressing the growth that is coming to the region.

Will improving the region's arterials network improve your quality of life? Why or why not?

Yes, the additional capacity and the secondary routes will provide relief when accidents occur.

Which network do you think will most benefit the region?

Scenario B

Other comments:

Thank you CAMPO (staff) for taking a hard look at some viable alternatives and developing a process that is objective.

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

My commute looks like limited options but so far it is not unbearable.

Will improving the region's arterials network improve your quality of life? Why or why not?

Yes and no. Yes if we can create a transportation system that does not create traffic jams.

Which network do you think will most benefit the region?

2040 Network

Other comments:

My concern is St. Hwy 142 from Mockingbird to 142 West. We have a potential hospital development coming. New Apartments and a Mixed District that has 1500 homes proposed. ~~With~~ Also ~~the~~ having ~~to~~ roadways coming to Lockhart with 150 and 2720.



Share your thoughts on the questions below and general feedback on the Regional Arterials Study:

How do you think the findings in the Regional Arterials Study will affect your commute?

Impiace.

Will improving the region's arterials network improve your quality of life? Why or why not?

NO, obviously.

Which network do you think will most benefit the region?

?

Other comments:

very interesting.
com

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

POSITIVE LONG TERM IMPACT. TRAFFIC IS LIKE ENERGY, THE MORE DIVERSE AND MORE CONNECTIONS IN THE NETWORK; THE MORE ENERGY CAN DISPERSE ~~ACROSS~~ ACROSS THE NETWORK.

Will improving the region's arterials network improve your quality of life? Why or why not?

YES, PLANNING AND EXECUTION OF FUTURE REGIONAL ARTERIAL PROJECTS WILL IMPROVE CONNECTIVITY OF THE NETWORK.

Which network do you think will most benefit the region?

ESTABLISHMENT OF A REGIONAL NETWORK. REGION ARTERIALS ARE A MUST, FOR FUTURE NEIGHBORHOODS AND CONNECTIONS TO TIE INTO PROPAGATING NETWORK CONNECTIVITY.

Other comments:

EXCELLENT, OUTREACH, TRANSPARENCY, AND PROFESSIONALISM OF CAMPO STAFF IN DEVELOPING AND REFINING THE DRAFT REGIONAL ARTERIALS PLAN.

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

Will improving the region's arterials network improve your quality of life? Why or why not?

Which network do you think will most benefit the region?

MORE EAST/WEST CONNECTIONS B/W HILL COUNTRY & TMSA COUNTIES

Other comments:

PLEASE ~~RELIEVE~~ TRUCK TRAFFIC IN + AROUND MARBLE FALLS;
THE CAMPO STAFF IS UNBELIEVABLY AMAZING!

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

It could remove other commuters from my drive, but my A to B commute doesn't utilize any regional arterials.

Will improving the region's arterials network improve your quality of life? Why or why not? It could; moving persons through a region can make more places more easily accessible.

Which network do you think will most benefit the region?

Those ~~road~~ facilities which can be built along & between commuter ~~roads~~ bus depot / park & rides.

Other comments:

I'm curious about on-going maintenance costs for that which gets built; will any road networks be abandoned/removed?; how would rail along more major corridors affect demand modeling? Is BRT a reality for ex-urban commuters?



Share your thoughts on the questions below and general feedback on the Regional Arterials Study:

How do you think the findings in the Regional Arterials Study will affect your commute?

NEED TO FIND BETTER SOURCE OF FUNDING → DIGITAL LICENSE PLATES
WOULD BE FIRST MAJOR STEP TOWARDS VMT-BASED TAX

Will improving the region's arterials network improve your quality of life? Why or why not?

HIGHWAYS CANNOT BE ONLY SOLUTION, BUT AT LEAST 55% OF POP
ALREADY HERE IN A SPREAD OUT PATTERN → AT LEAST HALF OF ADDITIONAL
GROWTH WILL CONTINUE DISPERSION PATTERNS WHICH CAN BEST BE ACCOMMODATED WITH
AUTO S/TRANS

Which network do you think will most benefit the region?

C WILL REDUCE CONCENTRATION OF VEHICLES & PROVIDE MORE ACTIVE
TRANSFORMATION/TRANSIT USAGE — NEED TO PAIR THIS WITH BETTER SWMS
TO MINIMIZE FLOODING

Other comments:

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

It will make me more cognizant when looking for employment and or housing

Will improving the region's arterials network improve your quality of life? Why or why not?

No-primarily b/c I live where we have extremely limited non-vehicular options. The TDM plan might be a place for folks to look up there are very limited options.

Which network do you think will most benefit the region?

I prefer scenario B. Primarily because "C" appears to have overbuilt some of the area, esp in Will Co & Burmet. "B" appears to have to "new" roads where development will most likely go.

Other comments:

Thank you!



Share your thoughts on the questions below and general feedback on the Regional Arterials Study:

How do you think the findings in the Regional Arterials Study will affect your commute?

I live in Elgin & work in Taylor currently —
Partly because the commute to Austin has gotten so bad.

Will improving the region's arterials network improve your quality of life? Why or why not?

Yes. I find myself staying home in Elgin more just
to avoid traffic.

Which network do you think will most benefit the region?

Other comments:

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

Hopefully it will help.

Will improving the region's arterials network improve your quality of life? Why or why not?

Most likely - Having other options is always a good thing.

Which network do you think will most benefit the region?

Regional Plan

Other comments:

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

APPEARS TO BE A GOOD STEP TOWARD A PLAN, ALBERT A HIGHWAY BASED PLAN.
SEEMS TO BE LACKING ANY COMMITMENT TO TRANSIT APPLICATIONS FOR FUTURE MOBILITY.

Will improving the region's arterials network improve your quality of life? Why or why not?

PROBABLY, ALTHOUGH AS ~~AT~~ A RETIRED PERSON, DAILY TRIPS ARE LIMITED & MOSTLY LOCAL.

Which network do you think will most benefit the region?

NOT ALL THAT FAMILIAR WITH AREA YET, BUT - SEEMS LIKE
ANY AND ALL POSSIBLE SOLUTIONS & CORRIDORS SHOULD BE ADVANCED
THIS REGION IS WOEFULLY BEHIND IN MOBILITY PLANNING.

Other comments:

I WOULD RECOMMEND INCLUDING CONSIDERATION FOR A-I VEHICLE.
BY THE TIME ANY OF THESE CORRIDORS ARE DEVELOPED, A-I VEHICLES
WILL BE THE NORM.



Share your thoughts on the questions below and general feedback on the Regional Arterials Study:

How do you think the findings in the Regional Arterials Study will affect your commute?

I think it will affect me positively. I'm encouraged to see what is in the works. I like the fact that "attractiveness" - "appearance" is also being incorporated.

Will improving the region's arterials network improve your quality of life? Why or why not?

Anything that reduces time in traffic improves my quality of life.

Which network do you think will most benefit the region?

Other comments:

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

Will improving the region's arterials network improve your quality of life? Why or why not?

WE LIVE IN STETNER RANCH and are Retired. We have concerns about access to emergency medical services which the ROUTE TO LAKEWAY and 360 would solve that. Opening a route to Lakeway would provide access to medical services for ~ 15,000 residents

Which network do you think will most benefit the region?

The Road to 620/LAKEWAY allows residents to evacuate in case a fire blocked access to North Quinlan; we spent 2 1/2 hours in our car trying to evacuate in 2011 ~~fire~~ fire. Had Quinlan Road been blocked we would have had no evacuation route.

Other comments:

The exit Route to Bee cave also provide evacuation in case of fire but limited access to medical emergency care in lakeway hospital I have heard people express concerns that this may provide a shortcut and increased traffic on Quinlan but since Quinlan Rd has a 35mph speed limit and 3 school-zones to cross, it seems that 620 would still be the preferred route with a speed limit of 60 mph.

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

I am less concerned about my commute than I am about property values in my neighborhood.

Will improving the region's arterials network improve your quality of life? Why or why not?

Please see above

Which network do you think will most benefit the region?

Other comments:

I travel to and from downtown Austin daily. I have very serious concerns about the concept of extending Quinlan Park Road across the lake and in the direction of Bee Cover Road. As a resident of Steiner Ranch, I believe that any benefit to the community would be greatly outweighed by the impact to the Steiner Ranch community, including a disruption of the insular essence of the neighborhood, increased traffic in the neighborhood, and most critically, a negative impact on our property values. I understand the theory behind the concept, but as a homeowner, I am vigorously opposed to it. IT'S JUST NOT WORTH IT. Thank you for your consideration.

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

No impact expected.

Will improving the region's arterials network improve your quality of life? Why or why not?

Not necessarily.

Which network do you think will most benefit the region?

- Extending 2222 to connect with 1431.
- Making 2222 no left turn @ Vandergrift H.S.

Other comments: We do not want any connections or extensions of Quinlan Park Road in Steiner Ranch. Steiner Ranch is a beautiful unique neighborhood and enclave. The nature of the site and the adjacent land are treasures that must be protected. The safety and security of our community require limited public access.

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

I live in Spicewood and we need another way to cross the lak

Will improving the region's arterials network improve your quality of life? Why or why not?

yes - need more roads

Which network do you think will most benefit the region?

We need a bridge connecting North shore and South shore for EMS + fire safety and for efficient transportation from Spicewood to Cedar Park

Other comments:

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

I'm Retired, but plan my activities around the ~~to~~ less traffic when I can

Will improving the region's arterials network improve your quality of life? Why or why not?

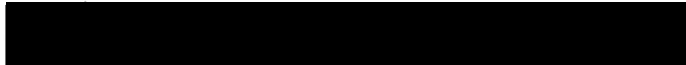
YES, LESS traffic would be beneficial

Which network do you think will most benefit the region?

I can't tell from the information presented. Note that I've been an ENGINEERING EXECUTIVE @ GE + LOCKHEED Martin

Other comments: I live in STEINER Ranch and am concerned

with Option C. I can't even tell what it is from the maps presented. This is totally unacceptable. You are asking for comments and not giving sufficient information. William L. Hamm



Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

Scale of all drawings is too small. Should have larger plots of portion of study area where public meeting is held. Glad future travel needs are being considered.

Will improving the region's arterials network improve your quality of life? Why or why not?

Will make improvement in quality of life over current roadway network. However, even without growth in population will make congestion worse even with improved arterial network.

Have you considered potential impact of use of shared ~~car~~ autonomous vehicles rather than individual ownership?

Which network do you think will most benefit the region?
Improvements to US 290 west of Industrial Oaks plus improvements to 43+ FM 1431 are absolutely critical to future mobility on west side.

Other comments:

Having no limited access highways on the west side between US 183 and US 290 will result in horrific congestion. There should be ~~be~~ a crossing of Lake Travis between Mansfield Dam and Marble Falls. There should be an arterial crossing Colorado River/Lake Austin between RM 670 and Loop 360 (potentially Quinlan Park) so Steiner Ranch traffic is not all forced north to RM 620. Consider a connection through canyon lands (extend McNeil from Spirewood Springs to Four Points area). Will reduce VMT and travel time between Technology Center on 183 and Four Points area considerably.

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

Marginally negative.

Will improving the region's arterials network improve your quality of life? Why or why not?

No. To the contrary, the increased traffic will have a negative impact.

Which network do you think will most benefit the region?

All are equally negative.

Other comments:

Who funds CAMPO? Public or private funds?

Share your thoughts on the questions below and general feedback on the Regional Arterials Study:



How do you think the findings in the Regional Arterials Study will affect your commute?

Will improving the region's arterials network improve your quality of life? Why or why not?

Which network do you think will most benefit the region?

Other comments:

ALL OF THE IDENTIFIED ARTERIALS ARE SUITABLE FOR BICYCLE LANES.

City of West Lake Hills

911 Westlake Drive

West Lake Hills, Texas 78746-4509



July 12, 2019

Linda Anthony, Mayor

City Councilmembers:
Jim O'Connor, Mayor Pro Tem
Rhonda McCollough
Brian Plunkett
Beth South
Darin Walker

Robert J. Wood, City Administrator

City Hall: (512) 327-3628

Fax: (512) 327-1863

www.westlakehills.org

cityhall@westlakehills.org

Police Department: (512) 327-1195

Fax: (512) 329-5517

CAMPO

3300 North IH-35, Suite 630
Austin, Texas 78705

Dear: CAMPO Board Members,

The City of West Lake Hills urges you to reject a proposal that would turn our new center turn lane on Bee Cave Road to a reversible lane during rush hours.

The center turn lane has been more than two decades in the making, and at long last is nearing completion. The dedicated turn lane is a critical safety factor for all who travel the Bee Cave corridor through our city. The vast majority of traffic accidents in the city occur along the stretch of Bee Cave from Redbud Trail to Walsh Tarlton, either from rear end collisions or attempts to turn left. A dedicated turn lane also improves traffic flow through our city, which also reduces cut-through traffic in our neighborhoods.

The West Lake Hills City Council passed a resolution in 2011 to acquire the necessary right-of-way to widen Bee Cave Road to include not only a center turn lane, but sidewalks along both sides of the roadway. It took seven years to acquire the land, and cost our taxpayers more than \$6 million - which represented about two-thirds of the city's reserve funds.

We did so because we felt this project was needed to increase our residents' safety and the safety of all who travel this corridor. In addition, this stretch of roadway is the city's commercial district, and the financial lifeblood of our community. Nearly two-thirds of the city's revenue is generated through sales tax revenue, which allows us to keep our property taxes at one of the lowest levels in the state.

Despite the disruption this project has caused, our business community has been very supportive of this project as they believe it will allow for easier - and safer - access to their businesses. Our residents have endured an increase in cut through traffic and street closures but they have voiced their support for this project as they believe it will bring a better and safer travel experience for years to come.

Please consider the years of planning and millions of our taxpayer's dollars it took to make this center turn lane a reality. We urge you to let us keep it a dedicated center turn lane.

Sincerely,

Linda Anthony
Mayor, City of West Lake Hills



July 10, 2019

Mr. Ashby Johnson
Executive Director
Capital Area Metropolitan Planning Organization
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Re: Regional Arterials Study, "Draft June 2019"

Dear Mr. Johnson:

The City of Rollingwood appreciates the opportunity to comment on the Regional Arterials Study. As part of the current process phase of "Draft June 2019" during the Public Open House for the Regional Arterials Study, the City of Rollingwood respectfully submits the following comments regarding current and future safety and connectivity needs in view of the "vision network" presented in the "Arterials Boards". The City of Rollingwood is a primary connector point for most of Western Travis County and desires to see improvements to the safety, mobility, economy, and environment of multimodal transportation choices along the roadways that intersect and border the City of Rollingwood and provide connectivity to downtown Austin.

I. The Regional Arterials Study and the need for providing local governments and the public a current version of the Regional Corridor Inventory for all counties

During one of the phases of the Regional Arterials Study, in April 2019, CAMPO distributed a Travis County Regional Corridor Inventory to Small Cities in Travis County and requested comments on the descriptions of roadways impacting small cities. The Travis County Regional Corridor Inventory includes an itemized inventory of local roadways, listed by regional project numbers, and descriptions of existing design, planned improvements, and "new facilities". The City of Rollingwood provided the following comments related to the Travis County Regional Corridor Inventory:

- (a) As to regional project number 90, "Bee Cave/Barton Springs/Riverside Connection", which includes 9 separate project segment descriptions along Bee Caves Road:

i. As to “90.1, Project/Facility Name: Bee Cave Rd – FM 2244; County: Travis; Project Type: Improvement; From SH 71; To: SL1; Source: CAMPO Gap; 2045(Design Type) Undivided; 2045 (improvement, # lanes): 4”, the City of Rollingwood, through Council Member and TAC Appointee Amy Pattillo, commented: *It is confusing that the entire length of Bee Cave Road is listed as a segment and characterized as undivided, 4. The majority of Bee Caves Road now is 4 lanes with a center turn lane.*

ii. As to “90.6, Project/Facility Name: Bee Cave Rd – FM 2244; County: Travis; Project Type: Improvement; From 0.1 Mile East of Redbud Trail; To: 1000 Ft. West of Buckeye Trail; Source: TxDot; 2045(Design Type) Divided; 2045 (improvement, # lanes): 5”, the City of Rollingwood, commented: *It is inconsistent that in 90.2, 90.3, 90.4, and 90.5, Bee Caves Road is described as divided 4 and in 90.6, 90.7, 90.8 and 90.9 it is described as divided 5. All these segments, existing or as planned for improvement (from my knowledge) are 4 lanes with a center turn lane.*

iii. As to “90.10, Project/Facility Name: Mopac Frontage Rd; County: Travis; Project Type: Existing; From Mopac Frontage Rd; To: Barton Spring Rd; Source: CAMPO Gap; 2045(Design Type) Divided; 2045 (improvement, # lanes): 6”, the City of Rollingwood, commented: *The portion of the Mopac frontage road between Bee Cave Road and the start of Barton Springs Road is only 2 lanes on each side, 4 lanes total.*

(b) As to regional project number 316, Mopac, which includes a single listing of “316.2, Project/Facility Name: Mopac; County: Travis; Project Type: Existing; From SH 45 S; To: Cesar Chavez; Source: TxDot; 2045(Design Type) Divided; 2045 (improvement, # lanes): 6 (non-tolled) + 4 Managed Lanes (tolled) + 4 frontage”, the City of Rollingwood, commented: *The description of Mopac appears to only include the bounds from the Northern point to Cesar Chavez, but not from Cesar Chavez to the Southern point. The description of Mopac, north of Cesar Chavez is marked as existing, however, is inconsistent with what currently exists, which is 6 (non-tolled) with 2 managed lanes (tolled). There are also portions of Mopac North of Cesar Chavez that do not include 4 frontage and also portions south bound from the 5th street exit to the 5th street entrance ramp that are only 2 non-tolled lanes. Before the Inventory is distributed to Councils and Commissioners Courts, I would respectfully request the opportunity to review and comment on the additional description of Mopac for the one or more segments proposed between Cesar Chavez and SH 45 SW.*

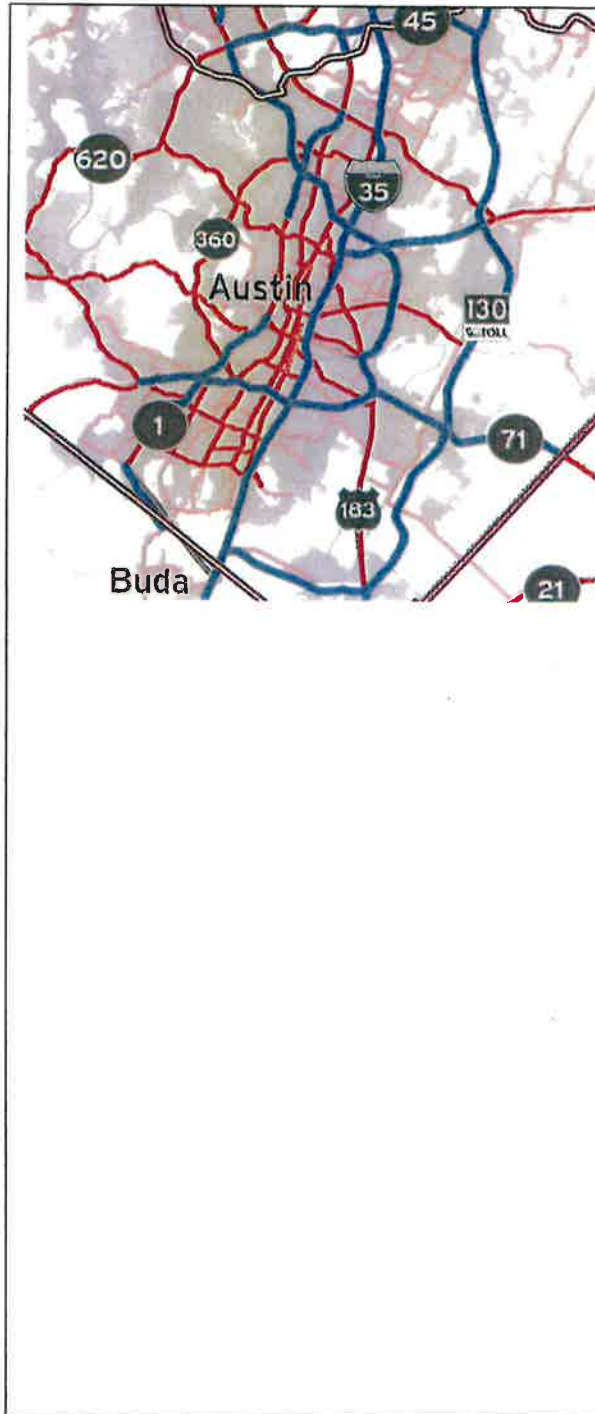
The City of Rollingwood notes that the “Draft June 2019” Public Open House does not include a Regional Corridor Inventory for any of the counties, for review by the public. In addition, the City of Rollingwood has not been provided with any updated draft of the Travis County Regional Corridor Inventory indicating whether any of the City of Rollingwood’s comments have been incorporated into the Travis County Regional Corridor Inventory or whether any other local government comments have been incorporated into the Travis County Regional Corridor Inventory.

In addition, the City of Rollingwood respectfully submits that the maps provided as part of the “Draft June 2019” Open House documents do not provide the City of Rollingwood, or its businesses and residents, with information indicating that the maps are based on the information collected into the Regional Corridor Inventory for each county. At a minimum, the “Draft June 2019” Open House

documents do not inform the City of Rollingwood or the general public regarding the assumptions made regarding the existing and/or planned updates to Mopac or Bee Caves Road.

The City of Rollingwood notes the following:

- (1) As to the “existing” map on page 7 of the “Arterial Boards”:



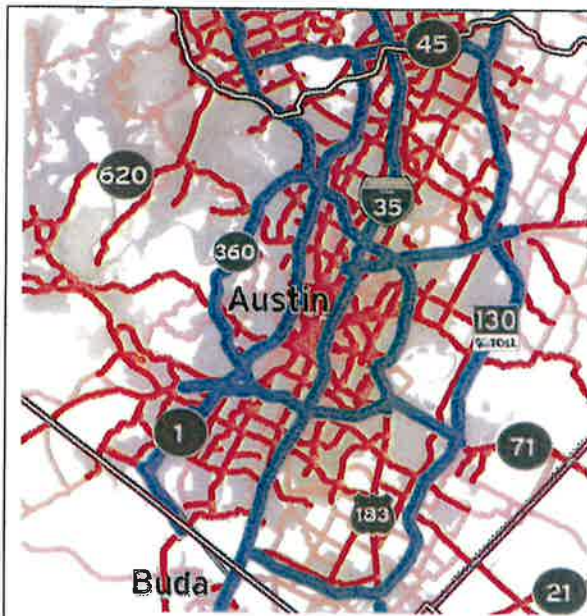
(a) Loop 1 is classified, from 45N to the 45SW, as a “limited access” segment, a “principal arterial” segment, a “limited access” segment, a “principal arterial” segment, a “limited access” segment and a “principal arterial” segment. The Regional Corridor Inventory previously provided to the City of Rollingwood does not reflect a separate description for each of these alleged segments, and also does not include any project description for Loop 1 South of Cesar Chavez.

(b) In addition, it is unclear from the Arterial Boards what criteria is used to label a segment of a roadway as “limited access” or “principal arterial”. There are portions of Loop 1 illustrated that include “managed lanes” and are labeled as both a “principal arterial” and “limited access” and there are portions of Loop 1 illustrated that do not include managed lanes and are labeled as both a “principal arterial” and “limited access”.

(c) Bee Caves Road is shown as a “principal arterial” from east to west, however, the Regional Corridor Inventory describes 9 segments of Bee Caves Road.

(d) It is unclear whether the Regional Corridor Inventory previously provided to the City of Rollingwood was informed by the “existing” map on page 7 of the “Arterial Boards” or whether the Regional Corridor Inventory has been updated to reflect the “existing” map.

(2) As to the “planned” map on page 7 of the “Arterials Boards”, based on the “2040 Planned Network:



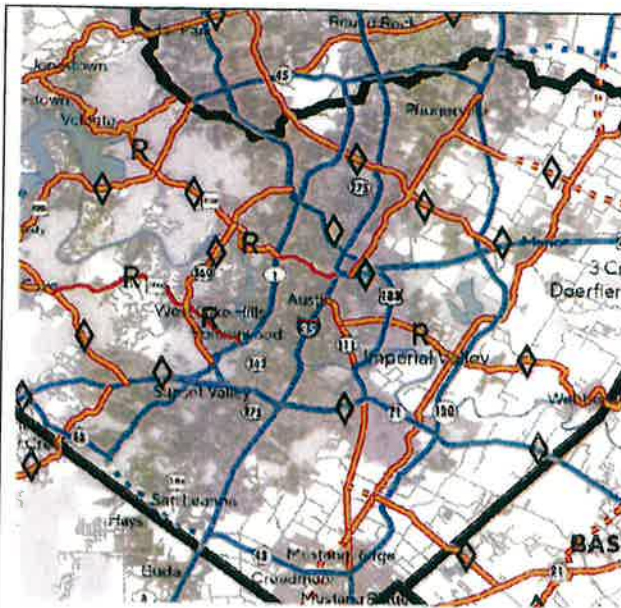
(a) Loop 1 is classified, from 45N to the 45SW, as a “limited access” segment. The Regional Corridor Inventory previously provided to the City of Rollingwood does not provide any description of any planned improvements to Loop 1 to support the “planned” map.

(b) Based on project descriptions in the CAMPO 2040 plan, the “planned” map appears to show primarily “managed lane” planned roadways as the “limited access” roadways.

(c) The CAMPO 2040 Plan specifically segments planned updates to Loop 1 South between the limits of Cesar Chavez and Slaughter Lane, but provides no planned improvements between Slaughter Lane and 45SW.

(d) It is unclear whether the Regional Corridor Inventory previously provided to the City of Rollingwood was informed by the “planned” map on page 7 of the “Arterial Boards” the CAMPO 2040 plan, or whether the Regional Corridor Inventory has been updated to reflect the “planned” map or CAMPO 2040 plan.

(3) As to the “Scenario A” map on p. 8 and “Scenario B” and “Scenario C” maps on p. 9 of the “Arterials Boards”:



(a) In “Scenario A”, “Scenario B”, and “Scenario C”, Bee Caves Road is proposed as including a “reversible lane” scenario. P. 5 of the “Arterial Boards” shows the only potential design option for a reversible lane by repurposing a center turn lane as a reversible lane. It is unclear from the Regional Corridor Inventory that the “improvement” listed under regional project number 90.1 of Bee Caves Road as an undivided 4 lane road, would contemplate using the almost completed safety improvement of a center turn lane between Loop 360 and Rollingwood Drive, as a reversible lane, instead of a center turn lane.

(b) In “Scenario A”, “Scenario B”, and “Scenario C”, it is unclear why a dotted line is proposed between the southern point of Loop 1 and I-35 as a “limited access” roadway, but the existing improvements, of both SH45SW, which is shown on both the “existing” and the “planned” maps, and the upgrade of FM 1626 from a “minor arterial” in the existing map to a “principal arterial” in the “planned” map, are not considered. The City of Rollingwood has commented in the past requesting that the traffic impacts on Mopac South due to the constructions of SH45SW and the upgrade to FM1626 have not yet been adequately measured; the City of Rollingwood is opposed to converting Loop 1 into an I-35 bypass, to the detriment of local traffic, which would be effected if Loop 1 is designed with express lanes directly connected to I-35 South of downtown Austin to I-35 North of downtown Austin.

(4) As to the “Scenario B” map on p. 9 of the “Arterials Boards”:



(a) "Scenario B" does not show the now opened SH45SW, but instead proposes upgrading an additional potential through-traffic bypass from I-35 onto Loop 1 through Buda and Brodie Lane. The Regional Corridor Inventory provided to the City of Rollingwood only includes descriptions of projects in Travis County and the proposed "Scenario B" does not provide sufficient information for evaluating the impact of the proposed regional corridors in Hays County to connect to Loop 1. Again, the City of Rollingwood is opposed to converting Loop 1 into an I-35 bypass, to the detriment of local, daily traffic, which would be effected if Loop 1 is designed with multiple regional corridors directly connecting from I-35 South of downtown Austin, through Loop 1, to I-35 North of downtown Austin.

(b) "Scenario B" does not address the improvements needed for traffic flow east-west through downtown Austin on Cesar Chavez.

(5) As to the “Scenario C” map on p. 9 of the “Arterials Boards”:



(a) “Scenario C” provides a regional corridor for the traffic flow east-west through downtown Austin on Cesar Chavez, which the City of Rollingwood continues to support.

(b) “Scenario C” proposes a regional corridor that would extend a new facility through the entirety of Hays County, connecting to updated regional corridors at the southern tip of Hays County that would potentially directly connect to I-35. The Regional Corridor Inventory provided to the City of Rollingwood only includes descriptions of projects in Travis County and the proposed “Scenario C” does not provide sufficient information for evaluating the impact of the proposed regional corridors in Hays County to connect to Loop 1. Again, the City of Rollingwood is opposed to converting Loop 1 into an I-35 bypass, to the detriment of local, daily traffic, which would be effected if Loop 1 is designed with multiple regional corridors directly connecting from I-35 South of downtown San Marcos, through Loop 1, to I-35 North of downtown Austin.

II. The Regional Arterials Study for Improvements to Bee Caves Road (RM 2244)

Bee Caves Road is a main artery for east-west connectivity in western Travis County. The portion of Bee Caves Road that intersects the City of Rollingwood provides the main point of connectivity for access to the business district in Rollingwood and provides a main point of connectivity for pass-through traffic flowing between western Travis County and Downtown Austin.

In evaluating the Regional Arterials Study, the City of Rollingwood notes that TxDot is currently leading a gap project to improve the portion of Bee Caves Road within the Rollingwood City limits, spanning from the intersection at Rollingwood Drive to Montebello Drive. The planned improvements will increase the safety and mobility of Bee Caves Road through the addition of a center turn lane, shoulders, elevation of a low water crossing that is frequently closed during flood events, and addition of pedestrian support. With the completion of the Bee Caves Road project from 360 to Rollingwood Drive, the volume of traffic on Bee Caves Road is expected to increase, and the additional gap project

on Bee Caves Road through Rollingwood is planned to contribute additional safety features to support the additional traffic volume.

Additionally, in evaluating the Regional Arterials Plan, the City of Rollingwood notes the previously authorized divergent diamond at SL 360 and RM 2244 (Bee Caves Road) in the fiscally constrained portion of the 2019 UTP. Modifications to 360/2244 to the west of Rollingwood should be studied to evaluate the impact that changes in traffic flow at this intersection are likely to have to the volume of traffic anticipated on Bee Caves Road between SL 360 and MoPac.

At a general level, the City of Rollingwood is **not supportive** of the placing a reversible lane throughout RM2244 within the City of Rollingwood as proposed in “Scenario A”, “Scenario B”, and Scenario C” of the “Arterials Boards”, for several reasons.

First and foremost, Bee Caves Road is a winding urban road, with blind corners and blind horizons. Short of adding a significant number of traffic lights along Bee Caves Road through the City of Rollingwood, the presence of a bi-directional center turn lane provides a safety feature necessary for traffic to flow safely through the City and access both sides of Bee Caves Road.

Second, Bee Caves Road traverses the City’s business district, which provides the City’s only source of sales tax revenue. A reversible lane through the City would effectively bifurcate the business district and place additional barriers to customer access to the City’s businesses on both sides of the road, all times of day. While the City of Westlake Hills supports almost 70% of their annual budget from sales tax, the City of Rollingwood’s sales taxes comprise a significantly smaller portion of the City’s annual budget. The City of Rollingwood is less than 1 square mile and any barriers to customer access to the City’s business district have a direct, tangible impact to the City’s sales tax and to the viability of the small businesses in the City. For example, as the City of Rollingwood has commented on many times over the years, the road closure at Bee Caves and Mopac during special events at Zilker Park is a barrier to customers freely accessing the business district, which has a negative economic impact on the City. The City is concerned that a reversible lane would have a daily negative impact to its businesses similar to a special events road closure.

In addition, in an effort to increase the sales tax base of the City, the City of Rollingwood is in the process of engaging a firm to perform a Comprehensive Commercial Corridor Analysis, with plans to evaluate effective redevelopment of the City’s business district to increase sales tax. The City is beginning, in earnest, a plan to revitalize and promote redevelopment of the business district in an effort to increase sales tax in order to continue to provide city services, including police service for response on the Bee Caves Road corridor and Mopac frontage areas. The City of Rollingwood respectfully requests that if further evaluation of a reversible lane is to be considered, the City of Rollingwood and other stakeholders who would be directly impacted, would be provided multiple opportunities to review any proposed designs and evaluate any negative impacts to the businesses in the City.

III. The Regional Arterials Study for Improvements to Mopac and Mopac at Bee Caves Road

In evaluating the Regional Arterials Study, the City of Rollingwood notes that CTRMA is currently conducting the Mopac South Environmental Study, studying potential improvements to Mopac from Cesar Chavez to Slaughter Lane. The City of Rollingwood has participated in commenting on the Mopac South Environmental Study and has received comments in response from CTRMA. Attached to this letter is the following previous correspondence related to the Mopac South Environmental Study, which is incorporated by reference with the City's comments regarding the Regional Arterials Study:

- 04-01-15 - Letter from Rollingwood "Pros and Cons"
- 04-15-15 – City of Rollingwood Adopts Resolution opposing plans to construct elevated lanes
- 07-23-15 – Letter from Rollingwood Mayor Thom Farrell to TxDot, CTRMA and CTRMA
- 08-06-2015– Letter from CTRMA Executive Director Heiligenstein to Rollingwood Mayor Farrell
- 08-13-2015 – Letter from TXDOT Chief Planning and Project Officer Russell Zapalac
- 11-18-2015 - Letter from Rollingwood Mayor Farrell to CTRMA Executive Director Heiligenstein
- 03-07-2017 – Letter from Rollingwood Mayor McKee to CTRMA Executive Director Heiligenstein
- 04-05-2017 – Letter from CTRMA Executive Director Heiligenstein to Rollingwood Mayor McKee
- 11-27-2017 – Letter from Rollingwood Mayor McKee to CTRMA Executive Director Heiligenstein
- 12-20-2017 – Letter from CTRMA Executive Director Heiligenstein to Rollingwood Mayor McKee

In evaluating the Regional Arterials Study, the City of Rollingwood notes that the City has consistently voiced support for improvements to Mopac South that serve to increase mobility and safety, however the City has not supported roadway designs that place elevated lanes over Mopac. In addition, the City requested HOV and transit only lanes be evaluated as an alternative, prior to the November 2017 call by Governor Abbott for removal of all new toll road projects from the statewide transportation plan. In the 11-18-2015 letter from Rollingwood Mayor Farrell, the City of Rollingwood requested that CTRMA

“rigorously explore and objectively evaluate alternatives employing HOV, transit only lanes, and additional free lane capacity. In addition, HOV and transit only lanes should be compared with toll and general purpose lane options as part of the environmental study. This is especially true in light of the fact that 2040 traffic should be employed, and there now appears to be additional regional funding available to fund the construction of roads that are free to the public.”

The City of Rollingwood respectfully notes that CTRMA has not yet provided an alternative as part of the Mopac South Environmental Study that focuses on HOV, transit only lanes or additional free lane

capacity. The City of Rollingwood notes that the Regional Arterials Study should include an evaluation of studying non-toll based alternatives for improving Mopac South to reduce congestion, particularly in the corridor from Cesar Chavez to 360.

In evaluating the Regional Arterials Study, the City of Rollingwood notes that CTRMA performed an initial evaluation of potential improvements to the Mopac/Bee Cave Road intersection (the “Bee Caves Road intersection”). The City of Rollingwood notes that in the 11-27-2017 letter from Rollingwood Mayor McKee, the City of Rollingwood asserts the Mopac South process and design should ensure that the Bee Caves Road intersection functions efficiently and can be improved in its existing configuration in the future. The City of Rollingwood appreciated CTRMA staff’s willingness to think creatively about how to improve the Bee Caves Road intersection for the present and future, but opposed the “Right-in Right-out” configuration presented by CTRMA that eliminated east-west connectivity, and opposes any changes to the Bee Caves Road intersection that would eliminate the east-west connectivity of the intersection.

In addition, in evaluating the Regional Arterials Study, the City of Rollingwood respectfully submits that roadway designs should prioritize mobility improvements to roadways that are most congested, using techniques that are shown to actually reduce congestion for our region, including TDM options such as lengthening on and off ramps in congested areas to mitigate bottlenecks. The City of Rollingwood notes that Texas’ Most Congested Roadways 2018 released by TTI, the 10.38 mile segment of Mopac from US 183 to Loop 360 is ranked in 2018, with toll lanes, as the 21st most congested highway, however the 7.51 mile segment of Mopac from Loop 360 to SH45 is only ranked as the 272nd most congested highway. CTRMA’s proposed alternatives in the Mopac South Environmental Study focus on providing toll lane drivers, to and from Slaughter Lane and Cesar Chavez, a 9-10 minute travel time by going around the significant congestion on Mopac between Cesar Chavez and Loop 360, rather than focusing on improving mobility for all drivers on Mopac between Cesar Chavez and Loop 360. The City of Rollingwood respectfully notes that the Regional Arterials Study should evaluate options for reducing congestion for all drivers on Mopac between Cesar Chavez and Loop 360. Furthermore, the City of Rollingwood respectfully notes that the Regional Arterials Study should avoid adding new roadways that effectively connect Mopac to I-35 through roadways that only serve pass-through traffic, rather than resolving congestion and safety issues for those who live and work in the City of Rollingwood and downtown Austin.

In addition, in evaluating the Regional Arterials Study, the City of Rollingwood notes that improvements need to be made to the Bee Caves Road intersection to improve the flow of traffic and pedestrian safety during Special Events at Zilker Park. The City of Rollingwood notes that during Special Events at Zilker Park, TxDot frequently allows traffic control plans that include closing down and re-routing the eastbound lane of Bee Caves Road as it intersects with Mopac in the Bee Caves Road intersection. The Bee Caves Road intersection and the Special Events at Zilker Park are outside the Rollingwood City limits, however, TxDot allows the City of Austin to close the intersection and reroute traffic at the intersection during special events in a configuration that significantly shifts traffic impacts onto Bee Caves Road into the City, impeding regular access to the business district in Rollingwood and causing a negative economic impact to the City’s businesses and sales tax revenue. For example, during the Trail of Lights event at Zilker Park, in 2018 the City of Austin closed the eastbound lane of the Bee Caves Road intersection and rerouted traffic on all access points to the intersection for 14 consecutive days, at peak evening rush hour, causing substantial traffic delays for the traveling public within miles

of the closure. Zilker Park also annually hosts other large scale events including the Austin City Limits Festival, Kite Festival, Blues on the Green, and Zilker Hillside Theatre Events, effectively providing the functional capacity of Darrell K. Royal Texas Memorial Stadium and the Frank Erwin Center in a park setting. In evaluating the Regional Arterials Study, the City of Rollingwood notes that improvements to the Bee Caves Road intersection should evaluate traffic levels and impacts due to Special Events traffic and consider improvements to safety and mobility in this area, without eliminating existing connectivity.

Finally, in evaluating the Regional Arterials Plan, the City of Rollingwood notes that improvements need to be made to Southbound Mopac between Enfield Road and Bee Caves Road to mitigate the impact of CTRMA reassigning a general purpose lane to traffic exiting from the southbound toll lane. The City of Rollingwood notes here, and in the 11-27-2017 letter from Rollingwood Mayor McKee, that this reassignment has introduced a new bottleneck into the general purposes lanes of southbound MoPac, causing more travel delays for southbound traffic exiting at Bee Caves Road into the City's commercial and residential areas. The City of Rollingwood has experienced a significant increase in cut-through, high-speed traffic on multiple residential streets, many of which have not formerly experienced any cut-through traffic, as a direct result of drivers attempting to find alternate routes to avoid the bottlenecked congestion introduced by the Winsted entrance ramp lane reassignment.

IV. The Regional Arterials Study for Traffic Dampening and Safety Improvements to Rollingwood Drive

Rollingwood Drive is a residential street, accommodating 84 homes, including 68 driveways directly connected to Rollingwood Drive. Rollingwood Drive provides the primary vehicular and pedestrian connectivity point to Rollingwood Park and the Zilker Nature Preserve. Rollingwood Drive has heavy use by pedestrians and cyclists alike; on weekends, the cycling traffic increases significantly as large riding groups traverse through Rollingwood to connect to cycling routes in Western Travis County. Rollingwood Drive is the shared route for all school-aged residents who cycle to Hill Country Middle School and Westlake High school.

The majority of Rollingwood Drive does not include sidewalks, requiring pedestrians and cyclists use the shoulders of the roadway for passage. In 2017, the City of Rollingwood completed a street striping project to add striped shoulders to Rollingwood Drive, as a way to delineate pedestrian and cycling shoulder areas and to visually narrow the road for traffic dampening.

The speed limit on Rollingwood Drive is set to 30 mph, with a segment of Rollingwood Drive adjacent to Rollingwood Park marked as a park zone with a 25 mph speed limit. The park zone was implemented in 2010 in an effort to promote safety on Rollingwood Drive and also to encourage pass-through traffic to route through Bee Caves Road, which has a speed limit of 40 mph, intersects the City's business district, and is a 4 lane highway for accommodating pass-through traffic.

Recently, changes to the configuration of Mopac North with the addition of toll lanes and new bottlenecks have directly caused a significant increase in the amount and speeds of pass-through traffic on all residential streets in Rollingwood, including Rollingwood Drive. The City of Rollingwood and its residents plan for Rollingwood Drive to continue to function as a residential street, purposed for

residential and pedestrian/cyclist traffic, and desire to further promote the routing of all pass-through traffic to Bee Caves Road through increased traffic dampening measures to discourage high-speed pass-through traffic on residential streets. The City of Rollingwood plans to go out for bids in 2019 for a corridor study of all streets in the City of Rollingwood and to evaluate additional options for traffic dampening and safety improvements to residential streets.

In evaluating the Regional Arterials Study, the City of Rollingwood notes that additional traffic dampening and safety measures are needed on Rollingwood Drive, and connecting residential streets, to maintain the residential character and safety of Rollingwood Drive by promoting routing of pass-through traffic to Bee Caves Road, while maintaining all current connectivity points to the City for residential and bike/pedestrian uses. In addition, the City of Rollingwood notes that adjustments to the infrastructure of roadways adjacent to the City of Rollingwood are needed to provide improved direct connectivity points from Barton Springs Road and Mopac for pass-through traffic to access Bee Caves Road or Loop 360 for east-west travel in Travis County.

V. The Regional Arterials Study for Improvements to Cesar Chavez

Cesar Chavez is an important downtown connectivity point for commuters traveling between Downtown Austin and the City of Rollingwood. While the distance of the commute between the Bee Caves Road exit and the Cesar Chavez exit on Mopac is less than a mile, the travel time delays between these two exits, along with the travel time delays on Cesar Chavez into and out of Downtown Austin, continue to increase and the length of time on weekdays considered “rush hour” in this area also continues to increase. The recent changes to the configuration of Mopac North to add toll lanes, without also improving Cesar Chavez, have only lengthened commute travel times and lengthened the amount of time on week days deemed “rush hour” conditions. The Mopac South Environmental Study includes multiple alternatives with direct connects that would funnel even more traffic directly onto Cesar Chavez as a primary access point into Downtown Austin. In response to questions about the impacts of the proposed direct connect alternatives on Cesar Chavez, CTRMA performed traffic studies and has articulated that the plan for managing the increase in toll lane traffic directed to Cesar Chavez is for general lane drivers to find an alternative route into downtown, rather than improving Cesar Chavez to handle toll lane directed traffic.

In evaluating the Regional Arterials Study, the City of Rollingwood notes that additional mobility improvements are needed on Cesar Chavez to accommodate current traffic levels and to handle the anticipated increases in traffic levels due to predicted increases in overall traffic in the region, and that plans would include increased mobility on Cesar Chavez to handle both general lane drivers and toll lane drivers if toll lanes are added to Mopac South.

VI. The Regional Arterials Study for Improvements to Pedestrian and Bike Pathways

The City of Rollingwood notes that the “Arterials Boards” (page 2) states:

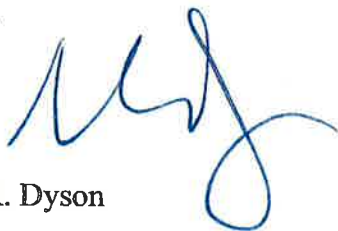
“The Regional Arterials Study is just one piece of the upcoming CAMPO 2045 Plan. The CAMPO 2045 Plan will be multimodal in nature, meaning it will include driving, walking, biking, transit, and using technology and travel habits as options to help meet the region’s transportation needs.”

The City of Rollingwood looks forward to viewing proposed multimodal improvements, integrated into arterial improvements, as part of the CAMPO 2045 Plan.

For example, the City of Rollingwood looks forward to the addition of bike and pedestrian Infrastructure to provide consistent, direct access to and from downtown Austin as part of the Mopac South improvements. The addition of infrastructure for bike and pedestrian from the south side of Barton Springs to the north side of Barton Springs and from the north side of Barton Springs to Stratford drive, parallel with and proximate to Mopac, will help address special event traffic issues around and near Zilker Park and Barton Springs Road and may minimize the need for temporary road closures and barricading during special events by providing separate, permanent facilities for bike and pedestrian traffic across Barton Springs Road. In addition, the City of Rollingwood looks forward to the CTRMA proposed addition of a multi-use path on the southbound side of Mopac that will accommodate both bikes and pedestrians and will connect and seamlessly with Phase III of the Mopac bicycle and Pedestrian project.

As previously noted, the City is working with TxDot on improvements to Bee Caves Road and looks forward to working with local and regional partners to integrate shared used path into the improvement plan to support future bike and pedestrian traffic and increase connectivity to other bike and pedestrian paths in the area. Bee Caves Road is a major artery into Mopac South and there is a need for consistent, east to west direct bike and pedestrian on Bee Cave Road. A successful urban city today is one that embraces trails, bike lanes, sidewalks, and encourages alternatives to driving. We look forward to working with you to be a constructive part of the solution and thank you again for the opportunity to comment.

Sincerely,



Michael R. Dyson
Mayor
City of Rollingwood

cc: Gerald Daugherty, Travis County Commissioner, Precinct 3
Tucker Ferguson, P.E., Austin District Engineer, Texas Department of Transportation
Mike Heiligenstein, Executive Director, Central Texas Regional Mobility Authority
Linda Anthony, Mayor, City of West Lake Hills
Steve Adler, Mayor, City of Austin

From: Aimee Sheehan [REDACTED]
Sent: Monday, July 15, 2019 3:10 PM
To: Campo
Subject: No to

EXTERNAL email: Exercise caution when opening.

reverse lane on Bee Cave Road.

Sent from my iPad

From: [Erica Alejandro](#)
To: [Campo](#)
Subject: Regional Arterials Study - Bee Cave Road turning lane
Date: Saturday, July 13, 2019 12:02:57 PM

EXTERNAL email: Exercise caution when opening.

To Whom it May Concern:

I strongly oppose changing our new center lane into a reversible lane during rush hours. I reside on Westhaven Drive in West Lake Hills. After 15 years of not being able to turn left from my street onto Bee Cave Road, I am FINALLY able to do so thanks to the newly constructed center turning lane, and it's been heavenly. It's not all about me though....

Drivers are distracted and stupid, and changing the way someone normally drives can become hazardous. I foresee increased accidents due to oblivious or confused drivers who go the wrong way in the lane, causing head-on collisions. Austin is home to many unlicensed drivers without proper education about the basic rules of the road, let alone a changeable lane. Let's not overlook the crazy people who will view a third lane as a speeding or passing lane.

I think changing the Bee Cave Road center lane from it's intended use will increase traffic and accidents, and of course eliminate safe turns. West Lake Hills has already become a loud cut-through for commuters avoiding Mopac and 360 to get downtown, and this plan would attract even more congestion to our small City.

Bee Cave Road is not a freeway, but adding directional rush hour lanes would make it seem as one.

Thank you very much for reading!

Sincerely,
Erica Alejandro

[REDACTED]
[REDACTED]

CAMPO Comment Card

Charles and Catherine Allen

[REDACTED] Austin, TX

78732

The following comments are on the Regional Arterials Study

My name is Charles Allen and my wife is Catherine Allen and we live in Steiner Ranch, Travis County. We attended the CAMPO RM 620 open house in Bee Cave and this document is our comments as Steiner Ranch residents on the Regional Arterials Study being conducted by CAMPO.

We are totally opposed to the preliminary plans presented in the draft study concerning turning Quinlan Park Road into an arterial route to relieve congestion on RM 620. Quinlan is the spine or main local transportation artery that serves one of the best planned developments in the Austin area. It serves as a connection of our houses with the Arterial of RM 620 as well as community schools and shopping. Consideration of turning it into a north-south arterial would devastate the community that received the Austin Business Journal's Commercial Real Estate award as "Best Master-planned Community" in 2004.

In that 25-year planning process, Quinlan Park Road was never envisioned as an arterial street. It has three school zones with children who must cross it to get to school, as well as connecting residents to three parks with swimming, tennis, and recreation fields.

The Study would build new connections to Quinlan with bridges over the Colorado River connecting it to other residential streets in Apache Shores to reach RM 620 in Lakeway and a bridge over the Colorado southwest of Commons Fords Ranch Metropolitan Park and Bee Cave Road in Bee Cave. The maps in the draft study are very difficult to read, but these connections appear to be through the Steiner Ranch Bella Mar neighborhood and just to the north of the Serra Vista Neighborhood. The study also proposes a new bridge over the Colorado River just south of the Low Water Crossing bridge, turning Flattop Ranch Road and part of Steiner Ranch road into an arterial. It is not clear how this new arterial would connect into Apache Shores or RM 620, as the topography on the west bank of the river is extremely steep. These new roads do not fit into the careful planning that Steiner Ranch has developed over the last 25 years and would ruin the residential nature of the community and abundant natural areas.

In reviewing the draft report, p17 lays out public meeting contacts to get input for the study. Depending on how you add up these numbers, there have been either a few hundred or as many as 2000 contacts for input to the study. This is from a metropolitan area of over 2,153,000 people, or maybe .09% of the population which seems like a statistically insignificant

number. That would be only one response for every 1000 people. This initial input seems meager based on the population or the study area.

Page 18 of the draft says that most of the input for Travis County (population over 1.2 million) was from Steiner Ranch residents concerning congestion on RM 620 and other residents concerning traffic on Rt 71. Yet, Steiner Ranch residents and the Steiner Ranch Board were caught completely off guard the weekend before last when they found out about the Bee Cave Public meeting through a State Representative. Somehow, it appears that the public outreach is just not working.

I have not seen the “Steiner Ranch Residents” earlier input, but I think the CAMPO study is flawed in its interpretation of these comments. Publicly, I have seen two major concerns of Steiner Ranch residents. First is the congestion on RM 620 and Second is an emergency evacuation route. At the present time, there is a major construction project at Four Points and on Route 2222 to address the RM 620 congestion. (That project does not seem to be in the maps in the draft study.) Travis County Planners believe that this project will have a major impact on the congestion in the Four Points Area and should be considered for any long-range study.

Travis County and Steiner Ranch have also been addressing a plan for an emergency exit from Steiner Ranch. Although this plan has not had complete community support, it seems to be moving toward construction and has funding. Again, this new planned road is not on the CAMPO map.

Also, the Existing Conditions Map on page 66 appears to have errors as far as conditions on Quinlan Park Drive and on RM 620 in Lakeway. If you interpret the color coding of Quinlan on the map, the southern third is brown or as the Legend says 1.5->1.5 (Parking Lot) and that the middle third is 1-1.5 (Stop and Go) and the northern third is 0-.85 (Free Flowing). What is the source of these assessments? Are there studies that back this up? As a resident and regular user, it just seems that this map is wrong and does not represent Existing Conditions. The southern end is certainly not a Parking Lot, the center section may have some stop and go due to the school zone for a period in the morning when school is in session, and some travelers on the northern section might be surprised that it is categorized as Free Flowing at the stop light at the RM 620 intersection. Also, to describe RM 620 as Free Flowing in Lakeway, particularly during school traffic just does not fit reality.

If RM 620 is “Free Flowing” in Lakeway and Quinlan is congested in Steiner Ranch, why is CAMPO recommending turning Quinlan Park Road into an arterial?

In Summary, Catherine and I are totally opposed to developing Quinlan Park road as an arterial route, and we think CAMPO needs to look at the accuracy of any data being used in the study.

From: [Esther Angelou](#)
To: [Campo](#)
Subject: Bee Cave turning lane.
Date: Monday, July 8, 2019 9:29:53 PM

EXTERNAL email: Exercise caution when opening.

We need to keep our center as a turning lane in Westlake.
Sent from my iPhone

From: [Bob Anderson](#)
To: [Campo](#)
Subject: Turn lane
Date: Tuesday, July 9, 2019 8:41:51 AM

EXTERNAL email: Exercise caution when opening.

You are not understanding the need for turn lane. This lane will allow for free flow of traffic and safety
Why don't you try driving bee caves in morning or at lunch or at five
You would make a such a stupid decision after years of study
Thanks

Sent from my iPhone

From: [Susan](#)
To: [Campo](#)
Subject: Center Lane on Bee Caves
Date: Friday, July 12, 2019 12:47:35 AM

EXTERNAL email: Exercise caution when opening.

PLEASE KEEP OUR NEW CENTER LANE AS A TURN LANE. It has taken years for this to happen and is so needed to keep the flow of traffic moving. Also, I cannot imagine the thousands of high school drivers navigating this switch safely.

Ty,
Susan Bartlett

Sent from my iPhone


From: [Ashley Bartram](#)
To: [CAMPO Comments](#)
Subject: Regional Arterials Study (as pertains to Bee Cave Road, RM2244)
Date: Tuesday, July 9, 2019 1:24:31 PM

EXTERNAL email: Exercise caution when opening.

I am a resident of the City of West Lake Hills and I am strongly opposed to the concept of converting the brand new center turn lane on Bee Cave Road into a reversible lane during peak periods. In addition to living in the City of West Lake Hills (on a road that intersects Bee Cave Road without a light), my children attend school there off of Bee Cave Road, and I think the new center turn lane is necessary in order to safely travel on Bee Cave Road and allow residents and visitors to safely turn into the many unprotected streets, office complexes and businesses.

Thank you for considering my position.

Sincerely,
Ashley Bartram

 West Lake Hills, TX

From: [Mark Baumann](#)
To: [Campo](#)
Subject: Regional Arterials Study
Date: Tuesday, July 9, 2019 1:27:53 PM

EXTERNAL email: Exercise caution when opening.

Hello,

As a Westlake resident that uses Bee Caves Rd on a daily basis, I humbly request that we keep our new (and still under construction) center turn lane on Bee Caves Rd. Our community finally has a center lane which helps to reduce traffic, increase safety, and allows for a safe left-hand turn into our many neighborhoods, schools and businesses.

Thank you,
Mark Baumann

From: [Debra Berding](#)
To: [Campo](#)
Subject: Regional Arterials study
Date: Thursday, July 11, 2019 11:19:31 AM

EXTERNAL email: Exercise caution when opening.

Hello,

I am OPPOSED to having the (almost completed) Bee Cave center turn lane converted into a reversible lane during AM and PM peak periods. This is a huge safety issue.

Thanks,
Debra

From: [Blake Billman](#)
To: [Campo](#)
Subject: Bee Cave Center Turn Lane
Date: Tuesday, July 9, 2019 2:20:53 PM

EXTERNAL email: Exercise caution when opening.

Please leave the new center turn lane on Bee Cave alone. I have heard that the mobility authority is considering turning it into a reversable lane. Please don't do this.

Thank you,

Blake Billman

iPhone

From: [Carrie Brewer](#)
To: [Campo](#)
Subject: turn lane
Date: Monday, July 8, 2019 4:17:26 PM
Attachments: [image001.png](#)

EXTERNAL email: Exercise caution when opening.

We need a turn lane for safety and for business accessibility. It took us years to get this not to mention that it's impossible to visit stores most of the time without the turn lane available to us. Please re-consider this change in our community.

Carrie Brewer - Principal BDS & Legacy DCS
www.LegacyDCS.com
205 Wild Basin Road, South, Bldg 1; Austin, TX 78746

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DEVELOPMENT · DESIGN · CONSTRUCTION · SALES

From: [Mike Brimberry](#)
To: [Campo](#)
Subject: bee cave turn lane
Date: Tuesday, July 9, 2019 8:51:50 AM

EXTERNAL email: Exercise caution when opening.

KEEP OUR NEW CENTER LANE AS A TURN LANE. Thank you! Mike Brimberry [REDACTED]
[REDACTED] 78733

From: [Delia Buffington](#)
To: [Campo](#)
Subject: Center lane
Date: Tuesday, July 9, 2019 9:20:44 PM

EXTERNAL email: Exercise caution when opening.

Please keep the center lane on Bee Caves Road as a turn lane only. D Buffington

Sent from my iPhone

From: [Amy Burton](#)
To: [Campo](#)
Subject: Regional Arterials study
Date: Sunday, July 14, 2019 12:27:18 PM

EXTERNAL email: Exercise caution when opening.

Please distribute to decision makers involved in Bee Caves Road study and traffic flow solutions:

I am a resident of Rollingwood and my husband and I use Bee Caves Road daily for all our activities and duties (work, children's schools, food shopping and stores). We both work full time as ER doctors at different local hospitals and travel to and from work on Bee Caves Road, pick up our kids (over the past 7 years) at Eanes, Hill Country & Westlake high school. For the past two years we have lived through all the traffic issues related to the road widening all along Bee Caves Road. It seems the work is getting close to being done and we are SO hopeful the traffic will improve soon.

I am very concerned that the decision for a middle turn lane is in question. The road study may have objective numbers that support a two way lane to go with traffic flows. However as a resident that travels on the road at all times of day, seasons and uses the businesses along the road, I can not fathom all this road work and NOT making a middle turn lane. Also this is such a central roadway, there is often equal traffic in both directions except for maybe a period of one hour in the morning and one hour evening when it backs up some more in one direction.

Many lights have turn lanes and the light timing helps keep traffic flowing pretty well. The issue is there are businesses and restaurants ALL along the road between the lights that people turn left into going both ways! The causes a sudden stop in flow and significantly increases the driving hazards with people constantly changing lanes multiple times to avoid cars stopped to turn left. There are lots of teenage drivers given the population of kids in these neighborhoods and the way the traffic moves now is VERY dangerous. I hope the number of car accidents on Bee Caves is included in your study - but it is likely they are very under reported because the police don't come to the scene of most accidents. And one final note, which may be from on peoples frustrations of ongoing construction or traffic, is that people have become increasingly angry on the road in these areas. It is shocking to live in a pleasant neighborhood and experience road rage regularly when I am running a quick errand nearby.

I am happy to be contacted if needed.

Amy Burton MD and Erik Strelnieks MD

From: [Colleen Lynch](#)
To: [Campo](#)
Cc: [Home-Lynch](#)
Subject: Please Keep Westlake Bee Caves Road Turn Lane
Date: Friday, July 12, 2019 10:29:28 AM

EXTERNAL email: Exercise caution when opening.

To Whom It May Concern,

Our family has lived here for 8 years and it has been very surprising traveling Bee Caves Road daily that the road had not already had a turn lane for safety. The center turn lane is desperately needed for safety and traffic flow. PLEASE keep the Westlake Bee Caves Road center turn lane.

Thank you,

The Lynch Family

Sent from my iPhone

From: Scott Carr [REDACTED]
Sent: Monday, July 15, 2019 10:48 AM
To: Campo
Subject: Bee Cave Road

EXTERNAL email: Exercise caution when opening.

CAMPO Leaders,

Please reconsider your proposed modification to Bee Cave Road. I have been involved in the right of way taking and expansion of Bee Cave Road for many years as a resident and commercial property owner. The improvements have taken years and the final product will be excellent for traffic flow and safety. Taking the new center turn lane and making it reversible will cause major issues to both flow, confusion and safety. Please consider an alternative to this misaligned idea.

Sincerely,
Scott

Scott A. Carr
Carr Development, Inc
5121 Bee Cave Road, Suite 207
Austin, TX 78746
(P) 512.306.1771
[REDACTED]

From: [J-P Cauvin](#)
To: [Campo](#)
Subject: Proposal concerning conversion of Center Lane of Bee Cave Rd.
Date: Tuesday, July 9, 2019 9:39:05 AM

EXTERNAL email: Exercise caution when opening.

The center lane of Bee Cave Rd is designed to facilitate and make safer left and right turns at all times. It represents a great improvement over the prior, unsafe four lanes. Please do NOT alter this arrangement. Making the center lane reversible at peak times in Rollingwood and West Lake Hills would not be helpful at all. It is a very bad, indeed regressive idea. The center lane should be used as a turn lane at all times. Thank you.

Jean-Pierre and Louisa Cauvin

Jean-Pierre Cauvin

[REDACTED]

West Lake Hills, TX 78746-5987

[REDACTED]

There is wisdom in turning as often as possible from the familiar to the unfamiliar: it keeps the mind nimble, it kills prejudice, and it fosters humor. (*George Santayana*)

Be who you are
and say what you feel
because those who mind don't matter
and those who matter don't mind. (*Dr. Seuss*)

From: [schapman2](#)
To: [Campo](#)
Subject: Regional Arterial Study
Date: Tuesday, July 9, 2019 4:10:10 PM

EXTERNAL email: Exercise caution when opening.

AS RESIDENT OF THE WESTLAKE AREA, I RESPECTFULLY ASK THAT CAMPO KEEP THE NEW CENTER LANE ON BEE CAVE ROAD AS A TURN LANE AND NOT CHANGE IT TO A REVERSIBLE LANE.

THANK YOU FOR YOUR CONSIDERATION,

SCOTT CHAPMAN, RESIDENT OF THE ESTATES OF BARTON CREEK - 


From: [Austin Clementine](#)
To: [Campo](#)
Subject: Bee Caves Road
Date: Tuesday, July 9, 2019 12:07:47 AM

EXTERNAL email: Exercise caution when opening.

Please do not make changes to the center lane on Bee Caves Road.

Sincerely,
Amanda Clements



From: Janet Coles [REDACTED]
Sent: Monday, July 15, 2019 4:49 PM
To: CAMPO Comments
Cc: Charlie Watts
Subject: Regional Arterials Study

EXTERNAL email: Exercise caution when opening.

Travis County Parks has the following general comments in regards to the draft CAMPO Regional Arterials Study:

1. Any new Lake Travis bridges and/or roads should consider Travis County Park locations and preferably avoid all flow through park areas.
2. Any new Hamilton Pool Road connections should be avoided in the Travis County Hamilton Pool Park area.
3. Proposed roadways that intersect or cross Travis County trails and greenways, specifically Onion Creek and Gilleland Creek, should include connectivity with those greenways and trails.

Thank you for the opportunity to provide comment on this working draft.

Sincerely,
Janet Coles

Janet Coles
Planning Project Manager
700 Lavaca, Suite 540
Austin, TX 78701
512-854-7655 (o)
[REDACTED]



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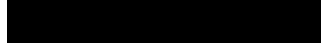
From: [Ann Conolly](#)
To: [Campo](#)
Subject: Bee Caves Road New Center Turn Lane
Date: Tuesday, July 9, 2019 6:06:43 AM

EXTERNAL email: Exercise caution when opening.

Please drop plans to change our new safety factor, the new center turn lane, into a reversible lane!

In the past several months, i have been so thankful for the safe turns I am now able to make when leaving The SchoolYard and other areas in Westlake. We have suffered through two years of construction to get this turn lane. It's almost complete.
LEAVE IT BE!

Ann Conolly



Austin, Texas 78735

austinlearningsolutions.com

From: [Renaë Conrad](#)
To: [Campo](#)
Subject: Regional Arterials Study
Date: Tuesday, July 9, 2019 9:36:27 AM

EXTERNAL email: Exercise caution when opening.

Hello,

I am adamantly opposed to making the center turn lane on bee caves road a reversible lane. Please keep the turn lane used as a turn lane all day!

I drive Bee caves road frequently and the areas that currently have a turn lane have much less congestion on them than the areas without turn lanes. The sections of bee caves road that currently do not have a turn lane create a huge amount of traffic when people are turning left. The left turning cars cause traffic to completely stop behind them in the left lane, drivers behind these cars get frustrated and dart into the right lane causing traffic in the right lane to slow down. This makes traffic on bee caves, in both the left and right lane, either stopped or slowed down to a crawl which makes traffic horrible. A dedicated turn lane alleviates frequent stops behind turning drivers and alleviates frustrated drivers darting out into right lane traffic causing more problems.

SO PLEASE KEEP OUR TURN LANE DEDICATED TO TURNING 24 HOURS A DAY!

Sincerely,
Renaë Conrad
Registered Austin voter

From: [Donald Coppel, Jr.](#)
To: [Campo](#)
Subject: Turn lane on Bee Cave Rd should remain just that
Date: Tuesday, July 9, 2019 8:56:49 AM

EXTERNAL email: Exercise caution when opening.

As a zoning director in Kentucky prior to moving to Austin, I can attest that nine times out ten, changing a “turn” lane into a “flow” lane at different times of the day does not work. It is especially confusing on roads that have curves over 25 degree angles as is the case on Bee Cave through Rollingwood and Westlake areas. It can be expensive as well with green arrows and red X’s required throughout the traffic patterns. The most precarious issue is vehicles turning onto Bee Cave. Motorists may not be aware of the “middle lane” direction depending on what roads from which they are turning from and at what time of the day the middle lane traffic is heading.

Regards,
Pete Coppel

From: [Tristan Cossey \(CE CEN\)](#)
To: [Campo](#)
Subject: Regional Arterials Study
Date: Tuesday, July 9, 2019 1:06:34 PM

EXTERNAL email: Exercise caution when opening.

To Whom it May Concern,

I was recently informed that CAMPO was considering replacing the new center turn lane on Bee Caves Rd with a reversible lane during peak periods. I do not agree with this change; The city of Westlake Hills funded a portion of the current Bee Caves expansion helps to reduce traffic, increase safety and allow for a safe left-hand turn into the many neighborhoods, schools and businesses. Using the new center lane as a reversible lane would only benefit those who are commuting through the cities of Westlake Hills and Rollingwood, not the residents who funded part of the current expansion for a safer center lane.

KEEP THE NEW CENTER LANE AS A TURN LANE.


Tristan Cossey



From: [Laurie Courter](#)
To: [Campo](#)
Subject: Bee Caves Road
Date: Tuesday, July 9, 2019 8:16:31 AM

EXTERNAL email: Exercise caution when opening.

Please keep our center lane a turn lane -DO NOT make it reversible for rush hour. This defeats the whole purpose of the turn lane and traffic will be just as bad as it was before the turn lanes. And how would it be implemented? That would be another huge cost-movable barriers or lights over head? No please don't do this!!

Laura Courter

Austin 78746

From: [Diane Cox](#)
To: [Campo](#)
Subject: Center turn lane
Date: Tuesday, July 9, 2019 8:48:26 AM

EXTERNAL email: Exercise caution when opening.

Please leave our new center lane on bee cave road a TURN lane!!!

Thank you

Diane and David Cox
Westlake Hills TX

Sent from my iPhone

From: [Bret Cunningham](#)
To: [Campo](#)
Subject: Regional Arterials Study
Date: Wednesday, July 10, 2019 9:33:12 PM

EXTERNAL email: Exercise caution when opening.

Hello,

I'm writing in regards to the arterials study including the idea of using the new, not yet completed center turn lane on Bee Caves as a directional lane during rush hour.

Consider this a vote against that. We are residents of Westlake and eliminating the middle turn lane would be devastating to the taxpayers (residents) and businesses in the area. We have just endured the expansion construction, loss of property value, and all night construction in order to get the turn lane in place.

Traffic is now flowing well through the area, and the turn lane allows local residents and business to get in and out of our neighborhoods safely and consistently. By using that middle lane for traffic, it would re-create the same problem we had before where the left land of traffic starts and stops and people weave back and forth. People coming in and out of streets would not be able to get out or easily move into the turn land to turn off of Bee CAves.

I'd appreciate a response and public visibility to the study and the emails/votes you got related to it.

We just paid for this turn lane in property value, late nights, long contraction etc. Don't take it away.

Bret Cunningham

Owner: [REDACTED]

From: [Diane Anderson](#)
To: [Campo](#)
Subject: Bee cave road
Date: Wednesday, July 10, 2019 8:23:36 AM

EXTERNAL email: Exercise caution when opening.

I have heard that you are considering making the new continuous turn lane on bee cave road a reversible lane and not a turn lane. This would be so frustrating after we finally have a turn lane. This turn lane has so greatly mitigated traffic problems already. I have witnessed it firsthand when taking my son from west ridge middle school (on the very west edge of Westlake) to physical therapy near mopac. When the turn lane opened up, my travel time was cut by at least 10mins. How can you come in so soon after its creation and do this? This lane is a blessing! Please DO NOT take it away. Three lanes traveling in one direction will making turning off of and onto bee cave road, into and out of businesses and office buildings, a nightmare, just as it was before, for people traveling in either direction.

I live on Beardsley Ln and have for 15 years. I have seen the traffic grow and personally would not be able to get out of my neighborhood to go west if not for the turn lane. Similarly, there are many businesses in the eastern part of Westlake that are have been so very difficult to turn out of. I sincerely hope that you will do a study on the traffic lights and their timing throughout the day. I think smarter timing of the lights would go a long way towards helping people move around Westlake. Taking this turn lane away will most definitely NOT make things better!

Thank you
Diane Anderson

Sent from my iPhone



July 15, 2019

Capital Area Metropolitan Planning Organization
Transportation Policy Board
3300 N. Interstate 35, Ste. 630
Austin, Texas 78705
comments@campotexas.org

Via Email

Re: Comments on the CAMPO Draft Regional Arterials Study

Dear Members of the CAMPO Transportation Policy Board:

Save Our Springs Alliance (SOS Alliance) offers the following comments on the Draft Regional Arterials Study (“Draft Study”) prepared by CAMPO staff. SOS Alliance appreciates the opportunity to comment and the Transportation Policy Board’s (TPB) consideration of these comments.

For the reasons expressed below, SOS Alliance urges the TPB to defer taking action on the Draft Study until CAMPO staff address the deficiencies noted below and by the members of the TPB and CAMPO’s Technical Advisory Committee (TAC).

In general, SOS Alliance agrees with the concerns expressed by many public officials representing CAMPO’s member entities at the TAC meeting on May 20, 2019, and the TPB meeting on June 10, 2019. Based on the discussion at these meetings, it appears that the proposed regional arterials represent a wish-list of every conceivable arterial project, and do not represent the priorities of the communities served.

Specific Comments

SOS Alliance provides the following specific comments and recommendations that should be addressed prior to any vote by the TPB “accepting” or “approving” the Draft Study:

1. The Draft Regional Arterials Study Should Remove All Proposed New Roads Encroaching on Protected Lands.

The maps of the proposed arterials are shown only as an attachment to the Draft Study, without labels and without the ability to overlay data files through an interactive GIS viewer. Due to these challenges and the scale of the map itself, it is difficult (if not impossible) to ascertain the impacts that these planned arterials would have on community planning efforts, including expanding access to parkland and the protection of open space for environmental and conservation purposes.

Austin’s water watchdog since 1992

However, based on a limited review of the map attached, it is evident that several of the planned arterials bisect or otherwise encroach upon protected lands. These arterials should be deleted from the plan or, at a minimum, reconfigured to avoid conflicts with protected lands. Additionally, CAMPO should upload these files onto a GIS viewer so that the public can fully understand where exactly these roadways are planned and how they might affect local conditions. The following list of arterials appear to encroach upon protected lands, however, it should by no means be considered a comprehensive list:

1. In Hays County, the extensions of South MoPac, Escarpment Blvd, and Nutty Brown Road, all of which would encroach upon water quality protected lands purchased by the City of Austin;
2. In Austin, the extension of Nuckols Crossing Road through the Onion Creek Greenbelt;
3. In Austin, a new arterial to the south of US 290 and east of Springdale Road, that appears to bisect the Big Walnut Creek Preserve;
4. In Travis County / Austin, a new bridge crossing at Commons Ford Ranch Metropolitan Park;
5. In Georgetown, a new arterial that appears to bisect Garey Park; and
6. In Round Rock, an extension of Harrell Parkway through McNutt Park.

These roads should be removed immediately, in addition to other roads that cross through and encroach upon protected land and public parkland. Before the Draft Study is “accepted” or “approved” in any form, CAMPO staff should carefully review their scenario maps, cross-reference them with the most up-to-date maps showing parkland and preserve land, and remove all roads that cross through and encroach upon protected land and public parkland.

2. Any Regional Plan by CAMPO Should Include Mass Transit, Pedestrian, and Bicycle Infrastructure to Reduce Vehicle Miles Traveled

As always, SOS Alliance urges CAMPO to make the primary goal of every regional transportation project the reduction of Vehicle Miles Traveled (VMTs). Reducing VMTs is the only way to create a sustainable future that preserves the quality of our environmental resources and the region’s quality of life, while making the best use of limited federal funds. CAMPO should focus limited transportation dollars on equipping and expanding mass transit, bicycle, and pedestrian facilities. CAMPO should also consider land-use planning and support road improvements only where they are cost-effective and serve compact development patterns in preferred growth areas downstream of the Edwards Aquifer Recharge Zone.

The Draft Study’s fundamental flaw is its nearly exclusive focus on major roadway construction projects. CAMPO needs to move away from a car-centric planning effort. We do not have the financial or environmental capacity to reduce traffic congestion by roads alone, and any progress made in that context is only a short-term solution. Adding more lanes does not necessarily equal less traffic. This has been proven repeatedly, most notably as a function of induced demand and secondary development. Reducing VMTs is the only long-term solution to reduce traffic and build a sustainable future.

CAMPO’s comparison of the scenarios in the Draft Study inflates the value of adding travel (full-purpose) road lanes, with the scenarios that resulted in the highest reduction in

vehicle-hours traveled receiving the most favorable treatment. This methodology undervalues the effectiveness of low-cost, less environmentally adverse improvements to traffic congestion, while inflating the value of increased travel lanes—one of the most expensive and environmentally damaging approaches to traffic relief. Less costly projects that do not involve as much disruption and pavement poured, such as adding turn lanes or installing roundabouts at intersections, and adding bicycle and pedestrian infrastructure, should be part of any discussion about regional mobility.

3. Any Vote by the TPB “Accepting” or “Approving” the Draft Study Helps Legitimize Proposed New Roads In Spite of Opposition from CAMPO Members and the Public.

Although staff at the TAC and TPB members emphasized that none of the proposed arterials would become reality absent sponsorship and funding by a local governmental entity, any vote by the TPB “accepting” or “approving” the Study bestows it an air of authority that will help legitimize these projects in spite of public opposition, unknown fiscal costs, or environmental constraints.

Despite the comments made by CAMPO staff downplaying the impacts of the Draft Study in response to concerns expressed by TAC and TPB members, CAMPO’s emails advertising the open houses state that the Draft Study “will feed into the upcoming CAMPO 2045 Plan, a multimodal approach to addressing congestion and transportation needs over the next 25 years.” Many roadways on the Draft Study are too expensive, environmentally destructive, and politically unpopular to ever become realities (we hope). However, including these proposed roadways in an official CAMPO study and sanctioned by a vote of the TPB gives these arterial projects an undeserved boost of legitimacy. The study should be revised to encompass practicable projects that reflect realistic options based on considerations of costs, geography, and environmental impacts.¹

SOS urges the TPB to defer any action that could be perceived as a stamp of approval on these studies prior to a full consideration of the concerns and recommendations expressed herein. Specifically, SOS Alliance requests that the public comment period be re-opened when cost estimates are available, to allow the public to provide cost-informed input about the scenarios and the proposed arterials in the Draft Study. And going forward, the TPB should engage in a public discussion earlier in the process about the recommended project decisionmaking for this and similar future studies.

4. The Public Should Be Provided Another Opportunity to Comment After Estimated Costs are Made Available.

At the TPB meeting, Executive Director Ashby Johnson stated that he anticipated having cost estimates for the proposed arterials available to the members of the TPB to review prior to taking any action on the Draft Study in August. However, the estimated costs are not available prior to the public comment deadline, putting the public at a disadvantage to

¹ The Federal Highway Administration regulations define “practicable” as “capable of being done within reasonable natural, social, or economic constraints.” 23 C.F.R. § 650.105(k) (implementing Executive Order 11988 re siting projects within a floodplain).

provide comprehensive comments on the Draft Study. Because these roads would be paid for with public dollars, the public should have an opportunity to understand the fiscal impacts of the Draft Study's scenarios. SOS Alliance requests that the public comment period be re-opened when cost estimates are available, to allow the public to provide input as to the scenarios and the proposed arterials included therein with due consideration of their costs.

Thank you for your consideration.

Sincerely,

/s/ Kelly D. Davis _____

Kelly D. Davis, Staff Attorney
Bill Bunch, Executive Director

Save Our Springs Alliance

From: [Terry Dawson](#)
To: [Campo](#)
Subject: Bee Cave Turn Lane
Date: Tuesday, July 9, 2019 6:02:22 PM

EXTERNAL email: Exercise caution when opening.

Dear Campo,

Please do not make permanent the confusion we local residence have had to endure over the past years by making the newly constructive one way, alternating in the AM & PM. This will create the opportunity for accidents that this whole project was meant to minimize. And given the bond passed did not specify such a restriction, your decision to move ahead with change would almost certainly expose y'all to lawsuits and liability.

Sincerely,

Terry Dawson

Sent from my iPhone

From: [Ashley de Jong](#)
To: [Campo](#)
Cc: [Frank de Jong](#)
Subject: Center turn lane on Bee Cave Road
Date: Tuesday, July 9, 2019 1:25:48 PM

EXTERNAL email: Exercise caution when opening.

Please do not reverse the still-under-construction center turn lane on Bee Cave Road. We are opposed to changing this lane to a reversible one way am/pm lane. I live in Westlake Hills and must turn left/right on Bee Cave to get out of my house. We have undergone 2 years of heavy construction and paid a lot of money for the center turn lane addition. It is essential for safety and also helping the congestion on this busy road. Furthermore, the proposed change will turn Bee Cave into even more of a highway like road, impacting our property values.

Thank you,

Ashley de Jong



From: [Jen Alvarez Dickinson](#)
To: [Campo](#)
Subject: Regional Arterials Study
Date: Friday, July 12, 2019 10:29:35 AM

EXTERNAL email: Exercise caution when opening.

Hello,

I am contacting your office to voice my objection to the proposal to make the newly constructed turn lane on Bee Caves road into a reversible lane during peak traffic hours.

We have lived in Westlake for 9 years and have long dealt with dangerous and congested traffic on Bee Caves Rd. We were so happy to see the widened road and the dedicated turn lane after years of sitting behind drivers attempting to turn or watching impatient drivers cause accidents by trying to quickly maneuver around turning vehicles. Please do not move forward with the proposed reversible lane.

Thank you for improving mobility in our neighborhood.

Regards,
Jen Alvarez Dickinson

From: [Diana Dolan](#)
To: [Campo](#)
Subject: Regional Arterials Study: Bee Caves Road Center Lane
Date: Tuesday, July 9, 2019 9:35:34 AM

EXTERNAL email: Exercise caution when opening.

Good Morning,

I am a resident of Austin who lives just south of Bee Caves Road between 360 and Mopac in the Cedar Creek Elementary area. I am writing to strongly urge CAMPO to **retain** the center turn lane on Bee Caves road and **not** implement a reversible lane.

I use Bee Caves road regularly for errands, travel to medical/dental offices off of Bee Caves road, and to take my children to preschool and summer camp north on 360. Every morning without a center lane and my children in the car I feel uncomfortable and worried-it is like a game of dodge with all of the cars suddenly stopping to turn left or with lanes blocked off very frustrating. I have seen a number of accidents in places where there is no center turn lane on Bee Caves road for this very reason. I am concerned that the idea of a reversible turn lane would be to the detriment of the residents who live in this community, in favor of those who do not. Actually, I would think even those who do not live in the area are concerned about accidents and vehicle safety.

Moreover, we have not even had time to fully realize the center turn lane on Bee Caves continuously to determine the impact, so it seems quite premature to be discussing changes already without a sufficiently long period of evaluation (at least a year if not more with seasonal variations), although I do not believe in the context we have here where the resources are not the same as in other cities that have implemented this that it will ever be safe.

You may also be aware San Antonio just to our south leads the nation in wrong way drivers, I would think we would be more cautious as a nearby city than to make a change that would increase the likelihood of that occurrence!

I strongly oppose this consideration, and I urge you to listen to the voices of those of us who live, work, and drive our families here.

Respectfully,

Diana Dolan


From: [David Dormady](#)
To: [CAMPO Comments](#)
Subject: Bee Caves Road/Westlake Hills
Date: Tuesday, July 9, 2019 8:08:55 AM

EXTERNAL email: Exercise caution when opening.

Dear Campo-Texas,

Please keep our turn lane on the new section of Bee Cave Road. As a long time resident I was willing to endure the construction process and loss of habitat to gain the safety and convenience of a dedicated turn lane. This position is near unanimous coming from the people who live/work/shop in the area.

Respectfully submitted,

David Dormady

Sent from my iPhone

From: [REDACTED]
To: [Campo](#)
Subject: Regional Arterials Study
Date: Tuesday, July 9, 2019 4:35:25 PM

EXTERNAL email: Exercise caution when opening.

As a citizen of West Lake Hills and frequent user of Bee Cave Road, I was appalled to hear that there is a suggestion that this major artery might be turned into a reversible lane. This would be dangerous, confusing to drivers and would very likely add to, not reduce traffic congestion between routes 360 and Loop 1 (Mopac). Furthermore, it would be detrimental to those businesses located along this route, as potential customers would find crossing three lanes of traffic to get into the parking lot of a merchant dangerous and would be deterred from shopping in those shops along the road.

Furthermore, as a citizen of West Lake Hills, whose City government and merchants along Bee Caves Road cooperated in providing rights-of-way to enable this road expansion to be realized, I would feel that CAMPO dealt with our City in bad faith. I have no doubt that this anger would be reflected in future city- and county-wide elections.

I respectfully request that you maintain the original plan for Bee Cave Road, allowing the additional lane to be a dedicated turn lane.

Sincerely

Karen H Downing
[REDACTED]
West Lake Hills. TX

From: [Dina Dreifuerst](#)
To: [Campo](#)
Subject: Center lane on Bee Cave Rd
Date: Tuesday, July 9, 2019 12:25:01 PM

EXTERNAL email: Exercise caution when opening.

Hello,

I am writing to share my thoughts on the proposal to convert our still-under-construction center lane into a reversible lane during rush hours:

NO. DEAR GOD NO. I'M LITERALLY BEGGING YOU, NO.

As a little background, my family moved to the Westbank area 45+ years ago - my parents still live on Sundown Parkway, and my brother & I both live near Cedar Creek Elementary School. So our extended family of 11 has collectively put a "few" miles on Bee Cave Rd.

It took our community all that time to *finally* get a center turn lane! Even though it's still not finished, we are already seeing significant improvement in traffic flow & safety - *especially* during the morning & afternoon. I am (slightly) less terrified to send my children, niece, and nephews into that chaos.

In addition to my decades-long love/hate relationship with Bee Cave, I also lived off Studewood in Houston for 15+ years. As I'm sure you're aware, Studewood has had a contraflow lane for decades. They're currently doing a pilot test to convert it to a center lane!

And that part of the Heights is largely residential, with a distinct traffic pattern: South in the morning; North in the afternoon. Bee Cave Rd. has heavy traffic in both directions all day long!

I honestly can't imagine why Austin would consider investing in such an outdated, *quirky* traffic management system in 2019? Please don't pursue this option. We need a functional center turn lane 24/7.

I'm happy to discuss this proposal with a staff member. Please feel free to contact me at your earliest convenience.

Thank you,

Patricia "Dina" Dempsey Dreifuerst


Austin TX 78746

Sent from my mobile device - please excuse any typos or autocorrect nonsense.

From: [Mindy Dumitrescu](#)
To: [Campo](#)
Subject: Regional Arterials study--WESTLAKE
Date: Monday, July 8, 2019 9:46:58 PM

EXTERNAL email: Exercise caution when opening.

Hello-

It has been brought to my attention that our newly widened Bee Caves road is being studied to see about turning the center lane into a reversible lane. I am writing to protest this idea as it will only create more problems and accidents with students and parents who use this road often and every day when going to and from school. Bad idea in my opinion and I am not in favor!

Thanks

Mindy Dumitrescu

 cell

From: [Eddie Seade](#)
To: [Campo](#)
Subject: Bee Caves Rd
Date: Tuesday, July 9, 2019 8:20:26 PM

EXTERNAL email: Exercise caution when opening.

Dear Campo,

I am completely opposed to making the turning lane on Bee Caves Rd a "reverse" lane. This turning lane was just put in to help with the commuters make easy left turn lanes into the business and neighborhoods. Taking this lane away would be horrible for all of us who live, work and do business in the area.

Please do not change the turning lane.

Sincerely,

E. Seade

[Edward Seade, M.D.](#)
www.AustinShoulder.com

From: [Edwards, Helen](#)
To: [CAMPO Comments](#)
Subject: Dedicated turn lanes down Bee Cave Road need to stay !!!
Date: Tuesday, July 9, 2019 2:11:47 PM

EXTERNAL email: Exercise caution when opening.

I am sending this to communicate my STRONG opposition to the proposed plan to take the dedicated turn lanes on Bee Cave road and allow reverse traffic to flow down those lanes!

It is unfathomable that all the time, money and energy invested in trying to make our community safer could be for naught. A center turn lane has been discussed for two decades and now it is on the verge of completion. The city has spent years and millions to get to this point. To take away a safety measure for temporary fixes to traffic flow makes no sense to me.

The danger associated with left turns on Bee Caves would be just plain crazy because people would have to cross three lanes of traffic.. And these are neighborhoods with people living in them that need to turn left safely.

Helen Edwards

[REDACTED]

Austin, TX 78746

Sent from [Mail](#) for Windows 10

***Wire Fraud is Real*. Before wiring any money, call the intended recipient at a number you know is valid to confirm the instructions.** Additionally, please note that the sender does not have authority to bind a party to a real estate contract via written or verbal communication.

From: [Jason Ehrlich](#)
To: [Campo](#)
Subject: Regional Arterials Study
Date: Wednesday, July 10, 2019 7:24:24 AM

EXTERNAL email: Exercise caution when opening.

Hi, I am providing feedback about the concept to make the new middle lane on Bee Caves Road in Austin/West Lake Hills into a "reversible" lane. I am a resident of Austin, I live in the [REDACTED] near Bee Caves Road, and we use Bee Caves Rd on a daily basis. We have waited literally years for the new middle lane to be constructed so there would be a safe left turn lane down the whole stretch of the road. The idea of turning this new, expensive, and much sought for road improvement into a dangerous, unpredictable, reversible lane is a terrible idea which I do not support at all. One of the major reasons for congestion of Bee Caves Road is the lack of a left turn lane. Please do not proceed with this idea. I am not aware of any business or homeowner who thinks it is a good idea!

Thank you for your consideration

Jason Ehrlich

[REDACTED]
Austin TX [REDACTED]

From: [Teal Van Eman](#)
To: [Campo](#)
Subject: Regional Arterials Study
Date: Tuesday, July 9, 2019 4:00:28 PM

EXTERNAL email: Exercise caution when opening.

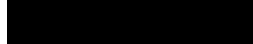
I live on Westhaven Dr and use Bee Caves daily and completely oppose any discussion of the use of our new middle lane other than what it's intended for! There are businesses, schools, and many young drivers on this road and no way would opening Bee Caves Rd to become a freeway would help anyone!

Please count my vote as a big fat NO to the use of our center lane other than a turn lane only! This is a huge safety issue, not a traffic issue!

Thank you for trying but it's not going to work out.

Kindest regards,

Teal Van Eman



Westlake Hills, TX 78746

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TEAL VAN EMAN

Realtor Associate, GRI

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w teal.kuperrealty.com

e teal@sothebysrealty.com

a 4301 Westbank Drive, Building B Suite 100
Austin, Texas 78746



From: [Eunice Erickson](#)
To: [Campo](#)
Subject: Bee Caves Road center turn lane
Date: Tuesday, July 9, 2019 10:02:40 AM

EXTERNAL email: Exercise caution when opening.

All - PLEASE do not change the center turn lane on Be Caves Road. This finally has prevented anxiety and traffic disruption while turning left into businesses and roads on that route. I have been the victim of a rear end collision - minor and without injuries but disruptive since I needed repairs and was without a car. The flow of traffic is safer and faster in the area since the center turn lane has been installed and functional. Unless you spent a month driving that stretch of road daily at various times of the day, you cannot imagine how wonderfully efficient the new lane is. I honestly believe your proposal would make traffic flow slower - stopping traffic behind the cars turning left as had been the case for years - but also more dangerous. I am certain I'm lucky to have experienced only one, very minor collision in all the years I've lived in the area. Please do not reverse the newly safe and expeditious driving conditions on Bee Caves Road.

Sincerely-
Eunice Erickson
Davenport Rim

--

Eunice Erickson

"I've had many worries in my life, most of which never happened" Mark Twain

From: Jody Everett [REDACTED]
Sent: Sunday, June 23, 2019 8:21 PM
To: CAMPO Comments
Subject: Campo open house comments.

EXTERNAL email: Exercise caution when opening.

You asked for my input and you definitely will get it!

One thing I DO NOT WANT ANY MORE of is dangerous, death trap, barrierless "Managed Lanes" such as those despicable things on Mopac. That kind of toll lane has killed so many people in Florida that a state law to close all of them is being considered(link below). In addition, I have downloaded a Texas based study of toll infrastructure and it states that barrierless toll lanes are the most dangerous form of toll infrastructure that can be built-do not try to claim these things are safe.

I can completely understand the need to pay for safe roads and barriered lanes with tolls. However, there is NO justification in endangering peoples lives for toll money. This is the same kind of ethics that heroin or meth dealers have and is doubly despicable when used by a public entity.

I, for one, through my elected representatives, will be fighting tooth and nail to make sure that dangerous (and worthless, in my opinion) "Managed Lanes" are never put on I35. If you want to put a commuter train on some of the new I35 design go right ahead, I think that is a good idea.

I am completely against any more dangerous "Managed Lanes" being built in Austin(or Texas for the matter) and will fight to make my views known. In fact, it is my opinion that the lanes on Mopac should be closed immediately for Public Safety's sake-peoples lives are more important than tolls.

Jody Everett

<https://www.miaminewtimes.com/news/i-95-express-lanes-could-be-banned-under-proposed-law-finally-9044048>

From: [SHANNON FARCUS](#)
To: [Campo](#)
Subject: Regional Arterials Study
Date: Wednesday, July 10, 2019 4:35:59 PM

EXTERNAL email: Exercise caution when opening.

Having just moved to Austin on Westlake Drive very close to Bee Cave road I was so grateful when the new turn lane was installed. It has helped so much to have a safe turn lane and no longer holding up traffic while trying to turn in front of oncoming traffic.

This is truly a life saving turn lane. The amount of road rage and absolute terrifying driver stunts has been almost eliminated at this intersection.

Please keep our new center lane as a permanent Turn Lane.

Thank you
Shannon Farcus
Westlake Dr.
West Lake Hills Tx

From: [viviana.fernandez](#)
To: [CAMPO Comments](#)
Subject: Don't REVERSE our NEW Center Lane on Bee Caves Rd!
Date: Tuesday, July 9, 2019 8:24:10 AM

EXTERNAL email: Exercise caution when opening.

From: [Donald Figer](#)
To: [Campo](#)
Subject: Bee Cave Road through West Lake Hills
Date: Monday, July 8, 2019 3:25:51 PM

EXTERNAL email: Exercise caution when opening.

Please do not reverse the new center lane of Bee Cave Road.

1. Difficult to manage.
2. Unsafe. Roads are already dangerous enough due to driver distraction. A reversible lane will result in more collisions.
3. Non-rush direction becomes a one-lane road with a left turn lane.
4. Center lane has already made a significant impact at EB Bee Cave turning on to Westlake Dr.
5. Let the new center lane do its thing for a while.

I travel that road at rush hour in the direction of rush.

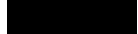
From: [Katie Fowler](#)
To: [Campo](#)
Subject: Regional arterials study
Date: Tuesday, July 9, 2019 12:41:27 PM

EXTERNAL email: Exercise caution when opening.

Please do not reverse our center (turn) Lane. It allows many residents to safely turn left into neighborhood streets and businesses.

Thanks for your consideration,

Katie Fowler



Sent from my iPhone

From: [Aaron Fox](#)
To: [Campo](#)
Subject: Regional Arterials Study
Date: Tuesday, July 9, 2019 7:01:37 AM

EXTERNAL email: Exercise caution when opening.

Hi -

My name is Aaron Fox and I have lived on [REDACTED], West Lake Hills, TX 78746, for the last 10 years. In regards to converting the new turn lane on Bee Caves into a reversible lane...I can't think of something that would be a worse idea. The turn lane is extremely effective for me and my family many times each day. Please KEEP OUR NEW CENTER LANE AS A TURN LANE.

Thank you,
Aaron

From: Gary Nauert [REDACTED]
Sent: Sunday, June 16, 2019 4:03 PM
To: CAMPO Comments
Subject: Regional Arterial Study

EXTERNAL email: Exercise caution when opening.

I have just reviewed Scenarios A, B and C as they pertain to the Steiner Ranch neighborhood.

I am AGAINST recommendations contained in Scenarios B and C that propose building bridges in Steiner Ranch connecting Quinlan Park Road to Bee Caves & Lakeway. This proposal would only succeed in diverting traffic away from 620 through Steiner Ranch, causing significant delays during peak commute, and a continued stream of traffic causing safety & security issues for the broader Steiner Ranch neighborhood.

Instead, please consider turning 620 into a major expressway from Lakeway to Hwy 183, including elevated roadways and overpasses.

Thanks,
Gary Nauert

[REDACTED]
Austin, Texas 78732

From: [Evins Cameron Gibson](#)
To: [Campo](#)
Subject: Please do not take away the new turn lane!!!
Date: Thursday, July 11, 2019 7:16:09 PM

EXTERNAL email: Exercise caution when opening.

Hi, I am a resident of Barton Creek and use Bee Caves Road to get into Westlake daily. I saw that the city wants to turn our almost completed turn lane into a reverse flow traffic lane. That is a HORRIBLE idea!!!! Anyone who actually drives that road will agree.

The only reason traffic is backed up is because of a lack of turn lane. We have to wait for cars to turn into businesses without a turn lane, thus backing up traffic significantly. That and the 2+ years of construction. If you take away our new turn lane, you'll just create significant backups again. If you drive in the completed parts during rush hour, it's not that bad. Dramatically better. It's only bad in the construction areas.

My child's school is in Westlake, and as it currently stands, it is extremely difficult and dangerous to get out of her school in the afternoon / evening due to the lack of a turn lane. Many times I sit there for 5 minutes and then have to gun it with close calls to make it into the opposite lanes. I should not have to risk the safety of my 1.5 year old to get out of her school, or add an extra 15-20 minutes because the city wants to take away our new turn lane.

Please listen to the residents of the area who want to KEEP THE NEW TURN LANE. We do not want a reverse traffic lane. That sounds like several more years of construction and it won't help with traffic!

Thank you,
Evins Gibson

From: [Jerry Gordon](#)
To: [Campo](#)
Subject: Center Lane on Bee Cave Rd.
Date: Tuesday, July 9, 2019 2:24:06 PM

EXTERNAL email: Exercise caution when opening.

Please do not take away our center turn lane on Bee Cave Rd. We need them!!

Jerry Gordon

Sent from my iPhone

From: [Green, Amber](#)
To: [Campo](#)
Subject: Regional Arterials Study
Date: Monday, July 8, 2019 10:06:43 PM

EXTERNAL email: Exercise caution when opening.

Hi,

I live off Bee Cave road in an apartment on Blue Ridge Trail in West Lake Hills. I have been living through this awful construction for 2+ years but I keep telling myself that the turn lane and sidewalks will be worth it! The people who live and work in this area desperately need the turn lane - otherwise traffic between 7-6 is unbearable. Please do not take away the turn lane.

Thanks,
Amber Green



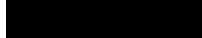
West Lake Hills, TX 78746



Amber Green

Partner Executive
Worldwide Channels and Alliances
Verizon Business Group

O 512 495 6761

M 

3815 South Capital of Texas Hwy, Suite 200
Austin, TX 78704



From: [Billie Gurkin](#)
To: [CAMPO Comments](#)
Subject: Bee Caves Road Reversible Lane
Date: Tuesday, July 9, 2019 5:28:21 PM

EXTERNAL email: Exercise caution when opening.

I have lived a couple of blocks off Bee Caves Road since 1975. I have seen the road go from a simple 2-lane road with minimal traffic lights to a 4-lane major thoroughfare carrying thousands of cars per day to accommodate the increased population and traffic in the southwest part of the Austin area. It became a hazard to local traffic, and reduced foot traffic to "taking your life in your own hands." After almost two decades of attempts by local officials and businesses to widen the road to accommodate a center turn lane, along with local governments spending millions of dollars to acquire local rights of ways, the center turn lane widening project is very near completion. It is a joy to drive on the completed parts of the road, not having to be stressed out for fear someone might stop immediately in front of you, with little warning, to make a left turn. On the completed part of the road, an equal number of cars are in both lanes going in one direction, whereas before, much fewer cars drove in the inner lane for fear of being stopped by someone wanting to make a left turn. When the project to fully completed (this fall), Bee Caves will be a much safer, friendlier, stress-free road through our neighborhood.

Bee Caves Road's center turn lane should not become a reversible traffic lane!!!

Billie Gurkin


Westlake Hills, Tx 78746

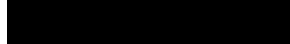
From: [Marilyn Hartman](#)
To: [Campo](#)
Subject: Turn Lane on Bee Caves Road
Date: Monday, July 8, 2019 10:39:48 PM

EXTERNAL email: Exercise caution when opening.

I have just learned of the possibility that the new center turn lane on Bee Caves Road running through West Lake Hills and Rollingwood could be converted into a reversible lane during rush hours. **This is a very bad idea -- I object to it strongly!** I travel this road regularly from the Barton Creek area, and the new center turn lane has kept the traffic flowing wonderfully without getting stuck behind someone waiting to turn left, as was the case when there were just 2 lanes in each direction. PLEASE do not convert this effective center turn lane into a reversible lane; doing that will cause the same problems as experienced previously when the center turn lane did not exist. The center turn lane also provides safety when making a left turn which would become more dangerous if converted.

Respectfully submitted,

Marilyn Hartman



Austin, TX 78735

From: [Kelley Hawkins](#)
To: [Campo](#)
Subject: Bee Cave Rd.
Date: Wednesday, July 10, 2019 2:09:50 PM

EXTERNAL email: Exercise caution when opening.

Please do NOT turn the brand new turn lane on Bee Cave Rd. into a reversible lane.

Thank you!!!

Resident,
Kelley Hawkins

From: [A.J. Hazarabedian](#)
To: [CAMPO Comments](#)
Subject: Bee Caves Road Center Lane - Please Leave As A Center Turn Lane
Date: Tuesday, July 9, 2019 3:12:02 PM

EXTERNAL email: Exercise caution when opening.

I am a resident of Barton Creek who utilizes Bee Caves Rd on a daily basis. I am writing to register my strong opposition to CAMPO's proposal to turn our new center lane on Bee Caves Rd into a reversible lane. We finally have a center lane for turning that has made it much easier and safer to make left turns - and has *significantly diminished traffic backups* from people trying to make left turns - and now you propose to take that away? PLEASE NO! PLEASE LEAVE THE CENTER LANE AVAILABLE FOR LEFT TURNS! IT IS SAFER AND HAS DONE MORE TO ALLEVIATE TRAFFIC ON BEE CAVES RD THAN A REVERSIBLE LANE EVER COULD.

Thank you for your consideration.

A.J. Hazarabedian

Phone: [REDACTED]

Fax: [REDACTED]

From: [Bettyh](#)
To: [Campo](#)
Subject: Regional Arterial Study
Date: Tuesday, July 9, 2019 8:38:54 AM

EXTERNAL email: Exercise caution when opening.

As a daily driver on Bee Cave Rd in Westlake, I am totally AGAINST making our NEW left turn lane into a reversible lane during peak traffic hours. I have personal experience as a victim several years ago being rear ending while waiting with my blinker activated to turn left from Bee Cave to Camp Craft Rd with NO LEFT TURN LANE. This was a very severe accident as the distracted young driver who hit me was traveling at a high rate of speed. Austin has some of the WORST drivers in the country. There's NO way they could adapt to a reversible lane situation.

KEEP OUR NEW CENTER LANE AS A TURN LANE! My family has waited for 22 years for this traffic improvement.

DON'T MESS WITH THE NEW TURN LANE!

Thank you,
Betty Hegarty

Sent from my iPad

From: [Casey Hoffman](#)
To: [Campo](#)
Subject: Against reverse lane adoption for bee caves rd
Date: Saturday, July 13, 2019 7:25:27 AM

EXTERNAL email: Exercise caution when opening.

From: [Cathy E. Hoover](#)
To: [CAMPO Comments](#)
Subject: Regional Arterials Study
Date: Monday, July 8, 2019 9:10:31 PM
Importance: High

EXTERNAL email: Exercise caution when opening.

The Westlake Chamber of Commerce strongly opposes the proposal to turn the center turn lane on Bee Caves Road into a reversible lane.

After so many years of working and waiting on a new center turn lane, we are extremely disheartened to hear that CAMPO is proposing that it be change to a reversible lane. And our NEW center turn lane isn't event finished!!! We have far too many neighborhoods, businesses, schools and churches along Bee Caves Rd. Our community finally has a center lane to make left hand turns safely. If the center lane is removed during high traffic periods, it would make it impossible to make a left hand turn into all of the access points along Bee Caves Road.

Cathy Hoover

Executive Director

Westlake Chamber of Commerce

101 Westlake Drive Ste 131, Austin TX 78746

office (512) 327-3088

www.WestlakeChamber.com

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The Westlake Chamber of Commerce supports the local community by Educating, Connecting and Mobilizing member businesses within the greater Westlake area.

From: [Jo Ann Howard](#)
To: [Campo](#)
Subject: Middle lane on Bee Cave Road
Date: Tuesday, July 9, 2019 6:04:31 PM

EXTERNAL email: Exercise caution when opening.

It makes no sense whatsoever to eliminate the new middle lane on Bee Cave Road which is working as designed. Traffic keeps moving; turning cars have safe place to wait on oncoming traffic. I will personally carry a poster on this one! Bad idea. Whose idea is it anyway? Jo Ann

Jo Ann Howard, President
H2O Partners Inc.
P.O. Box 160130
Austin, Texas 78716

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From: Ronald Hudson [REDACTED]
Sent: Monday, July 15, 2019 10:03 AM
To: Campo
Cc: Henry Pearson [REDACTED]; Byron C. Blaschke; Martha Hudson [REDACTED]
Subject: Reversible lanes on Bee cave road

EXTERNAL email: Exercise caution when opening.

I am a PhD civil engineer. Retired professor of Transportation At UT Austin for 42 years. I want to chime in on proposed reversible lanes on Bee Cave Road Even after the current widening is complete there are still at least 2 choke points that will not be well served by reversible lanes. One is the block in front of Randall's and McDonalds. In that block there are 4 driveway on the southside and 2-3 on the North side depending on how you count. In my opinion, to take away the turn lane would be disastrous. There is only 100 +/- ft between some of the driveways and waits of up to a minute or more in the turn lane now. Take that lane away and BOOM/BAM The other impossible bottleneck is the 4 remaining lanes over the Dry creek culverts at about 3100 block. In the wisdom of someone those culverts are not being widened . There is NO MIDDLE lane to reverse. A reversible lane there would be 3 vs 1 and disaster. There is almost no time during the day where traffic in both directions if not heavy now. If you reverse past Barton creek then you dump 3 lanes into 2 and at 360 there is already varied number of lanes where the lane end in right turns coming in E bound at The big shopping center and the catholic church

I am copying here 2 former TxDOT deputy Chief Engineers I hope they will offer you their opinion too.

From: [Ron Huff](#)
To: [Campo](#)
Subject: Keep Bee Cave Center Turn Lane
Date: Wednesday, July 10, 2019 12:12:09 AM

EXTERNAL email: Exercise caution when opening.

Dear Campo,

I understand that Campo is studying the idea of turning the Bee Caves center turn lane into a reversing lane. I strongly oppose this idea as it will significantly impact my families safety.

We leave our neighborhood from Bulian and need this center turn lane to safely enter and leave Bulian to/from Bee Caves. Without the center turn lane, when we turn into Bullan from westbound Bee Caves, we will have to stop and risk getting rear ended and also backup traffic as we wait to make the turn. On leaving Bulian onto eastbound Bee Caves the center lane give us safe place to stop/slow while entering a lane.

Proof of what I am saying is evident since we use to have a small center turn lane at this intersection and since the construction started it was removed and several accidents have ocured at this intersection as a result. I am looking forward to getting the center turn lane back. Please don't take it away.

Regards,

Ron Huff
Resident of West Lake Hills.

From: [Kathy Hutto](#)
To: [Campo](#)
Subject: Bee Caves Road
Date: Wednesday, July 10, 2019 11:06:09 PM

EXTERNAL email: Exercise caution when opening.

Please do not change the new (and, in some cases, still under construction) turn lane on Bee Caves into a reversible lane. It is solving a long standing problem of making it easier to turn without blocking traffic.

Thank you,

Kathy

Kathy Hutto
[REDACTED]

Kathy

Kathy Hutto
[REDACTED] cell

Sent from my iPhone

From: [Marianne Inman](#)
To: [Campo](#)
Subject: Bee Cave Rd Center Turn Lane
Date: Friday, July 12, 2019 4:38:08 PM

EXTERNAL email: Exercise caution when opening.

To Whom it May Concern,

As a resident in the Westlake area, I implore you to KEEP OUR NEW CENTER LANE ON BEE CAVE ROAD AS A TURN LANE. Making left-hand turns on this road can be dangerous and a turn lane will greatly mitigate that.

Sincerely,

Marianne Inman

From: [John Ferguson](#)
To: [Campo](#)
Subject: regional arterials study
Date: Tuesday, July 9, 2019 5:36:09 PM

EXTERNAL email: Exercise caution when opening.

To whom it may concern:

I have lived in West Lake Hills for 27 years. I am opposed to reversing the new center lane on Bee Caves Road. Traffic is bad enough as it is and this would make things worse. Sincerely yours, Cheryl Ferguson,
[REDACTED] West Lake Hills

From: [Jenna Watkins](#)
To: [Campo](#)
Subject: Keep BeeCave Center lane a turn lane
Date: Friday, July 12, 2019 2:25:32 PM

EXTERNAL email: Exercise caution when opening.

To whom it may concern:

Please keep Bee Cave Roads new center turn lane, a turn lane. Anything else in the area is far too dangerous. With schools in the area, you are bound for tragic accidents.

Sent from my iPhone

From: [John Watkins](#)
To: [Campo](#)
Subject: Keep center lane on Bee Cave Rd
Date: Friday, July 12, 2019 3:31:01 PM

EXTERNAL email: Exercise caution when opening.

To Whom it may concern

I am writing as a concerned homeowner from Woodhaven in Austin near bee cave rd. I recently heard that there is discussion of turning the not even finished center turn lane into a reversible lane. This is a terrible idea and terrible for the community in the area. The turn lane should help alleviate traffic and if people need to drive faster there 360 and MOPAC available to them. Bee cave between 360 and MOPAC is not a highway nor should it be turned into one. The revisable lane ONLY benefits people who DO NOT live in the area and will HURT local business in this community. People have other options.

Sincerely

John W

Sent from my iPhone

From: [Mary](#)
To: [CAMPO Comments](#)
Subject: Regional Arterials Study CAMPO
Date: Tuesday, July 9, 2019 1:26:30 PM

EXTERNAL email: Exercise caution when opening.

To whom it may concern:

Please do not take away the hard-earned turning lane on Bee Caves Rd in WLH and Rollingwood! It is imperative for reasonable travel and use of the residence areas and businesses in the area.

I appreciate you looking into traffic solutions, but please do not proceed with any plan to use the center lane of Bee Caves Road as a reversible lane (at least on the area between Mopac and 360.

Thank you,

Mary and Jim Jacobson

Sent from [Mail](#) for Windows 10

From: [REDACTED]
To: [CAMPO Comments](#)
Subject: Do NOT Reverse Center Lane on Bee Caves Rd
Date: Wednesday, July 10, 2019 11:55:39 AM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO:

Reversing center lane traffic on Bee Caves Road is a terrible idea not only for traffic flow but also for traffic safety.

I have driven Bee Caves Road daily for over 20 years, and the absence of a dedicated turn lane on this high-traffic road has been a major problem for all twenty of those years. Obviously, as traffic increased on Bee Caves Rd., the absence of a turn lane became an ever greater traffic hazard.

Now that a turn lane has been built, it makes absolutely no sense to render it useless. The turn lane is needed in high traffic times, and dedicating the turn lane to traffic will only serve to back up traffic in BOTH directions as motorists block the left lane of traffic to make their left-hand turn across Bee Caves Road. We know this will be a major issue because it has ALWAYS been a major issue on this road – you don't need to spend any money at all on a new traffic study. We already know what will happen.

Please scrap this terrible idea and spend your resources expanding MoPac, I-35, Highway 71, and turning Loop 360 into an actual, functioning highway. If our major traffic arteries were made adequate for our current traffic needs, no one would have to spend resources examining largely ineffectual stop-gap measures.

Reversing center lane traffic on Bee Caves Road will hinder traffic and pose a threat to public safety.

Sincerely,
Rebecca Joseph

From: [Kathy Ferguson](#)
To: [Campo](#)
Subject: Regional Arterials Study
Date: Monday, July 8, 2019 7:17:27 PM

EXTERNAL email: Exercise caution when opening.

Please Don't Reverse the New and Still Under Construction Center Turn Lane on Bee Cave Road.

After all these years, the West Lake Hills and Rollingwood community finally is about to have a center lane which helps to reduce traffic, increase safety and allows for a safe left-hand turn into our many neighborhoods, schools and businesses.

PLEASE KEEP OUR NEW CENTER LANE AS A TURN LANE.

Respectfully,
Kathy Ferguson

From: [Kaitlin Johnson](#)
To: [Campo](#)
Subject: Regional Arterials Study
Date: Tuesday, July 9, 2019 12:41:14 PM

EXTERNAL email: Exercise caution when opening.

Please leave Bee Caves Rd center turn lane in place. We've waited decades for this change and suffered considerable traffic delays while it's been implemented. To turn back now would be hugely detrimental and infuriating. Please leave our center turn lane alone!

Sincerely,
Kaitlin Johnson

Sent from my iPhone

From: [Julie Wirt](#)
To: [Campo](#)
Subject: Bees Cave Road input from West Lake Hills resident
Date: Friday, July 12, 2019 10:29:14 AM

EXTERNAL email: Exercise caution when opening.

Hello,

We'd like to urge CAMPO to keep the new Bees Cave Road center lane as a turn lane as we strongly oppose Campo's plan to turn it into a directional traffic lane. As daily drivers on Bees Cave and West Lake Hills residents we know how many accidents have occurred when we lacked a center turn lane. That is why West Lake Hills residents approved of the city using our tax dollars to secure the land required to add a center turn lane to Bees Cave road. For CAMPO to now do a bait and switch, to eliminate the turn lane, essentially turning this into a 5 lane of traffic road, and making it even more unsafe to turn against traffic is unacceptable.

Please reconsider and keep our new Bees Cave Lane as a center turn lane ONLY.

Thanks

Julie & Eric Kameda



West Lake Hills, TX

From: [Jody Kane](#)
To: [Campo](#)
Subject: Regional Arterials Study
Date: Tuesday, July 9, 2019 6:58:10 AM

EXTERNAL email: Exercise caution when opening.

Dear sir,

We are long time residents of westlake and have been living through the bee cave upgrade to a center lane for safe turning to the multiple businesses along the road.

We have heard of a study that is entertaining turning the turn lane into a bi directional lane for traffic and we are against it. You should focus your efforts on widening 360 for the outlying towns that are creating the traffic. We are strongly opposed to any such changes that would effect our main thoroughfare in our neighborhood. My children's safety is dependent upon this as well as are thousands of others.

Thank you,
Jody Kane

From: Trina Keathley [REDACTED]
Sent: Monday, July 15, 2019 10:29 PM
To: Campo
Subject: Homeowner at [REDACTED] Austin, TX 78746

EXTERNAL email: Exercise caution when opening.

Hello - it has come to our attention that Capital Area Metropolitan Planning Organization (CAMPO) is conducting a transportation study of regional arterials throughout Austin. One of the proposals is for Bee Cave Rd in the Cities of West Lake Hills and Rollingwood. The study proposes converting our brand new (and still under construction) center turn lane into a reversible lane during AM and PM peak periods.

We vehemently oppose this idea as we live in the neighborhood at the intersection of Westwood Terrace and Bee Cave Road.

The yet to be complete center turn lane will benefit this community greatly and the conversion of this valued improvement in to a reversible lane during peak AM and PM peak periods will only exacerbate the pass through traffic in this congested community and the gridlock caused by our residents trying to get to its schools, businesses and places of worship.

If your aim is to alleviate traffic on Bee Cave Road, perhaps your organization should support finally constructing the SW leg of SH 45. It's been 30 plus years and still SW Austin is strangled in traffic as the negligence in not building this leg is causing all kinds of issues elsewhere.

Please reject the idea of converting the center turn lane in to reversible flow lane out of hand.

Thank you.

Ryan and Trina Keathley
[REDACTED]
Austin, TX 78746

From: MRS NOSTER [REDACTED]
Sent: Monday, July 15, 2019 12:29 PM
To: Campo <campo@campotexas.org>
Subject: Reversible Lanes Proposal Bee Caves Rd

EXTERNAL email: Exercise caution when opening.

Dear Members of CAMPO Transportation Policy Board:

I strongly oppose any proposition or study that explores the use of reversible lanes on Bee Caves Road. YOUR arterial road is MY neighborhood street lined with schools, businesses, churches, and neighbors. Bee Caves Road connects me to the goods and services I need in my daily life. It is the street my children travel to school and work. It is the path I use to worship or to visit friends. To manage Bee Cave Road simply as a conduit into downtown Austin is to marginalize the communities in which the road is embedded.

My paramount concern with this proposal is safety. Reversible lanes present challenges to drivers wherever they are employed. In the context of a neighborhood road, the risks are magnified. Additionally, the connectivity of our neighborhood and the quality of community life will be compromised. I urge you not to pursue reversible flow lanes on Bee Caves Road.

Sandra Keller
Rollingwood, Texas

Sent from my iPad

From: Adrian Killam [REDACTED]
Sent: Monday, July 15, 2019 9:51 AM
To: CAMPO Comments
Cc: mayor@westlakehills.org
Subject: Bee Cave Road — reversible lane proposal

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

I have lived just off Bee Cave Road (on Eanes School Road) since 2001, and have dealt with the dangerous conditions caused by cars turning left to access the businesses, particularly those between Camp Craft Road and Walsh Tarlton, for all of those years. I have experienced the frustration of being stuck in the left lane because of someone turning left in front of me, narrowly avoiding collisions because of people quickly changing lanes to avoid being stuck, and too rapidly assessing the situation and changing lanes myself, essentially on a daily basis, for the past 18 years. And last December (2018) it finally happened to me. I was traveling east on Bee Cave, in the left (fast!?!?) lane, and stopped because the car in front of me stopped because the car in front of them was turning left, and the inexperienced, inattentive driver behind me rear-ended me, causing \$22,000.00 worth of damage to my car and who knows how much damage to his car. My car was in the shop for about 3 months. Fortunately, neither of us was hurt.

Now, after living through the inconvenience and noise of 2 years of construction, the loss of some of our beautiful trees, the transformation of our beautiful street into something looking more like Burnet Road (not a good thing!), all to prevent the sort of economic loss and danger that I experienced last December, as well as to benefit the businesses that are an important part of our community of West Lake Hills, we hear that CAMPO is thinking of taking away the left turn lane that we have all sacrificed so much to finally acquire.

West Lake Hills is a community, and Bee Cave Road is our Main Street. We are not a highway for the convenience of commuters who neither live nor work here and likely contribute nothing to our community other than pollution and traffic. Our need for a left turn lane that is operational at all times far outweighs, in my opinion, the goal of saving a few minutes for commuters.

Thank you for your time and attention to my concerns.

Sincerely,

Adrian Killam
[REDACTED]
West Lake Hills, TX. 78746

Sent from my iPad

From: Liz Nauert [REDACTED]
Sent: Sunday, June 16, 2019 3:40 PM
To: CAMPO Comments
Subject: Regional Arterials Study - no bridges in Steiner Ranch

EXTERNAL email: Exercise caution when opening.

I have just reviewed Scenarios A, B and C.


I am AGAINST recommendations contained in Scenarios B and C that propose building bridges in Steiner Ranch connecting Quinlan Park Road to Bee Caves & Lakeway. This proposal would turn Quinlan Park Road into another 620 nightmare, causing significant delays during peak commute, continued stream of traffic causing safety & security issues for broader Steiner Ranch.

From: [Liz Seade](#)
To: [Campo](#)
Subject: Bee Caves Rd.
Date: Tuesday, July 9, 2019 12:50:22 PM

EXTERNAL email: Exercise caution when opening.

As a resident of the Westlake area, I was horrified to hear that you are considering taking away the turn lane that the community desperately needs and is finally almost complete, and essentially turning a neighborhood road into a major thoroughfare for others. Bee Caves Rd. connects our community in so many ways and is finally getting the turn lane that will allow the community to safely travel to schools and neighborhoods and support local businesses. Please do not ruin the Westlake community in the name of urban sprawl.

Thank you for your consideration.

Liz Seade

Austin, TX 78746

From: [Laurel Sockwell](#)
To: [CAMPO Comments](#)
Subject: Regional Arterials Study - Bee Cave Road
Date: Tuesday, July 9, 2019 2:31:48 PM

Please do not make Bee Cave Road a reversible lane road. The new turn lane is greatly improving traffic flow and access to local businesses. A reversible lane in this highly congested area with many access points would be dangerous and detrimental to the local businesses.

Thank you.

Laurel Sockwell



From: [Eric Lambiase](#)
To: [Campo](#)
Subject: Beccaves Rd Westlake: KEEP OUR NEW CENTER LANE AS A TURN LANE
Date: Tuesday, July 9, 2019 1:37:04 PM

EXTERNAL email: Exercise caution when opening.

Please do not get rid of our turn lane. I am a westlake resident.

Regards,

Eric

cell: [REDACTED]

"Il successo non è la chiave della felicità. La felicità è la chiave del successo."

From: [Rod](#)
To: [Campo](#)
Subject: Reversible Middle Lanes Bee Caves Rd.
Date: Tuesday, July 9, 2019 12:35:55 PM

EXTERNAL email: Exercise caution when opening.

Do not make the center lanes reversible on Bee Caves road in Westlake Hills/Rollingwood. Time, money and effort would be better spent on improving coordination between traffic lights for the time of day.

Thank you,

Rod Langford
Rollingwood

From: [Sharon Lear](#)
To: [Campo: CAMPO Comments](#)
Subject: Regional Arterials Study - Bee Cave Rd.
Date: Tuesday, July 9, 2019 10:54:49 PM

EXTERNAL email: Exercise caution when opening.

Please KEEP the Bee Cave Road CENTER LANE AS A TURN LANE. Please do not turn it into a one-way reversible lane during peak periods.

Bee Cave Rd. is at the center of the Westlake/Eanes community. People live and work in the immediately surrounding area. It's their home, and the Westlake/Rollingwood areas have been built out for years. Any increase in traffic predominately comes from commuters from far-flung areas looking for a faster way to get from the suburbs to downtown, etc. That traffic needs to stay on the major thoroughfares -- Mopac and Loop 360. The last thing the Westlake area needs is commuters who have no business in the area speeding through. Bee Cave Rd. would become a barrier in the middle of the community, blocking people from going back and forth between their common destinations. It would be debilitating.

A reversible lane only serves people who do not live or work in this area. Loop 360 already serves these commuters, and it already divides the Westlake/Eanes community. That is enough. Please do not make it worse.

I don't even live in the Village of Westlake or Rollingwood, and I think this is a bad idea. I live just outside the area in Lost Creek, but the whole area is my community. I would like to be able to drive within my community and go to places like Randall's, Trader Joe's, etc. and not have to fight my way through a stream of commuters on Bee Cave Rd. Already people in my neighborhood have to cross Loop 360 to get to our schools and other places in the Eanes community. It can take 20 min. in the morning to go 1.5 miles from Lost Creek to Westlake High School. I can barely leave my neighborhood between 4pm and 6pm because of the traffic on Loop 360. Doing the same to Bee Cave Rd. would cause the same problems there.

How would teenage drivers and parents go from the north side of Bee Cave Rd. to Westlake High? How would Eanes elementary students cross such a thoroughfare to get to school, when many of them walk today? How would someone in Rollingwood get to HEB when the reversible lane is in effect? And how would drivers go to the restaurants, dry cleaners, gas stations, doctors offices, etc. along Bee Cave Rd. if they cannot make a left turn?

People who live in this area criss-cross Bee Cave Rd. frequently. We stop in at the businesses along Bee Cave Rd. because that's where we shop, eat, and live. We need access to these places, and we need to be able to turn Left at all times.

Thank you,

Sharon Lear

From: [jlesassier](#)
To: [Campo](#)
Subject: Bee Caves Rd
Date: Monday, July 8, 2019 5:18:19 PM

EXTERNAL email: Exercise caution when opening.

Dear Folks,

As a long time resident of Westlake, I can speak to the importance of our new center turn lane. For years we have endured backed up traffic when someone is turning, accidents happening when someone is turning- we need that center turn lane. We have waited a long time for it, too.
Please do not take it away!

Sincerely,

Carolyn LeSassier

From: ron levin [REDACTED]
Sent: Sunday, June 16, 2019 4:02 PM
To: CAMPO Comments
Subject: proposed new roads

EXTERNAL email: Exercise caution when opening.

As a Steiner Ranch Resident who is concerned about the current congestion on Quinlan that already exists that doesn't incl a large Residential area at the Entry from 620 to SR, a Mega-Church that hasn't opened and a large Commercial Project that they just broke ground on.... I look at the new road proposals as helpful to SR Residents to get out incl to evacuate when another greenbelt fire were to occur, but fear the ramifications of those Bee Cave and Lakeway residents that see this as a great shortcut for them. We don't need more traffic, we need 620 and 2222 fixes so we can get out of SR without taking 45-60+ min.

Sent from [Mail](#) for Windows 10

From: [Chris Lickteig](#)
To: [Campo](#)
Subject: Please, No Bee Caves Center Lane Change!!
Date: Tuesday, July 9, 2019 8:35:02 PM

EXTERNAL email: Exercise caution when opening.

Bad idea for this newly formed center lane for our community!!!

From: [Joanne Lord](#)
To: [Campo](#)
Subject: No
Date: Monday, July 8, 2019 11:50:14 PM

EXTERNAL email: Exercise caution when opening.

No Reversible Lane on Bee Cave Road.
Unsafe!!!
Do not promote this. Bad idea.

Joanne Lord



From: [feluhm](#)
To: [Campo](#)
Subject: Bee Cave Road
Date: Monday, July 8, 2019 4:55:06 PM

EXTERNAL email: Exercise caution when opening.

PLEASE, PLEASE LEAVE OUR NEW TURN LANES ALONE!!!!
Clarice & Fred Luhm

Sent from my T-Mobile 4G LTE Device

From: [Nicole Lyons](#)
To: [Campo](#)
Subject: Bee Cave Road
Date: Monday, July 8, 2019 3:51:06 PM

EXTERNAL email: Exercise caution when opening.

I understand you're considering taking the brand new center lane for turning on Bee Cave Rd and changing it to be a one way lane depending on the time of day. My community has waited years for this road to be upgraded so that our businesses and school can be entered safely without holding up traffic. Please do not mess with Bee Cave Road.
Sent from my iPhone

From: [Marilyn Bowers](#)
To: [Campo](#)
Subject: Fw: Regional Arterials Study
Date: Tuesday, July 9, 2019 5:19:16 PM

EXTERNAL email: Exercise caution when opening.

----- Forwarded Message -----

From: Tom Bowers [REDACTED]
To: Marilyn Bowers [REDACTED]
Sent: Tuesday, July 9, 2019, 5:10:34 PM CDT
Subject: Fw: Regional Arterials Study

----- Forwarded Message -----

From: Tom Bowers [REDACTED]
To: campo@campotexas.org <campo@campotexas.org>
Sent: Tuesday, July 9, 2019, 5:08:52 PM CDT
Subject: Regional Arterials Study

Don't reverse our new center turn lane on Bee Caves Road to a change-lane!

Give a center turn lane at least a couple of years or more of existence to see how traffic flows with a center turn lane in place. If traffic is backing up to a frustrating level, the citizens will begin to see a reason to entertain a change-lane. If it is not, the citizens will have a useful, safe turn lane that has been anticipated for years now.

Listen to the local citizenry who have paid the price of inconvenience and the expectation of relief and safety. Give the center turn-lane a chance.

Tom Bowers
[REDACTED]
Austin, Tx. 78746

From: [Matt Johnson](#)
To: [Campo](#)
Subject: Regional Arterials Study - Bee Caves Rd Center Lane
Date: Tuesday, July 9, 2019 1:47:30 PM

EXTERNAL email: Exercise caution when opening.

Hi,

I was made aware that CAMPO is exploring an option to remove the center lane from Bee Caves Rd and replace it with a reversible lane. As a resident of West Lake Hills, I use this road multiple times a day, and from personal experience see many issues with this proposal. Most often the crashes/near crashes and traffic congestion I see in this area comes from drivers trying to turn in an area without a turn lane. The idea of removing this lane before construction is even complete make zero sense.

I'd also add that the traffic on Bee Caves Rd to get into Eanes elementary school poses an even greater concern and addressing this issue would be a more prudent way to fix some of the congestion concerns.

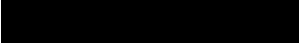
Thanks
Matt

From: [Jamie MacLaggan](#)
To: [Campo](#)
Subject: Don't mess with Bee Cave Rd, middle turn lane...
Date: Tuesday, July 9, 2019 3:50:07 PM

EXTERNAL email: Exercise caution when opening.

...c'mon! We haven't even finished the last leg...I'd like to try it out for while.

https://d3926qxcw0e1bh.cloudfront.net/post_photos/6a/d5/6ad5d7f1d57c0519290734894fb05b21.jpg
Best,

ArtCraft Construction Services
Jamie MacLaggan, Principal
6505 Ledgerock Circle
Austin TX 78746
512.574.8434


From: [Elaine Mankle](#)
To: [Campo](#)
Subject: New Bee Caves Rd Center Lane
Date: Tuesday, July 9, 2019 1:56:20 PM

EXTERNAL email: Exercise caution when opening.

Please keep the new center lane in West Lake Hills and Rollingwood as a TURNING LANE. We so desperately need the ability to turn left safely.

Thank you,

Elaine Mankle
West Lake Hills Resident
Sent from my iPhone

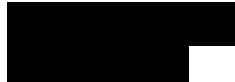
From: [Barbe Mariotti](#)
To: [Campo](#)
Subject: Regional Arterials Study
Date: Monday, July 8, 2019 10:24:31 PM

EXTERNAL email: Exercise caution when opening.

Please do NOT make the center lane on Bee Cave Rd in Westlake Hills and Rollingwood a Reverse Lane! This should not be a main thoroughfare and we just paid to have a center lane put in - for the residents to be able to get through.

Thank you for reviewing my email.

Barbe Mariotti




From: [Anne Markley](#)
To: [Campo](#)
Subject: turn lane on Bee Cave Rd.
Date: Wednesday, July 10, 2019 12:01:57 PM

EXTERNAL email: Exercise caution when opening.

Please do not eliminate the turn lane that we so desperately need!

Anne Markley


Austin, 78746

From: [Allysa Martin](#)
To: [CAMPO Comments](#)
Subject: Regional Arterials Study
Date: Wednesday, July 10, 2019 10:27:15 PM

EXTERNAL email: Exercise caution when opening.

Dear Sir or Madam,

I am writing in regard to the proposal to turn the newly constructed center lane on Bee Caves road into a reversal lane. We have desperately needed this center lane for years with 2244 becoming almost impossible to safely navigate due to the number of cars needing to turn and blocking the entire lane. It causes drivers to swerve back and forth to avoid stopping. There is a school on this street, a major cut through which backs up the entire lane to turn left and Westlake Hills finally resolved this continual headache and safety concern. I cannot believe that anyone would contemplate changing this huge benefit to a major arterial road.

I am strongly opposed to the ideas out forth which would eradicate the benefits of the center lane. Please help us maintain the newly found safety of driving this road without constant fear of a dead stop due to a turning car.

Regards,
Allysa Martin

Sent from my iPad

From: [Rhonda McCollough](#)
To: [Campo](#)
Subject: Center turn lane on Bee Cave Road
Date: Thursday, July 11, 2019 10:06:47 AM

EXTERNAL email: Exercise caution when opening.

Dear Campo Commission members,

I am writing as a resident of West Lake Hills, and I am a city council member as well, though I am not speaking here on behalf of the city.

I have lived in West Lake Hills for over 20 years, I know the traffic problems first hand. I have worked on the planning and installation of the Bee Cave Rd turn lane, and have seen tremendous benefit already. It improves our traffic flow tremendously, even at the busiest times.

Re- purposing that new lane for rush hour traffic flow would be a mistake, because it will not help commuter traffic. The loss of the turn lane will actually slow traffic , because residents will block full lanes of traffic trying to turn. This lane change proposal is therefore counter productive.

Please reconsider this proposal, and let the improved turn lanes continue making the positive difference that is already felt.

Thank you,
Rhonda McCollough
[REDACTED]
West Lake Hills, TX 78746
[REDACTED]

From: [Jason Middlebrook](#)
To: [Campo](#)
Subject: Regional Arterial Study
Date: Tuesday, July 9, 2019 2:16:38 PM

EXTERNAL email: Exercise caution when opening.

To Whom it May Concern,

Please keep the center turn lane that is being constructed along Bee Cave Rd a center turn lane in the communities of Westlake Hills and Rollingwood. It is much needed and makes Bee Cave Road much safer to travel. Thank you.

Sincerely,

Jason Middlebrook

From: [Lisa Moore](#)
To: [Campo](#)
Subject: KEEP Center turn lane on Bee Cave Road
Date: Monday, July 8, 2019 9:06:57 PM

EXTERNAL email: Exercise caution when opening.

The new center turn lane on Bee Cave Road needs to stay a center turn lane. It should not be used as a reversible travel lane.

Before we had the center turn lane numerous accidents occurred. My son was rear ended while trying to make a left turn between Camp Craft Road and Red Bud Trail.

In my opinion, there is not enough traffic to warrant the reversible lane. The continuous turn lane is used every day.

Sincerely,
Lisa Moore

From: [Nancy Lynch](#)
To: [CAMPO Comments](#)
Subject: Center TURN lane on Bee Cave Road in West Lake Hills
Date: Tuesday, July 9, 2019 6:08:46 PM

EXTERNAL email: Exercise caution when opening.

Dear Campo,

After years of efforts and expenditure of considerable tax payer money, WLH is on the verge of completing a middle left turn lane to increase safety and convenience for its residents. It is unacceptable for CAMPO to step in and negate all those efforts. Drop your plan for reversing that lane now.

Thank you,
Nancy Lynch

[REDACTED]
West Lake Hills, TX. 78746
[REDACTED]

From: [Jane Noble](#)
To: [Campo](#)
Subject: Proposal for reversible center lane on Bee Cave Road
Date: Tuesday, July 9, 2019 3:12:01 PM

EXTERNAL email: Exercise caution when opening.

Dear Honorable Campo Board,

I am writing to register my strong opposition to the proposal to convert the not-yet-completed center turn lane in the cities of West Lake Hills and Rollingwood to a reversible lane during peak traffic periods. The City of West Lake Hills invested enormous amounts of time and energy, as well as millions of our taxpayer dollars, to buy the right-of-way for and plan construction of this CENTER TURN LANE. For CAMPO to even consider making it a reversible lane to accommodate commuters flies in the face of its intended purpose — to allow safe access for people turning into driveways and side streets, something that has been sorely needed for many years.

There is strong community opposition, and I am sure you will hear from numerous West Lake Hills, Rollingwood, and area residents. Please do not move forward with funding this project.

Thank you for considering my concerns.

Respectfully,
Jane Noble
West Lake Hills City Council Member 1996-2009.

From: [Camille North](#)
To: [CAMPO Comments](#); [Campo](#)
Subject: Regional Arterials Study: keep center lane on Bee Caves a turn lane!
Date: Tuesday, July 9, 2019 3:47:07 PM

EXTERNAL email: Exercise caution when opening.

I am writing to express--in the strongest language possible--my hope that the new center lane on Bee Caves will continue to be a turn lane. The possibility of using that lane for a reversible lane is a terrifying prospect, as Bee Caves without a turn lane was already a dangerous road. A reversible lane would make the road downright life threatening, especially for bicyclists like my husband.

I live near the intersection of Bee Caves and Camp Craft, and turning left off Bee Caves to get to my home before the center lane was installed was always risky and stressful. I have seen angry and reckless drivers who have to wait for the person turning left to take exceptional risks to skirt the turning traffic. With the high school and elementary school traffic at that corner, safety is off the essence. And having a turn lane available for cyclists might literally mean the difference between life and death.

Please please please keep the center lane a turn lane!

~~~

Camille North  


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**From:** MRS NOSTER [REDACTED]  
**Sent:** Monday, July 15, 2019 12:29 PM  
**To:** Campo  
**Subject:** Reversible Lanes Proposal Bee Caves Rd

**Categories:** Saved comment

**From:** [Betty Oltorf](#)  
**To:** [Campo](#)  
**Subject:** Regional Arterials Study  
**Date:** Tuesday, July 9, 2019 4:46:17 PM

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**EXTERNAL email: Exercise caution when opening.**

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Dear Sirs:

I am writing to you to voice my concern about the proposal to convert the center turn lane on Bee Caves Road into a reversible lane during rush hour. PLEASE DO NOT DO THIS!!!! We have needed those turn lanes for years. It is heartbreaking to think that now that the construction for those lanes is almost complete that there is a possibility that drivers will not be able to safely turn left from those lanes.

Thank you,

Betty Oltorf

**From:** [PAT SHEEHAN](#)  
**To:** [Campo](#)  
**Subject:** KEEP OUR NEW CENTER LANE AS A TURN LANE ON 2244  
**Date:** Tuesday, July 9, 2019 12:16:38 PM

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**EXTERNAL email: Exercise caution when opening.**

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Gentlemen,

As a resident AND business in Rollingwood, please KEEP OUR NEW CENTER LANE AS A TURN LANE.

Thanks

Pat Sheehan

**From:** [Cheryl Parra](#)  
**To:** [Campo](#)  
**Subject:** NO to Reversible lane  
**Date:** Thursday, July 18, 2019 4:09:23 PM

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**EXTERNAL email: Exercise caution when opening.**

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Hi,

I am a resident of Westlake and frequently use Bee Cave Road between 360 and Mopac. I have witnessed several accidents on this road when motorists were in the left lane waiting to turn left and were rear-ended.

The recent partial completion of a center turn lane on this road has been a welcome change that improves traffic flow and safety.

I am against converting our brand new center turn lane into a reversible lane during peak traffic periods in the AM & PM. This makes no sense and would be taking a step backward, negating the benefits that were intended.

Regards,  
Cheryl Parra

Sent from my iPhone

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**From:** Carrie Parrish [REDACTED]  
**Sent:** Monday, June 24, 2019 11:05 AM  
**To:** CAMPO Comments  
**Subject:** RM620 proposal

EXTERNAL email: Exercise caution when opening.

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To whom this may concern:

I am a local resident of Steiner Ranch. The safety and traffic congestion of 620 has become a HUGE problem over the past 8 years. Please consider the importance of turning RM620 into a free-flowing highway that connects with 222 and US183. The number of accidents along this road is frightening also with the amount of hours sitting in traffice. Please listen to the local residents that travel RM620 on a daily basis. This road needs your attention.

Thank you for your consideration.

Carrie Parrish

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**From:** Carmen Paz [REDACTED]  
**Sent:** Wednesday, June 19, 2019 11:23 AM  
**To:** CAMPO Comments  
**Subject:** Austin Roads

**EXTERNAL email: Exercise caution when opening.**

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Thank you for your work to help improve traffic congestion throughout Austin.

Priority is

- 1) 620 to 2222 & 620 to 183
- 2) Route F
- 3) Any road throughout Steiner Ranch.

Please build more roads. It is irresponsible to continue to allow new housing construction without providing adequate roadways for emergency and quality of life traffic.



**From:** [Jeffrey Peltier](#)  
**To:** [Campo](#)  
**Subject:** KEEP OUR NEW Bee Cave Rd CENTER LANE AS A TURN LANE  
**Date:** Tuesday, July 9, 2019 5:11:45 PM

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**EXTERNAL email: Exercise caution when opening.**

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Stop, we have suffered for years with no left turn lane. You cannot properly do a study until construction is complete and see the huge benefits the left turn lane will make to traffic,  
STOP, STOP, STOP

---

**From:** Dave Peterson [REDACTED]  
**Sent:** Monday, July 15, 2019 10:57 AM  
**To:** CAMPO Comments  
**Subject:** Bridges over Lake Austin at the end of Quinlan Park Road.

**EXTERNAL email: Exercise caution when opening.**

Campo,

I believe the construction of a bridge over Lake Austin that connects Steiner Ranch to 620 (at Lakeway) and 2244 would have the overall effect of reducing traffic on 620 as well as alleviate the evacuation issue that is facing all of Steiner Ranch.of a bridge

I am also in favor of bridges over Lake Travis at the end of Hudson Bend Road and Bee Creek to Point Venture.

Looking forward to progress on these transportation issues.

Dave Peterson

[REDACTED]  
Steiner Ranch, Tx 78732

**From:** [Katie Flora](#)  
**To:** [Campo](#)  
**Subject:** Regional Arterials Study  
**Date:** Thursday, July 11, 2019 10:05:03 AM

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**EXTERNAL email: Exercise caution when opening.**

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This email is regarding the potential use of the new but still unfinished center lane on Bee Cave Rd as anything other than a center turn lane. As a resident that lives in a neighborhood off of Bee Cave Road that has construction going right now for what we were told was a center turn lane, we want the center turn lane and DO NOT want a reversible lane! A reversible lane would make turning off and on Bee Cave more dangerous than it currently is. We've waited through years of construction to be able to safely and easily access the new road and are now being told that what is being built may add to the traffic problems instead of solving them. When driving on Bee Cave and attempting to make a left turn it is not safe without a designated turn lane. You have to stop in a quickly moving lane of traffic and hope the people behind you are paying attention and do not hit you and push you into the oncoming traffic in the opposite direction which happens on a regular basis. It resulted in a fatality on Bee Cave in front of Rollingwood in December a couple years ago. This would not have happened if the car was safely out of the way of moving traffic in a designated turn lane.

To take away the proposed plan in favor of increasing moving lanes of traffic is to err on the side of speed instead of safety. It is also to accommodate those passing through while breaking a promise to the residents who have lived through the construction and have to use this road to get to their homes and get their children to their schools. Bee Cave Rd is a road not a highway which is what the proposal of a third reversible lane seems to be attempting to make it into. There are highways to get around the area that is under construction including 360 which has quickly moving traffic and built in turn areas for anyone trying to get off the road. There is not one left turn on 360 that causes a driver to stop in a lane of moving traffic to make a turn because it would not be safe to do so. It is also a constant that does not change throughout the day creating confusion and safety issues for drivers. The center lane for Bee Cave Rd as proposed allows traffic to move more smoothly by preventing cars from coming to a dead stop in a quickly moving lane of cars. It also allows cars to turn more safely. Bee Cave Road has many turns that cars come around and can be surprised by a stopped vehicle waiting for a chance to turn which also causes cars to back up while stuck behind that car.

The reversible lane would cause confusion and even more problems on a winding road that has many little roads and businesses that people have to turn off of to reach. The creation of three lanes going in one direction during peak hours of the day would make those roads, businesses and neighborhoods that require a turn off Bee Cave virtually impossible to reach. A driver going west in the am peak hours would have to come to a dead stop in two lanes of traffic and hope people behind them are paying attention, then hold up traffic for anyone going west while they somehow wait for a break in three lanes of oncoming traffic moving east. This usually means waiting for traffic to slow or stop enough for someone to let you go across the road. You add a third lane to that and you have created a dangerous game of frogger where even if one person is kind enough to let you proceed that doesn't guarantee that the person in lane two or three even see you as they move forward. These are the accidents that occur on Bee Cave daily right now. You are just increasing the likelihood of more of these fender benders. These may be small fender benders but they decrease the flow of traffic and create the risk of injury. As I write this and think about all the problems a reversible center lane on Bee Cave would create in actual use, I realize this plan has obviously not been thought through. I hope you will take the time to think through the ramifications and err on the side of safety and KEEP the center lane as a much needed turn lane as was planned and promised.

Thank you for taking the time to read this email. -Katie Pierce (Westwood Neighborhood)

**From:** [Joan](#)  
**To:** [Campo](#)  
**Subject:** Turn lane  
**Date:** Tuesday, July 9, 2019 3:17:49 PM

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EXTERNAL email: Exercise caution when opening.

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Please keep our current center turn lane.

Joan Polak



Austin TX 78746

Sent from my iPhone

**From:** [Chris Prendergast](#)  
**To:** [CAMPO Comments](#)  
**Subject:** Center Lane  
**Date:** Tuesday, July 9, 2019 9:06:09 AM

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EXTERNAL email: Exercise caution when opening.

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This is my strong encouragement to keep the center lane in Westlake and Rollingwood. Having reversible lanes in these areas would be dangerous and not effective.

Thank you.

Sent from my iPhone

**From:** [Erik Qualman](#)  
**To:** [Campo](#)  
**Subject:** Keep middle lane  
**Date:** Tuesday, July 9, 2019 10:05:32 AM

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**EXTERNAL email: Exercise caution when opening.**

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Please keep the middle land on Bee Caves a turn lane!

Thank you, Erik

**From:** [Richard Noster](#)  
**To:** [Campo](#)  
**Subject:** Bee Cave Road  
**Date:** Sunday, July 14, 2019 9:45:41 PM

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EXTERNAL email: Exercise caution when opening.

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I live in Rollingwood and am appalled at the proposition to use the long awaited turn lane for contra flow traffic fir morning and evening rush hour. This road runs through a community of neighborhoods, schools, businesses and churches. Making left turns has been a safety issue for years as we all know. Usurping the new turn lane to ramp up commuting through our city is an outrage. It would take the solution to make bee cave road safer for us who live here and turn it into a more dangerous road. Students and parents driving to neighborhood schools would be placed at significant hardship and risk.

Richard Noster MD

Sent from my iPhone

**From:** [Joette Reger](#)  
**To:** [Campo](#)  
**Subject:** keep the center lane for turning we have been waiting years and years for this safety measure  
**Date:** Tuesday, July 9, 2019 4:37:44 PM

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EXTERNAL email: Exercise caution when opening.

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KEEP TURNING LANE! Does someone have to get killed to save the safety turn lane???



**From:** [John Barzizza](#)  
**To:** [Campo](#)  
**Subject:** Regional Arterials Study - Bee Caves Rd. - West Lake Hills, Tx.  
**Date:** Thursday, July 11, 2019 2:16:59 PM

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**EXTERNAL email: Exercise caution when opening.**

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Gentlemen and Ladies of the CAMPO Board and Staff,

I am writing to express my displeasure upon learning that the center turn lane project through West Lake Hills, Tx. is being considered for a reversible lane during peak AM and PM hours. It was with great effort that this community lobbied for, over a period of 15 years, and funded the City of West Lake Hills portion of the funds necessary to construct the very recently half completed and remaining 1/2 mile to be completed center turn lane project. The primary reason for the improvement to the roadway was SAFETY. To even consider the reverse lane concept is an affront to the citizens of this area, not just West Lake Hills citizens, because eliminating the center turn lane during peak hours would substantially reduce the safety of the roadway that these new improvements now provide. As a citizen and property owner of this community, I strongly recommend that BEE CAVES RD. through the cities of WEST LAKE HILLS and ROLLINGWOOD be eliminated from your consideration as a reversible lane. It would be unconscionable for TXDOT and CAMPO to have sold this project to these cities and the surrounding communities as a center turn lane only to turn around and take that away. Your primary duty is to provide safety to the users of this roadway. To convert to a reversible lane substantially reduces and in many areas eliminates the safety of the new project. On behalf of the citizens and businesses of this community I ask that you do your duty and drop this proposal from consideration.

F. John Barzizza  
The Hills Medical & Professional Offices  
4611 Bee Caves Rd., Suite 205  
Austin, Tx. 78746

Cell: 512-940-2240

Former Commissioner  
Transportation Commission  
City of West Lake Hills, Tx.

Former Chairman  
Center Turn Lane Project Committee  
West Lake Hills Chamber of Commerce

**From:** [Glen Reid](#)  
**To:** [Campo](#)  
**Subject:** Regional Arterials Study Comment RE: Bee Cave Road  
**Date:** Tuesday, July 9, 2019 2:42:58 PM

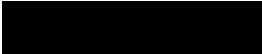
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**EXTERNAL email: Exercise caution when opening.**

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I do not think that a reversible center lane on Bee Cave is a good idea. The road has many business accesses and other entrances; the planned left turn lanes -- now under construction -- will benefit traffic and safety in the area more.

Thank you.

gr  
Glen Reid  
  
Austin, TX 78733

**From:** [Ellie Reshetnikov](#)  
**To:** [Campo](#)  
**Subject:** Center lane on Bee Caves Rd.  
**Date:** Sunday, July 14, 2019 7:00:02 AM

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EXTERNAL email: Exercise caution when opening.

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Campo,

As a resident of Westlake Hills, Texas, I am strongly in favor of keeping the new turning lane on Bee Caves Road. It serves well to keep traffic moving and mostly to make the road safer. I believe the new lane should be purposed as a turning lane at all time.

Thank you,

Ellie Fowler Reshetnikov



**From:** [Shelly Riemer](#)  
**To:** [CAMPO Comments](#)  
**Subject:** Bee Caves turn lane  
**Date:** Tuesday, July 9, 2019 12:43:35 PM

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**EXTERNAL email: Exercise caution when opening.**

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Please do not change the center turn lane on Bee Cave Road. To do what is being considered would be disastrous to many that travel this road daily. Thank you and please listen to the residents in this area of town. ~ Shelly Riemer

Monday, July 15th

Re: CAMPO Regional Arterials Study / Transportation Demand Management Study Feedback

To CAMPO,

MoveSM, an informal group of community members who advocate for alternative transportation based in San Marcos, would like to submit the following comments on the Regional Arterials Study and Transportation Demand Management Study.

### **Regional Arterials Study**

After reviewing the Draft Regional Arterials Study, MoveSM believes that in order to “create transportation choice that improves multimodal and intermodal mobility, that [is] safe, convenient, reliable, resilient and efficient” and that also promotes “equitable prosperity, region-wide connectivity, economic development and healthy communities,”<sup>1</sup> CAMPO should no longer be looking at the enlargement and extension of the existing arterial roadway network, which is what is primarily presented in the study. This is the same approach that has been taken for the last 70 years and has led to decreased transportation choice and what has become a never-ending circular dilemma of congestion, roadway building to eliminate congestion, induced driving due to expanded roads, and then more congestion. It isn't working for Central Texas and has only degraded human and environmental health in the region, as people spend more sedentary time in their cars on a growing network of roads cutting across and polluting a dwindling supply of natural lands.

Instead, MoveSM urges CAMPO to shift the focus of this study and others like it to real investment in transportation choice by integrating the following priorities into the plan:

- **Priority 1: Invest in a fast and frequent regional public transportation system.**  
Build a two-way, 7-day a week regional public bus or rail transportation system that connects all major activity centers in the CAMPO region. Work hand in hand with AAMPO to coordinate a primary commuter line along the IH-35 corridor and a sister regional system in San Antonio and its surrounding communities.
- **Priority 2: Support effective local public transit and walkable, bikeable activity centers.**  
Help communities throughout the region to build connected, effective active transportation networks to reduce dependency on single occupant vehicles. Better fund the CARTS system to achieve ridership / service balance in smaller communities, and help growing cities to transition to effective ridership-based public transit systems and ensure that these tie into said regional system. Help activity centers plan for land use policies that support walkability and integrate jobs with housing.
- **Priority 3: Optimize the existing road network and price congestion.**  
Instead of widening roads and building new ones, convert existing lanes to managed lanes (HOV, BRT) and implement congestion pricing within high demand travel zones at peak times.
- **Priority 4: Address Texas roadway carnage and adopt a regional Vision Zero Plan.**  
In a state that leads the nation in roadway deaths, CAMPO must acknowledge the high loss of life that we experience as a region due to automobile use and its impacts on all users of the road by adopting a Vision Zero Plan for the region with required adoption by all CAMPO counties and cities. Roads designed for slower, safer travel speeds and less single occupant vehicle use are key to reducing fatalities on Central Texas roads - and contradictory goals for higher speeds in the name of decreased Vehicle Hours Traveled (VHT)<sup>2</sup> and congestion reduction are problematic.

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<sup>1</sup> Draft Regional Arterials Study, Pg. 12

<sup>2</sup> Draft Regional Arterials Study, Pg. 94-125

- **Priority 5: Work to reduce transportation costs and improve quality of life in Central Texas.**  
See Priorities 1-4.
- **Priority 6: Seek guidance in regions that exhibit sustainable transit / land use and VMT (Vehicle Miles Traveled) per capita reductions, not worst practices.**  
Instead of looking to regions that are dominated by single-occupant vehicle use, high vehicle miles traveled, and sprawl (e.g., Las Vegas, San Jose, Oklahoma City, Phoenix)<sup>3</sup>, reference metro regions that exhibit sustainable land use and transportation planning, while also achieving meaningful reductions in VMT per capita and increasing support for low-carbon transportation options (e.g., Minneapolis, Seattle, Boulder).

**Paying for these Priorities is simple, but requires an urgent and radical shift of CAMPOs financial focus.** To actually “create transportation choice that improves multimodal and intermodal mobility,” CAMPO must divert funds currently feeding roadway construction toward public transit, connected active transportation infrastructure, and maintenance of current assets.

To illustrate the funding gulf, based on its current Transportation Improvement Program (TIP), CAMPO has programed a staggering **2.75 BILLION dollars over the current four-year program for roadway projects.** In contrast, the TIP outlines only 260 million dollars of Transit projects and CAMPO has not been awarded a BUILD (formerly TIGER) Grant since its only one in 2013. Public transit is the most efficient form of transportation, but when it is underfunded and subverted to this level, the impact on its viability as a mode choice is diminished far more than even the 10x plus disparity noted above.

#### **Transportation Demand Management Study**

MoveSM supports this document’s recommendations for transit integration, managed lanes, and prioritization of HOVs. However, it does not appear to be represented adequately in the Regional Arterials Study. MoveSM encourages the incorporation of **congestion pricing** within high demand travel zones at peak times, which has shown to be one of the most effective transportation demand management strategies available. The acknowledgement of **parking destination pricing** should also be noted as another highly effective TDM strategy for both regional and local travel.

In closing, MoveSM urges CAMPO to move from the status quo transportation planning approaches represented in the Regional Arterials Study that continue to lead to lack of transportation choice and unstable auto-dependency. We question the value of a study that results in three proposed scenarios that all cost billions upon billions of dollars, require the loss of irreplaceable natural lands, and demonstrate few meaningful strategies for mode shift or VMT reductions. Central Texas needs diverse transportation choices that supports sustainable development patterns, improved quality of life, and conservation of what is left of the regions natural lands. Please do not adopt this study until it has reorganized from the ground up to incorporate the strategies endorsed herein.

Sincerely,  
The Collective Members of MoveSM  
[movesm.org](http://movesm.org)

CC: City of San Marcos Mayor, City Council, and City Manager’s Office

<sup>3</sup> Draft Regional Arterials Study, Pg. 133-150

**From:** [Cheryl Ruhmann](#)  
**To:** [CAMPO Comments](#)  
**Subject:** Center Lane on Bee Cave Road  
**Date:** Tuesday, July 9, 2019 1:21:10 PM

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EXTERNAL email: Exercise caution when opening.

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The newly paved center lane along Bee Cave Road between Walsh Tarlton and Redbud is currently serving as a safe turn lane. Please keep it that way and do not turn it into a reverse traffic lane eliminating the safety of turning onto or off of Bee Cave Road.

Thank you for your consideration.  
Cheryl Ruhmann

Sent from my iPad

**From:** [Steven Sockwell](#)  
**To:** [Campo](#)  
**Subject:** Regional Arterials Study  
**Date:** Wednesday, July 10, 2019 9:28:53 AM

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**EXTERNAL email: Exercise caution when opening.**

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I understand you are analyzing the brand new turn lane on Bee Cave Road (through West Lake Hills and Rollingwood) as a possible reversible high-traffic lane.

I (along with thousands of other residents, neighbors, community members and business owners) am ADAMANTLY OPPOSED to this idea. We have worked for years to extend the center turn lane into areas where it was missing and we are just now finally having the opportunity to use the center turn lane to safely access residential streets, shopping, churches, doctors offices and schools. The lack of a center turn lane has been a huge safety issue and congestion-creator for many years and we are just now solving the problem (some sections are still in the final stages of construction). Please do NOT take away the center turn lane that many residents and community leaders have worked so hard to secure for the safety and convenience of local residents.

I drive that road every day, not as a commuter cutting through on my way to or from downtown, but as a local resident trying to get to schools, shops, businesses and friends' homes. Those of us who use it every day and live in the area know that the turn lane is a much greater benefit than converting it into a reversible high-traffic lane and, thereby, losing the benefits of the turn lane.

Thank you,

Steven Sockwell

  
Austin, TX 78746



**From:** [Jennifer Sanders](#)  
**To:** [Campo](#)  
**Subject:** Regional Arterials Study  
**Date:** Tuesday, July 9, 2019 2:59:11 PM

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**EXTERNAL email: Exercise caution when opening.**

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Please keep the center turn lane in West Lake Hills on Bee Caves Road a turn lane. I am against making this into a reversible lane during peak time periods. I am a community member, I teach at Eanes Elementary (4101 Bee Caves Road), and I take my children to various after school activities during the Peak evening time. Many people commute at this time - driving back and forth to drop children off. Traffic is bad both ways and a reversible lane is a bad solution.

Jennifer Sanders

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**From:** [REDACTED]  
**Sent:** Sunday, July 7, 2019 8:25 AM  
**To:** CAMPO Comments  
**Subject:** Bridges over Lake Austin - Quinlan Park Road

**EXTERNAL email: Exercise caution when opening.**

I live in Steiner Ranch.

The plan to extend Quinlan Park Road to connect to the Bee Cave will be disastrous to the Steiner Ranch community. Quinlan Park is a neighborhood collector road which already gets heavy use. Traffic, like water, travels the path of least resistance. To open the floodgates to Bee Cave will put far more vehicles than what I believe you have estimated. Additionally, there will be many more commercial vehicles on this road adding to noise, pollution and traffic problems. This road will relieve the congestion on 620 by moving it through a pristine residential area. There are two elementary schools and a park abutting the road as well as two more schools within a block. Most children have to cross Quinlan to go to school and most walk or ride their bikes. Converting Quinlan Park to a major thoroughfare will put these children's lives at risk.

The intersection at Quinlan Park and 620 presently backs up heavily in the mornings. Adding more cars will cause several miles of backup on Quinlan Park.

I am against such a plan.

William T. Saurenmann

**From:** [Dmspartnerslp](#)  
**To:** [Campo](#)  
**Subject:** Don't REVERSE our NEW Center Lane on Bee Caves Rd!  
**Date:** Saturday, July 13, 2019 11:03:41 PM

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**EXTERNAL email: Exercise caution when opening.**

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Dear Sir or Madam,

Please do NOT convert the brand new (and still under construction) center turn lane on Bee Cave Road into a reversible lane during AM and PM peak periods. This would mean the new center lane could no longer be used as a turn lane! This is a bad idea for our Westlake businesses and residents. After all these years, our community finally has a center lane which helps to reduce traffic, increase safety and allows for a safe left-hand turn into our many neighborhoods, schools and businesses. The study which investigated this as an option states that there will be significant operational challenges to make this change. As a resident in the Westlake area, KEEP OUR NEW CENTER LANE AS A TURN LANE.

Thank you,  
Carolena Schuette



**From:** [Karen Cannon Shanks](#)  
**To:** [Campo](#)  
**Subject:** Regional Arterials Study  
**Date:** Thursday, July 11, 2019 9:33:23 AM

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**EXTERNAL email: Exercise caution when opening.**

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I work and live in Westlake Hills and am urging you to keep the new turn lane on Bee Caves road a turn lane. Please do not convert it to a reversible lane. I drive the road daily and see that traffic flow is greatly improved in areas where the turn lane is established and there are constant backups where there are no turn lanes and unprotected left turn signals. Please consider the interests of those of us who will be most affected and maintain the turn lane as designed.

Thank you.

Karen Cannon Shanks | [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

#### CONFIDENTIALITY STATEMENT

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**From:** [Kelly Sharp](#)  
**To:** [Campo](#)  
**Subject:** Regional Arterials Study  
**Date:** Friday, July 12, 2019 4:51:35 PM

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**EXTERNAL email: Exercise caution when opening.**

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PLEASE DO NOT reverse the new (as of yet unfinished) lane in the middle of Bee Caves Road thru Westlake and Rollingwood. KEEP OUR NEW CENTER LANE AS A TURN LANE. We have waited for years for this lane to be constructed. It is vital to local businesses and for safety reasons.

Kelly Sharp

*Kelly Sharp*

 cell

*Be Joyful in hope, patient in affliction, faithful in prayer  
Romans 12*

**From:** [Kim Shraibati](#)  
**To:** [Campo](#)  
**Subject:** Bee cave rd  
**Date:** Tuesday, July 9, 2019 3:24:25 PM

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EXTERNAL email: Exercise caution when opening.

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We need to keep the center lane as a turn lane. This is the best thing that's happened in so long and making it a reverse lane would be horrible.

Kim Shraibati  
Cherry lane  
Austin  
Sent from my iPhone

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**From:** Sarah Simpson [REDACTED]  
**Sent:** Sunday, July 14, 2019 6:17 PM  
**To:** CAMPO Comments  
**Subject:** Feedback: Regional Arterials Plan

**EXTERNAL email: Exercise caution when opening.**

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To CAMPO:

I write to submit the following comments regarding the Regional Arterials Study.

As a whole, this draft study is alarmingly disappointing and concerning in its lack of sustainability goals and realities. Urge for this plan to be abandoned and re-initiated with major focus on sustainability, equity and the worsening climate crisis, particularly in a region with infrastructure that will be hard hit as 100 degree days increase and flooding becomes even more frequent and volatile.

There is not one mention of climate change, greenhouse gases or emissions in this published draft study. This lends no credibility to this report and demonstrates the lack of holistic vision through a sustainability lens utilized in preparing all of the three proposed scenarios.

There is also scarce mention of safety, with no mention of roadway deaths or fatalities, and the plan is devoid of actual steps to increase safety to reduce fatalities on roads throughout the region. The focus on congestion reduction and higher speeds seems to have co-opted any actual steps for real reductions in roadway death. I'm ashamed to say I live in a state where at least ten people are killed on the roads each day and a plan that doesn't seem to take this seriously should be discarded.

For however many billions of dollars spent on roads in the different scenarios, will that amount compensate for the loss of habitat, the perpetuation of climate change, and the poor quality of life that central texans will continue to endure as they spend inordinate amounts of time in their cars? Will any of those scenarios actually support "healthy" and "equitable" communities?

This plan seems to set out a few vague yet reasonable goals which all look to just be lip service that cloud the true aim of the plan, which is to continue down the same path we've all been on for the better half of a century.

As a regional planning entity, CAMPO must better recognize the link between land development and transportation planning. Invest in housing; invest in public and active transit. Commit to a drawdown plan to combat the current climate crisis. Stop building roads and plans that always lead us back to the same place.

Sarah Simpson  
Austin, District 9

**From:** [April Smith](#)  
**To:** [Campo](#)  
**Subject:** Keep our Center lane as a turn lane PLEASE!  
**Date:** Tuesday, July 9, 2019 8:49:51 AM

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**EXTERNAL email: Exercise caution when opening.**

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As a resident in the Westlake area, I ask that you please keep our center lane on Bee Caves Rd as a turn lane!!!!

Thank you!

April Smith

  
West Lake Hills, TX 78746



**From:** [Sara](#)  
**To:** [Campo](#)  
**Subject:** Center turn lane on Bee Cave Road  
**Date:** Tuesday, July 9, 2019 10:11:57 AM

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**EXTERNAL email: Exercise caution when opening.**

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Please do not turn our almost complete turn lane into another traffic lane. As a resident of Westlake and a customer to numerous businesses on Bee Cave Road, we finally have a safe place to make a left turn on that road. Thank you for your consideration.

Sara and Kyle Spears

Sent from [Mail](#) for Windows 10

**From:** [Stevens, Spencer](#)  
**To:** [Campo](#)  
**Subject:** Regional Arterials Study - Bee Cave Rd. (RM 2244)  
**Date:** Wednesday, July 10, 2019 10:43:23 AM  
**Attachments:** [image001.png](#)

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**EXTERNAL email: Exercise caution when opening.**

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Dear Campo Board Members,

I am writing as a current resident of the City of West Lake Hills and a former member of the West Lake Hills City Council that worked so hard to obtain the right-of-way necessary for the expansion of Bee Cave Road through the City of West Lake Hills. I am writing to express my opposition to your study/plans to make the new center turn lane on Bee Cave Road a reversible commuter lane through the Cities of Rollingwood and West Lake Hills.

West Lake Hills struggled with the decision to spend millions of dollars of our City's rainy day /maintenance / improvement funds to acquire the necessary ROW for this road improvement project. Many of our residents were opposed to the depletion of these funds for this road project because the primary beneficiaries of this road expansion are neighborhoods that are west of ours who pay no city taxes and who may not even stop to shop in our city. Had the City of West Lake Hills known about a plan to convert our long awaited center turn lane, which many of us believe is necessary for the safety of our residents who live, go to school, work and shop in our city, into a reversible commuter lane, our City Council who approved the ROW acquisitions would not have done so.

Please do not make the West Lake Hills / Rollingwood center turn lanes into reversible commuter lanes. This move goes against the spirit of cooperation and goodwill that the City of West Lake Hills understood when it partnered with CAMPO and TX DOT and acquired the Right of Way to make this project a reality.

Thank you,

Spencer W. Stevens

Current Resident, City of West Lake Hills, TX

Former Councilmember, City of West Lake Hills, TX

**CLARK HILL** Strasburger

**Spencer W. Stevens**

Clark Hill Strasburger • 720 Brazos Street,  
Suite 700, Austin, TX 78701  
512.499.3623 • Fax 512.536.5710

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*This email message and any attachments are confidential and may be privileged. If you are not the intended recipient, please notify us immediately by reply email and destroy all copies of this message and any attachments. Please do not copy, forward, or disclose the contents to any other person. Thank you.*

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**From:** [Tom Bowers](#)  
**To:** [Campo](#)  
**Subject:** Regional Arterials Study  
**Date:** Tuesday, July 9, 2019 5:10:07 PM

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**EXTERNAL email: Exercise caution when opening.**

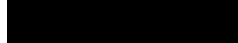
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**Don't reverse our new center turn lane on Bee Caves Road to a change-lane!**

Give a center turn lane at least a couple of years or more of existence to see how traffic flows with a center turn lane in place. If traffic is backing up to a frustrating level, the citizens will begin to see a reason to entertain a change-lane. If it is not, the citizens will have a useful, safe turn lane that has been anticipated for years now.

Listen to the local citizenry who have paid the price of inconvenience and the expectation of relief and safety. Give the center turn-lane a chance.

Tom Bowers



Austin, Tx. 78746

**From:** [Vickie Tanner](#)  
**To:** [Campo](#)  
**Subject:** Regional Arterials Study - Bee Caves Rd  
**Date:** Sunday, July 14, 2019 7:30:26 PM

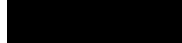
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**EXTERNAL email: Exercise caution when opening.**

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KEEP OUR NEW Bees Caves Rd CENTER LANE AS A TURN LANE. Give it a chance to be completed and work!

Vickie S. Tanner



*Work hard. Play hard. Make a Difference!*

**From:** [Gmail](#)  
**To:** [Campo](#)  
**Subject:** Center lane  
**Date:** Tuesday, July 9, 2019 12:17:21 PM

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EXTERNAL email: Exercise caution when opening.

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We use Bee Caves Rd. to go to work, shop and our child attends Eanes Elem. PLEASE, after all this time under construction KEEP the center lane as a turn lane! It's a much safer option and we've waiting a long time for this on-going construction to be complete. Thank you!

Terra

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**From:** Jessica Thibodeaux [REDACTED]  
**Sent:** Thursday, July 4, 2019 11:22 AM  
**To:** CAMPO Comments  
**Subject:** I request high capacity cities, rather than a city full of cars...

**EXTERNAL email: Exercise caution when opening.**

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Hello to the lovely humans of CAMPO,

It is to my understanding that there is a proposal to expand roadways through Texas and build an infrastructure that caters to cars rather than caters to the people. I currently am a resident of San Marcos, TX and frequent Austin, TX a lot of work. When I travel to Austin, especially inside the city, the environment is extremely impersonal due to the lack of human connection being had in transit.

I study Transportation Policies and have had an extensive study in The Netherlands. In my research, I have seen that infrastructure catering to the people such as *separate/protected* bike lanes, comfortable bus stops/stations, and even connecting buses have created a beautiful landscape of personality and community.

I do not want my San Marcos to become another congested Austin, Dallas, or San Antonio. We deserve small and multiple modes of transportation. We deserve perks for people who ride motorcycles and mopeds like priority parking in parking lots. We deserve more than the fishbowls that are our cars.

Let's make our cities something better than what the past has done. Let's be different. Let's gather information from high efficiency cities like Amsterdam, Rotterdam, and even Davis, CA.

-A supporter and someone who cares,  
Jessica "Jeaux" Thibodeaux

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**From:** Peter Tschirhart [REDACTED]  
**Sent:** Wednesday, June 26, 2019 3:04 PM  
**To:** CAMPO Comments  
**Subject:** CAMPO arterials study

**EXTERNAL email: Exercise caution when opening.**

Hello,

I recently attended a CAMPO open house, and I did leave comments. However, I'm concerned I didn't adequately express my thoughts, so I wanted to follow-up with an additional email:

I'm greatly disappointed in the arterials design. At least two of the CAMPO posters I saw aimed to promote multi-modal use. One poster even suggested asking yourself 4 commute questions, the second of which is "How are we going to get there?" It then suggests bus, train, walking and cycling as potential options. However, I found this an entirely disingenuous (and possibly dishonest) suggestion, as the arterials designs themselves make almost no provisions for non-automobile transit. For example, there were no lanes set aside for Bus Rapid Transit projects, no future light rail projects, or "all ages and abilities" cycling infrastructure. All of these multi-modal options will require some portion of the right of way within the arterials. Yet, they were almost completely absent from the designs.

As a homeowner and recent return-resident to Texas, I'm struck by the size and space already dedicated to cars and highways. That said, it's possible to *decrease* traffic congestion *without* increasing the size or number of roads, if—as you, yourselves suggest—we take transit choice seriously. I currently commute to work on my bicycle, and would travel much more extensively within the region on bicycle, but I am discouraged by the inhuman nature of our arterial network and avoid it like the plague. It is unsafe for humans. And it's unfortunate that the next generation of TX residents will suffer more of the same (i.e. suburban car-focused mindset) with this strategic plan. Please help us move the region forward by considering—in a serious, genuine way—a more thoughtful and strategic integration of multi-modal transit within our arterial network.

Please let me know if you have questions or if I can be of any assistance with this important work.

Regards,

Peter Tschirhart

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**Peter Tschirhart, Ph.D.**  
[plt981@gmail.com](mailto:plt981@gmail.com)

**From:** [Marisa Uranga](#)  
**To:** [CAMPO Comments](#)  
**Subject:** Bee Caves Rd  
**Date:** Tuesday, July 9, 2019 2:34:04 AM

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EXTERNAL email: Exercise caution when opening.

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To Whom it may concern

I opposed to change the middle lane in be caves to be use in different directions am or pm we need that lane to be just for turns .

Thanks

Marisa Uranga



**From:** [Bill Vandersteel](#)  
**To:** [Campo](#)  
**Cc:** [mayor@westlakehills.org](mailto:mayor@westlakehills.org); [Sally Grace Holtgrieve](#)  
**Subject:** Regional Arterials Study: Bee Cave Rd Center Turn Lane  
**Date:** Thursday, July 18, 2019 8:22:29 AM

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**EXTERNAL email: Exercise caution when opening.**

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Dear CAMPO,

The Cities of West Lake Hills and Rollingwood have worked with TxDOT for many years on the expansion of and improvements to Bee Cave Road and have had to invest much time, effort and millions of dollars in negotiating and acquiring land from property owners - all with the intent and understanding that one of the main benefits would be to finally create a continuous center left-hand turn lane. Residents and businesses alike agreed to this investment for better and safer access and to improve safety and circulation within the 4 main traffic lanes.

The idea of converting all or parts of this center lane to a third traffic lane (in the appropriate direction as needed) during rush hours appears to me to be very unwise and counter-productive and raises some serious issues, some being:

Ostensibly making impossible any left turns from non-rush-hour travel lanes into roadways, shopping centers, businesses and institutions (schools and hospitals), other than at a traffic light controlled intersection. Currently, with two lanes, when traffic is backed up to a stop, drivers in both travel lanes seem to almost always stop to leave a gap to allow the left turn of a vehicle waiting in the center turn lane. Of course the goal of creating three lanes during rush hour is to avoid traffic being backed up to a stop, however that would still be highly unlikely by the mere presence of traffic signals, especially at major intersections.

If, under the proposal, one were to need to make a left turn through oncoming rush hour traffic (if even allowed), they would then have to cross 3 lanes of traffic instead of 2, all while stopped in one of the travel lanes in their direction thus creating a serious safety hazard and effectively reducing that direction to one lane of travel (which may be further encumbered by those making right-hand turns, especially if and where adequate shoulder may not be available).

There is congestion in either direction, but usually not in the same location at the same time (eg eastbound at MOPAC and west bound at Loop 360). However, what about portions where traffic is heavy in both directions at the same location and time - such as West Bank Drive, West Lake Drive and Walsh Tarlton - where a center turn lane is crucial for both eastbound and westbound travelers? Thus, providing 3 lanes of travel would have to be discontinuous thus significantly reducing any benefit it was intended to offer. This discontinuity would also be a source of confusion for drivers which also tends to decrease both flow and safety.

Many of those who use Bee Cave Rd for commutation to and from outlying communities may desire to stop and local businesses (grocery stores, dry cleaners, banks, coffee shops and restaurants, etc) on there way to and/or from work. Thus they

would still desire safe access to these places as well as better and safer traffic flow. This was one of the main goals of the center turn lane.

It is more than obvious that the main source of traffic congestion is the traffic signals, not the number of lanes. However, due the nature of a surface highway intersecting with other highways and local arterials, as well as providing access to shopping centers, businesses and institutions, traffic signals seem to be unavoidable. Thus, the most effective way to improve traffic flow is to very scrupulously monitor and manage the timing of these signals. Signal timing should assure that at no time there be no vehicles passing through an intersection in either direction. Otherwise, the traffic in the cross direction is being held needlessly, thus reducing efficiency and traffic throughput. Concurrently, the frequency and duration of red lights along Bee Cave Road should be coordinated and timed based on changing traffic demands, firstly in the primary direction of travel and secondarily by the traffic demands at cross streets. By now there must be sufficient computer algorithms and traffic monitoring devices (under pavement magnetics, cameras, laser detectors, etc) to intelligently and dynamically monitor and coordinate traffic signals to optimize flow in all directions. An analogous case in point is the Red Bud Trail (Emmitt Shelton) Bridge. The current and proposed bridge provides only one lane of travel in each direction. Although this may seem inadequate, again, any back up occurs only at the intersection with Lake Austin Blvd. To alleviate this problem all that is required is to provide several hundred feet of additional decicated un-signalad righthand turn lane from Red Bud Trail onto Lake Austin Blvd. Fortunately, this plan is currently under consideration.

One final, but perhaps naively optimistic, idea would be to consider increasing express bus service along Bee Cave Rd. This would only be effective if numerous and adequate "park & ride" lots were provided along the way, especially in outlying communities - providing they committ. The cost of parking would be managed by and included in the (monthly) bus ticket. This would require ample and effective publicity campaigns touting the benefit of not having to drive in traffic while relaxing and/or working in the comfort of well appointed buses. The environmental impact could also be considered.

Thank you for your interest and efforts to improve transportation in Central Texas. As well, for your efforts to gather community input. In the case of Bee Cave Road, please seriously consider and weigh the many possible negative consequences of your center turn lane proposal.

Yours truly,

Bill Vandersteel

William H. Vandersteel

Austin, TX 78746-4320

Mb

[bv@austin.rr.com](mailto:bv@austin.rr.com)



**From:** [Jennifer Price](#)  
**To:** [Campo](#)  
**Subject:** Center turn lane on Bee Caves road  
**Date:** Monday, July 8, 2019 3:57:01 PM

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**EXTERNAL email: Exercise caution when opening.**

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My children attend school at Eanes Elementary School off this road and they go to after care at Elsass (also off Bee Caves). The new center turn lane has made getting them to and from these locations much safer and faster when we didn't have a center only turn lane. I am opposed to the proposal to make these lanes bi-directional based on AM/PM traffic.

I also find that considering this without the completion of the lane and a study of traffic after the construction is complete to be a little silly and short sighted. You don't even know the full impact of that change and already moving on to a new plan? Sometimes waiting is the better path.

Thanks,  
Jennifer VandeWalle

**From:** [Laurel Violet](#)  
**To:** [Campo](#)  
**Subject:** Regional Arterials Study  
**Date:** Thursday, July 11, 2019 9:51:05 AM

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**EXTERNAL email: Exercise caution when opening.**

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Hello there,

I am writing to ask you to please KEEP THE TURN LANE intact on Bee Cave Road through Westlake Hills and Rollingwood. There are so many businesses and streets that require this turn lane in order to get to them safely and quickly -- not having that turn lane will mean people will impede traffic waiting endlessly to turn, and cause accidents when people are frustrated or distracted. Traffic is bad enough on that road.

Thank you,  
Laurel Violet

**From:** [Ian Voelzel](#)  
**To:** [Campo](#)  
**Subject:** Reversible lane proposal for Bee Cave Rd  
**Date:** Monday, July 8, 2019 7:04:10 PM

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EXTERNAL email: Exercise caution when opening.

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As a property and business owner at 3930 Bee Cave Rd, I just learned of the proposal to turn the yet unfinished center turn lane of Bee Cave Rd in the city of Westlake into a reversible traffic lane. Westlake Animal Hospital has been at this location serving the community for almost 50 years.

This will cause irreparable harm to our business as well as our employee's and client's ability to enter and exit our property. The additional 12 offices that rent from us on the property would face the same problems. I think the same would be true for any business along this corridor that doesn't have an entrance at a traffic light. Our business has already suffered due to the construction that has been going on for the last three years. I believe essentially permanently limiting the access to the property will be detrimental to Westlake Animal Hospital as a business and decrease the value of the property due to the change in access. Pet owner's with an emergency would face potential danger of an accident trying to turn across three lanes or delay care for their pet to take an alternate route.

Loop 360 is the major artery that is already slated to be turned into a freeway and should be the focus from the west side of town.

I think because of these reasons and I'm sure a multitude of others for businesses, clients, and residents along this stretch of Bee Cave Road that eliminating the center turn lane should be removed from this proposal.

Dr. Ian Voelzel  
Medical Director  
Westlake Animal Hospital  
3930 Bee Cave Road  
Austin, TX 78746

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**From:** Jill van Voorhis [REDACTED]  
**Sent:** Monday, July 15, 2019 3:10 PM  
**To:** Campo  
**Subject:** Center lane on Bee Caves needs to be a TURN LANE. Traffic direction NOT predictive by time of day!!!

EXTERNAL email: Exercise caution when opening.

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Hello,

I was baffled to see the plan about potentially turning the new center lane on Bee Caves Rd. Into a one way, direction changing center lane. As you know, there are multiple schools in the area whose parents and buses are coming from various directions throughout the day. It makes zero sense to turn what was going to be an extremely valuable safety lane for turning into another transit lane! Direction is not predictive on this street by time of day!

Thank you,

Jill A. van Voorhis  
Precinct 221 Chair, TCDP  
Cell: [REDACTED]

**From:** [Martha Waitkus](#)  
**To:** [Campo](#)  
**Subject:** New Left Turn Lane  
**Date:** Tuesday, July 9, 2019 9:31:23 AM

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**EXTERNAL email: Exercise caution when opening.**

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Please keep our new center lane as a turn lane. It has dramatically improved the traffic flow on Bee Cave Road.



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**From:** Tom Wald [REDACTED]  
**Sent:** Sunday, July 7, 2019 12:43 PM  
**To:** CAMPO Comments  
**Subject:** CAMPO Public input is not a good process

**EXTERNAL email: Exercise caution when opening.**

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CAMPO public input is not a good process. It is among the worst that I have experienced. I will not submit input for this.

-Tom

--  
Tom Wald

[REDACTED]

**From:** [WARD, LESLIE](#)  
**To:** [CAMPO Comments](#)  
**Subject:** Please do not mess with the brand new turning lane in Westlake  
**Date:** Monday, July 8, 2019 9:07:39 PM

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EXTERNAL email: Exercise caution when opening.

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We have spent years waiting for this turn lane - had to deal with the traffic mess while it was constructed and we do not need it taken away. The turn lane was built for safety because it was a nightmare to try and turn on Bee Caves. Please don't change it now.

Leslie Ward

**From:** [Lyn Weingarten](#)  
**To:** [CAMPO Comments](#)  
**Subject:** Regional Arterials Study Proposal to create reversible lane option on 2244  
**Date:** Thursday, July 11, 2019 9:34:38 PM

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**EXTERNAL email: Exercise caution when opening.**

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Lyn Weingarten

Jordan Weingarten



West Lake Hills TX 78746

Re: Regional Arterials Study Proposal to create a Reversible Lane Option on 2244 (Bee Cave Rd) in the Rollingwood/West Lake Hills corridor

The city of West Lake Hills has spent residents' and businesses' taxpayer dollars to secure land to widen Bee Cave Rd for the purpose of creating a dedicated turn lane that will:

1. Provide Safety –a dedicated turn lane makes it much safer to make left turns to area streets and businesses with less likelihood of a rear collision from traffic passing through.
2. Allow Access --a dedicated turn lane to residential streets and small businesses that line the Bee Cave Rd corridor, of which there are many, makes access much easier and keeps businesses healthy.
3. Keep Traffic Moving –a dedicated turn lane will help prevent traffic backups.

In addition to spending our tax dollars, residents and businesses have experienced all the pain that a project of this scope can bring with traffic delays and lack of access to businesses and streets. We have done this with the understanding that a dedicated left turn lane will bring a better travel experience for years to come.

So now you want to deny us our safety, access, and better traffic movement all in the interest of providing a more rapid transportation experience for far western Travis County and others

from 360 and MoPac who simply want a rapid cut through on their way somewhere else.  
Really?

I urge you to allow us to keep our new center lane as a turn lane.

Sincerely,

Lyn Weingarten

Jordan Weingarten

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**From:** Clarence Werner [REDACTED]  
**Sent:** Friday, July 12, 2019 4:06 PM  
**To:** CAMPO Comments  
**Subject:** New bridges

**EXTERNAL email: Exercise caution when opening.**

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360 was originally designed to be a limited access highway. 620 should have been.  
The obvious long-term solution would be to double deck both.  
620 from 71 to 183, 360 from Mo-Pac to 290  
Makes alot more sense than building a bridge from bad traffic to bad traffic!

---

**From:** Clarence Werner [REDACTED]  
**Sent:** Friday, July 12, 2019 4:39 PM  
**To:** CAMPO Comments  
**Subject:** Re Long-term fix for 620 & 360

**EXTERNAL email: Exercise caution when opening.**

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Long straight access ramps rather than clover leaves.

360 has a usable median. Use it!

620 has alot of useable frontage. Use it!

If you need someone to spot check your engineers, I'm a retired millwright superintendent, 3rd of 4 generations, specializing in material handling and I'd gladly come out of retirement rather than see our tax dollars go to another multi-million dollar think tank stank!

**From:** [Casey West](#)  
**To:** [Campo](#)  
**Subject:** Regional Arterials Study  
**Date:** Monday, July 8, 2019 9:36:22 PM

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EXTERNAL email: Exercise caution when opening.

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Re: BRAND NEW Center turn lane on Bee Caves Rd

This lane has been anticipated for YEARS. We desperately need this dedicated turn lane. Trying to turn left is a nightmare. Now, even before it has even been finished your figuring out how to turn it into a one-way reversing lane???

Unbelievable! I, as a resident here do NOT support this idea.

Casey West, MD  
Sent from my iPhone

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**From:** Shelley White [REDACTED]  
**Sent:** Monday, July 15, 2019 10:45 PM  
**To:** CAMPO Comments; Campo  
**Subject:** Comment on Bridges over Lake Austin from Bee Cave and Lakeway to/through Steiner Ranch

**EXTERNAL email: Exercise caution when opening.**

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Shelley White

Hello,

I am opposed to all proposed bridges over Lake Travis connecting Steiner Ranch to Lakeway, Bee Cave, and/or Westlake.

I stand with the majority of Steiner Ranch residents, who are opposed to the proposals for bridges and roads connecting Steiner to Lakeway and Bee Cave. Steiner Ranch is primarily a residential community with thousands of children. Daily, numerous residents walk or bike along Quinlan Park, both to get to neighborhood schools as well as for recreation and exercise. Turning Quinlan Park into a major arterial thoroughfare would drastically decrease our overall neighborhood's quality of life and safety.

I moved into Steiner Ranch 6 years ago, fully aware that I would need to exit the neighborhood onto 620. As a single mom of 3 children, I have managed our family's transportation using existing roads and 620 just fine. Please don't turn our neighborhood street into a highway.

The cost to build these roads plus bridges is high. Please use this money for more necessary improvements and repairs, not to build bridges and roads over Lake Austin.

Kind regards,

Shelley White

[REDACTED]  
Austin, TX 78732



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**From:** Jennifer Wilson [REDACTED]  
**Sent:** Wednesday, July 3, 2019 9:37 AM  
**To:** CAMPO Comments  
**Subject:** Steiner Ranch safety

**EXTERNAL email: Exercise caution when opening.**

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Steiner ranch needs a throughway over the river and out through 2244. We are the largest community in Austin and have a 2 lane road and only one way out. This is the best option

[Sent from Yahoo Mail for iPhone](#)

**From:** [Kathy Wirt](#)  
**To:** [Campo](#)  
**Subject:** Regional Arterials Study  
**Date:** Monday, July 8, 2019 8:08:05 PM

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**EXTERNAL email: Exercise caution when opening.**

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As a resident of West Lake Hills I would like to formally register my objection to turning the center lane of Bee Caves Road into a reversible lane. The residents of WLH would **not** have supported this multi year project that cost the tax payers and tore down many lovely trees if we had known the intent to turn Bee Caves into a major commuter corridor. The project was supported as it was largely positioned as a safety measure to cut down on accidents in our community. By removing the turn lane and adding a reversible lane Bee Caves would become even more dangerous than it was previous to the project. Already the center lane in front of Randalls is constantly packed with cars going both directions. If this was removed and turning traffic had to try to cross 3 lanes it would be a nightmare. Turning onto Rollingwood Drive would be nearly impossible. Please do not consider moving forward with this project. Bee Caves Road is a partially residential road with homes lining it through some sections. This is a safety risk to our community.

Thank you,  
Kathy Wirt



West Lake Hills

**From:** [Mwolters](#)  
**To:** [Campo](#)  
**Subject:** Regional arterial study  
**Date:** Monday, July 8, 2019 8:32:54 PM

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EXTERNAL email: Exercise caution when opening.

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It has been such a relief to finally have dedicated turn lanes on Bee Cave Road. Please let us keep them! It would be a disaster to turn these into reversible lanes during peak traffic times.

Sincerely,  
Mary Wolters

Sent from my iPad

**From:** [Mary Worley](#)  
**To:** [Campo](#)  
**Subject:** Reverse Lanes  
**Date:** Tuesday, July 9, 2019 3:05:49 PM

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**EXTERNAL email: Exercise caution when opening.**

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I am very distressed at the prospect of turning the center turn lane into a reverse lane system for rush hour. We have two small towns, Westlake and Rollingwood and we love the small town feel of the area and the idea of having the safety of our kids and citizens at risk for the just to accommodate folks from outside of our area an easy access to get to work is so dangerous and will make our access to neighborhoods and businesses even worse than before.

Why not do it to 360? That would seem a better solution, or better yet had more lanes in the center medium. We would all appreciate that.

I have lived in Westlake over 35 years, my kids have driven these roads when when they were young and I worried about turning into their friend's neighborhoods and now my grandchildren are getting ready to drive and we finally have a turn lane and you want to take it away. This is not acceptable. Thank you for letting this notion just pass by us. Let us have our new turn lane and save the lives of our children. They use the same road during rush house to get to school at Westlake and to come home. Not a good idea. Mary

## MARY WORLEY

Realtor Associate

**c** [REDACTED] **o** 512.327.4800

**w** [maryworley.kuperrealty.com](http://maryworley.kuperrealty.com)

**e** [REDACTED]

**a** 4301 Westbank Drive, Building B Suite 100  
Austin, Texas 78746



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**From:** [REDACTED]  
**Sent:** Friday, June 14, 2019 1:09 PM  
**To:** CAMPO Comments  
**Subject:** Regional Arterials Commentary

**EXTERNAL email: Exercise caution when opening.**

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Dell Customer Communication - Confidential

Hi –

I'd like to weigh in on the regional arterials study that just came out. I don't see elevated RM 620 lanes connecting 2222 and 183 reflected. RM620 improvements have been your number one commented on item for a while now. I would like to see this project move forward and be reflected as part of the regional transportation plan. 620 receives a failing grade in many places and must be improved. Of all the possible projects you could support – that's the one I feel that has the most impact.

Josh Yates  
Dell Financial Services  
O: 512.724.2039  
C: [REDACTED]

**From:** [Eric Youngstrom](#)  
**To:** [Campo](#)  
**Subject:** Bee Caves - No Reverse Lanes  
**Date:** Tuesday, July 9, 2019 4:38:50 PM

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**EXTERNAL email: Exercise caution when opening.**

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Writing you regarding the proposal to use the newly constructed center lane on Bee Caves road in the cities of West Lake Hills and Rollingwood for reverse traffic during peak transit times.

Do NOT reverse the new center lane on Bee Caves Road.

This is a terrible idea. For nearly two decades, Bee Caves has had no center turn lane and in the last decade, with traffic growth, this has created massive traffic jams for drivers turning left off of Bee Caves. Changing the center turn lane to a reversible lane also poses a huge burden for those traveling eastbound to Eanes Elementary as they must turn left into the Eanes Elementary parking lot or onto Camp Craft road to get to the back of the school. Peak traffic times coincide with school drop off - so the reversible lane would eliminate the center turn lane.

I sympathize with the need to address traffic density; the time for this study was prior to the construction that has been taking place for two years now. The need to support more traffic is not new. The time to address this - with more lanes and other measures - was during the planning of the current construction.

Construction isn't complete on all of Bee Caves. But where it is, traffic is now much better. Due to the fact that construction isn't complete, it's impossible to conduct a viable study as you don't yet have a baseline for traffic on Bee Caves that reflects the increased capacity and throughput with a near continuous center turn lane.

Thank you!

Eric Youngstrom  


**From:** [Corey Yulinsky](#)  
**To:** [CAMPO Comments](#)  
**Subject:** No Reverse Center Lane on Bee Caves Rd  
**Date:** Wednesday, July 10, 2019 8:31:16 AM

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EXTERNAL email: Exercise caution when opening.

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As a resident of Barton Creek and a daily user of Bee Caves Road, I am writing to voice my strong opposition to the proposal to use the new center lane as a reversible “commuting” lane. All of the time and money spent that will increase safety by finally having dedicated turning lanes will have been wasted if this proposal is implemented and in fact will decrease safety. Shut down this proposal, please!

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                                       | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Which network do you think will most benefit the region?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Other comments:                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| N/A                                                                                                                                                                                                                                                                           | The networks in the three options would decrease my quality of life by further accommodating and encouraging the region's disastrous mobility choices. The study is right we need more connections but smart regions around the globe solve that problem with passenger rail, long-distance bike trails, and dedicated travel lanes for intercity buses. These all work together to decrease road miles, VMT, carbon emissions, road maintenance dollars and travel time. This study was not only very expensive but appears to totally lack global awareness and originality. | For reasons stated above, I do not believe that any scenario adding more road miles primarily designed with private automobiles in mind will be of any benefit to the region and will certainly have a negative financial and environmental ongoing impact.                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| It will make more cognizant when looking for employment or housing                                                                                                                                                                                                            | No, primarily because I live in where we have extremely limited vehicular options. The TDM plan might be a place for folks to look why there are very limited options                                                                                                                                                                                                                                                                                                                                                                                                          | I prefer scenario B. Primarily because "C" appears to have overbuilt some of the area, especially in Will Co. and Burnet. "B" appears to have "new" roads where development will most likely go.                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Need to find better source of funding - digital license plates would be the first major step towards VMT-based tax                                                                                                                                                            | Highways cannot be only solution, but at least 55% of population here in a spread out pattern - At least half of additional growth will continue dispersion patterns which can best be accommodated with autos/transit.                                                                                                                                                                                                                                                                                                                                                        | C will reduce concentration of vehicles and provide more active transportation/ transit usage- need to pair this with better swales to minimize flooding                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                                                                                                                                                                                                                                                               | Yes - regional planning can provide alternative routes to IH-35                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | The network with best balance of lowest VMT and lowest lane miles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                                                                                                                                                                                                                                                               | Adding more capacity for cars improves nobody's quality of life. More emissions, more traffic fatalities, more cars on the road, a more dangerous urban landscape (especially MoKan - 70 MPH through Austin?). Please stop expanding roadways. Listen to urban planners.                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Why on EARTH are you guys planning on paving the MoKan corridor? It was originally proposed as a rail connection to Austin's commuter rail system! And now you want to expand road capacity? A 70 MPH road is a highway. And I'm sure you all know what highway expansion in urban areas amounts to: traffic. And more emissions. You do know that we're in the middle of a climate crisis, right? Make MoKan rail! No more new highways in our city! |
| Some potential to decrease                                                                                                                                                                                                                                                    | From a commute aspect yes, however from a housing and life aspect no. If Scenario B & C become reality it puts a major artery right in my neighborhood which is not what i want.                                                                                                                                                                                                                                                                                                                                                                                               | I think expanding 620 / 2222 and 2222/360 options that have been discussed are potential solutions. the planned reduction in lights on 360 is key. 2222 from 360 to MoPac is becoming a key passage to avoid traffic and i think it needs expansion of some sort. there should also be some sort of cut through from Steiner Ranch to River Place but NOT a main artery. 620 from 2222 to 183 needs reduction in lights, more lanes, more dedicated turn lanes both left and right and the speed limit increased back to 65mph.                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Unknown because there are so many unrealistic scenarios. But i would expect it to improve.                                                                                                                                                                                    | Yes. Improve traffic would improve my quality of life by allowing me to spend less time getting to places and more time being present.                                                                                                                                                                                                                                                                                                                                                                                                                                         | I think a network that improves RR620 connectivity between 2222 and 183 will drive tremendous benefit for people living in N, NW Austin as well as parts of Williamson County.                                                                                                                                                                                                                                                                                                                                                                            | Do not approve roads that damage environmental areas - like the kitchen sink roads across Steiner Ranch and Route F that travis county will be proposing to you shortly. The money is better spent elsewhere.                                                                                                                                                                                                                                         |
| Hopefully it will reduce it but its unclear on how much.                                                                                                                                                                                                                      | Yes, of course. Traffic is both a time suck as well as a drain on our environmental resources. I would much prefer to spend time being in my destination than getting to it.                                                                                                                                                                                                                                                                                                                                                                                                   | Scenario C - without a cross steiner ranch road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | A road that cuts across steiner ranch is not feasible. It's too expensive, will drive too much traffic through residential areas not designed to accommodate it and will damage environmentally sensitive areas. What would improve traffic in that area are improvements to RM620 - like elevated limited access lanes connecting 2222 and 183.                                                                                                      |
| Only if they are put to action.                                                                                                                                                                                                                                               | Absolutely, every second I am saved on a commute is a second I can do there things I prefer to do plus it saves money and helps the environment.                                                                                                                                                                                                                                                                                                                                                                                                                               | 620, 360 and 2222 are out of control. There are way too many lights slowing down traffic flow. The consistent lowering of speed limits and installing more lights continues to increase volume by making vehicles be on the road longer plus it wastes fuel.                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Communication of findings is extremely poor. Do you mean the 366 page document? Would you present a 366 page overview to leadership in knowledge share meetings? Youâ€™d lose engagement and credibility. Same with the public. Thereâ€™s no findings highlight on your page. | Yes, because we have a major problem with facilitating traffic, especially in places like 620 where there are stoplights all over major thoroughfares and what seems to be a severe lack of coordination between real estate development planning and road accommodation.                                                                                                                                                                                                                                                                                                      | 620 Elevated roadway from 183 to 2222, removing the stoplights                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Thank you for your efforts but please realize that engaging hardworking and time-pressed families to easily understand what your doing needs something between open houses (the majority of us canâ€™t make these) and reading a 366 page document. Youâ€™ve got to communicate key elements and let us drill down where we want or are able.                                                                                                         |
| I hope to improve, this city is growing too fast and itâ€™s getting much worse.                                                                                                                                                                                               | Yes, commutes are too long. So much so itâ€™ll be the reason we leave this city we love.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | C, 620 needs major help. 2 miles often takes 20-30 minutes. And forget it if there is an accident or anything major in roadways. Second part I like about C is bridges out of steiner ranch area. We live towards the back and the proposed route f only helps those that live in front area. If something happened Weâ€™d all still need to make our way out Quinlan for the back two thirds of Steiner which is too much on one road. And having bridges would alleviate a lot for the daily commute issues. Happy to pay via tolls to get those built! | Please help 620. Too many accidents every week. Too many cars and developments just keep building bringing more people.                                                                                                                                                                                                                                                                                                                               |
| Route F permanent road is bad for Steiner Ranch. A permanent road is unnecessary and will harm our neighborhood.                                                                                                                                                              | No. Route F will not help, it will hurt our community in Steiner Ranch.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Not Route F.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Please listen to the residents of Steiner Ranch and stop Route F.                                                                                                                                                                                                                                                                                                                                                                                     |



| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                                                                                                                            | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                                                                                                         | Which network do you think will most benefit the region?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Other comments:                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                    | Not much                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | The north RM 620 road improvement project (from US 183 to RR 2222) will have the most positive impact on motorist mobility in NW Austin. The 620/2222 bypass project is a first crucial step, but improvements to the 620/Anderson Mill Rd intersection is absolutely the most critical single road improvement that can be done to provide increased mobility along the RM 620 corridor (which everyone knows is currently way over it's design capacity). Since the CAMPO policy board recently approved \$25 million in Category 7 federal funds to the 620/Anderson Mill intersection improvements project, TxDOT needs to proceed immediately with the design, environmental study, etc for this intersection improvement. As a resident that lives in Canyon Creek and must drive 620 every day, we can not wait another 20 years for a mobility improvement for north RM 620. This \$25 million in CAMPO funding should allow a huge mobility increase in the 4-5 year time frame along this corridor. We must take steps that address the next 5 years and then we can focus on the much larger 620 improvement project with elevated overhead lanes or a widened RM 620 from US 183 to 2222. I hope someone actually reads this and takes action on this.<br><br>Thank you!<br><br>Randy Lawson (randylawson96@gmail.com) |                                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | How can you think of building a bridge over Steiner? That is ridiculous                                                                                                                                                                                                                                                                                                        |
| Make it worse                                                                                                                                                                                                                                                                                                                                                      | No                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | You suck at your job                                                                                                                                                                                                                                                                                                                                                           |
| If there is a road from Lakeway through Steiner, it may make Quinlan Park Rd worse and my commute worse, unless people use it to exit Steiner. I suspect Lakeway will use it as a shortcut to get up 620 faster. If you make it reversible only out of Steiner from 7-9:30 am in the morning and only into Steiner during the evening from 4-7pm, that could work. | Fixing it would shave off 2.5 hours of commuting per day if done right. Not sure this accomplishes that because 620/2222 is a nightmare and this does not appear to solve that. A bridge at the end of Steiner from Quinlan Park Rd might or making that proposed bridge out of Steiner only in the am and only into Steiner in the pm might work.                                                                                                                                                                                 | Not sure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | It takes 30 minutes to get from the back of Steiner to the front during the commute. Adding cars from Lakeway would be a nightmare. How about reverseable lanes out of Steiner to Lakeway in the morning and in in the evening from 4-7?                                                                                                                                       |
| Anything will affect my commute. I live in Steiner Ranch.                                                                                                                                                                                                                                                                                                          | Yes. The biggest issue in Austin is that you can't get anywhere under 45 minutes                                                                                                                                                                                                                                                                                                                                                                                                                                                   | B                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                |
| It will not relieve the traffic issues at the 4 points intersection which are the biggest problems facing this community, rather exacerbating them.                                                                                                                                                                                                                | No. More traffic on Quinlan park, creating safety issue for children traveling to/from school. Additionally, the easements were not designed for the traffic patterns that will result from this proposal.                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Disappointing. Focus on fixing 2222 / 620 and Anderson Mill/620 traffic congestion. These are worst intersections in NW Austin. Dumping more traffic into them is not the solution.                                                                                                                                                                                            |
| No. Not the right answer. It will perm hurt this area                                                                                                                                                                                                                                                                                                              | No.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                |
| I love the idea of connecting Steiner Ranch with the neighborhoods west. I don't see that it will dramatically impact the commute.                                                                                                                                                                                                                                 | Greatly improve the quality of life. Currently it takes 30+ minutes for people in Steiner Ranch to access the shopping, amenities and businesses in Bee Cave and Lakeway. These improvements would be strongly welcomed.                                                                                                                                                                                                                                                                                                           | I think the CAMPO plan is very interesting and would overall have a positive benefit towards both security (multiple egress points in an emergency) and resident quality of life by improving access to amenities. In addition, it provides the opportunity for Steiner Ranch residents to have multiple exit points out of the community to support their own commutes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | I was disappointed that the SRMA Board decided to take such a strong negative stance towards this proposal and request action from residents to shoot it down before taking the time to discuss and hear out the neighborhood. Many of my neighbors have spoken for years about how it would be great to have connection points from Steiner and towards Lakeway and Bee Cave. |
| I think building arterial roads in a residential community built around a preserve will negatively affect the community both in terms of safety and quality of life.                                                                                                                                                                                               | It will negatively affect our quality of life by adding more traffic in an area where people usually buy homes so that they have easy access to nature and feel safe letting children play outdoors.<br><br>Yes. We need more options. Steiner Ranch has minimal traffic options; a single shutdown on 620 negativity affects everyone in the community. For example, the recent Mansfield Dam shutdown delayed our hospital visit by 1 hour and the only other route to Lakeway via 2222-360-2244-71-620 would have taken longer. | The bridge across Lake Austin connecting Steiner Ranch to Lakeway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Quinlan Park should not be used as a base for arterial roads. The beauty of the Steiner Ranch community is its relative isolation and access to natural beauty.                                                                                                                                                                                                                |
| I believe my commute would be significantly improved by the study's suggestions.                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | We strongly oppose turning Quinlan Park road into a major artery. A north south road may be done via 1431 and 360 or 620<br>Dead set against this proposal.                                                                                                                                                                                                                    |
|                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | A route from 1431 to 71 cutting through Lakeway, passing the Lakeway mayors house                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                |
| Worse. It will ruin our community and make it like living in city traffic!                                                                                                                                                                                                                                                                                         | NO!! It will drastically increase traffic to Steiner Ranch and it's already bad!                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Nothing through Steiner Ranch - Quinlan Park Drive.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                |
| It will make Steiner Ranch traffic a bigger nightmare than it already is                                                                                                                                                                                                                                                                                           | No arterial network roads need to be added in Steiner Ranch                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | North South roads in Austin via deep tunnels                                                                                                                                                                                                                                                                                                                                   |

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                  | Which network do you think will most benefit the region?                                                                                                                                                                                | Other comments:                                                                                                                                                                                                                                                   |
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| This study would be nightmare for current residents of Steiner Ranch. It would no longer be considered a neighborhood and would be a throughfare for many other commuters.                                                                                                                                                                                                                                                                                                                                                                    | It will greatly diminish our quality of life in steiner Ranch. The traffic and potential increase in crime, road noise, accident and endangerment would increase significantly.                                                                                                                                                                                                                                                             | Steiner Ranch would not benefit at all from this proposal. It would be a traffic disaster and destroy our Steiner Ranch neighborhood.                                                                                                   | We are absolutely against this proposal and any proposal that would disrupt Steiner Ranch as this proposal is wanting to do. It would lead to massive diminished property values, higher traffic, higher crimes, more accidents, and major lifestyle disruptions. |
| Yes - if major roads /existing highways are improved yes.<br>If cutting through a neighborhood - NO.                                                                                                                                                                                                                                                                                                                                                                                                                                          | Depends how its down                                                                                                                                                                                                                                                                                                                                                                                                                        | North south tunnels OR<br>620 via Lakeway as a flyover/ elevated road OR<br>Elevated road over 360 and/or Mopac or tunnel<br>A real mass transit system. - light rail                                                                   | Oppose the plans within Steiner ranch in Quinlan park road. Leave the greenbelts and neighborhoods alone.<br>Stop granting building permits                                                                                                                       |
| This is great! This will cut a lot of time out of commutes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Yes! We spend a lot of time traveling 620 to lake way and bee caves. It would be great if we could get there whilst avoiding the 620/quinlin intersection                                                                                                                                                                                                                                                                                   | Personally, I believe the lakeway artery would be most beneficial                                                                                                                                                                       |                                                                                                                                                                                                                                                                   |
| No impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Significantly negatively affect it - increased traffic on Quinlan will make it less safe to bike/walk on                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                   |
| It will not help, only ruin community                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | No                                                                                                                                                                                                                                                                                                                                                                                                                                          | None                                                                                                                                                                                                                                    | Do not run a highway through Steiner Ranch community                                                                                                                                                                                                              |
| Our commutes will get worse.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | No. It's going to bring a massive amount of traffic into our residential area but not improve the flow of traffic.                                                                                                                                                                                                                                                                                                                          | None                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                   |
| Worsening my commute<br>There are way too many cars on Quinlan Park already. This is a terrible idea. Quinlan Park is a residential street with elementary schools on this road and it will be too dangerous for the kids.                                                                                                                                                                                                                                                                                                                    | No. More outside traffic into Steiner ranch community<br>Absolutely not. Causes more congestion in an already traffics filled area.                                                                                                                                                                                                                                                                                                         | None                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                   |
| It would make much more difficult than it already is.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | No. Creating higher traffic lanes through residential communities makes zero sense and will lead to unsafe driving and pedestrian conditions.                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                         | Direct any additional funding to expediting the existing 620 and 2222 improvement plans.                                                                                                                                                                          |
| It will improve commute                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Yes and no. Concerned about increased traffic on Quinlan Park RD as it can be used as a bypass to Bee Cave Rd, Lakeway, ETC                                                                                                                                                                                                                                                                                                                 | Not sure; but any or some of these alternative routes off Quinlan Park will improve exits from Steiner Ranch in case of emergency                                                                                                       | Cannot attend open house but hope this will be reviewed carefully                                                                                                                                                                                                 |
| Will make it worse and unsafe                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Absolutely not. This is a community where speeds are already getting higher making it unsafe for kids.                                                                                                                                                                                                                                                                                                                                      | None of them. Just widen 620 and build the bypass                                                                                                                                                                                       |                                                                                                                                                                                                                                                                   |
| Can't make it any worse than it already is.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | More route options is always good.                                                                                                                                                                                                                                                                                                                                                                                                          | Bridges                                                                                                                                                                                                                                 | Something needs to be done, desperately!                                                                                                                                                                                                                          |
| Flex lanes proposed in Senario A would help my commute. Bridges in Steiner Ranch as proposed in Senarios B and C would make my commute much longer.                                                                                                                                                                                                                                                                                                                                                                                           | As stated above, flex lanes would help but more traffic on Quinlan Park would be a nightmare for my family.                                                                                                                                                                                                                                                                                                                                 | If I had to choose I'd say A. Senarios B & C will turn Quinlan into another 620 nightmare, causing significant delays during peak commute, continued stream of traffic causing safety & security issues for broader Steiner Ranch.      |                                                                                                                                                                                                                                                                   |
| Rerouting anything through The Hills and Steiner Ranch will only make traffic worse. Focus on scenarios A & enlarging 620.                                                                                                                                                                                                                                                                                                                                                                                                                    | Not if you run roads major roads through Steiner Ranch. There is already too much traffic here.                                                                                                                                                                                                                                                                                                                                             | Scenario A                                                                                                                                                                                                                              | Please do not build through Steiner Ranch; it is already super congested. Thank you!                                                                                                                                                                              |
| Yes. In a positive way. I work in Westlake and even though I live 4 miles from my office. I have to drive 18 miles and sit in endless traffic either on 620 during the school year or 2222/360 at anytime.                                                                                                                                                                                                                                                                                                                                    | Yes and no. I think the increase in traffic in Steiner would negatively impact my quality of life, but the ability to get to Westlake, Bee Cave and downtown would greatly improve it.                                                                                                                                                                                                                                                      | The route the connects to 2244.                                                                                                                                                                                                         | I am happy this is being talked about and these routes are far better options for emergency exit routes than the ones previously talked about by Travis County.                                                                                                   |
| Flex lanes proposed in Scenario A would help my commute. Bridges in Steiner Ranch as proposed in Scenarios B and C would make my commute much longer.                                                                                                                                                                                                                                                                                                                                                                                         | As state above, flex lanes would help but more traffic on Quinlan Park would be a nightmare for my family.                                                                                                                                                                                                                                                                                                                                  | If I had to choose I'd say A. Scenarios B and C will turn Quinlan into another 620 nightmare, causing significant delays during peak commute, continued stream of traffic causing safety and security issues for broader Steiner Ranch. |                                                                                                                                                                                                                                                                   |
| Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Yes, I live next to Mansfield Dam and when 620 is shut down in either direction I have to call into work because my commute would be over an hour and a half to the airport. Please do this!!!                                                                                                                                                                                                                                              | The connectivity proposed in Bee Cave, Lakeway, and Steiner.                                                                                                                                                                            |                                                                                                                                                                                                                                                                   |
| Although major improvements turning 620 into an expressway from Lakeway to 183 is the ultimate answer. Flex lanes as shown in Scenario A would help my communte. The roads / bridges connecting Quinlan road to Bee Caves & Lakeway would negatively affect my commute and quality of life. The proposal will turn Quinlan into a traffic nightmare causing significant delays during peak commute, continued stream of traffic causing safety & security issues for broader Steiner Ranch and will be disruptive to the entire neighborhood. | As stated above, drastic improvements to 620 from Lakeway to Hwy 183 will improve my quality of life, as will Scenario A Flex Lanes. Diverting Traffic into Steiner Ranch will only worsen traffic in Steiner Ranch, reduce quality of life and cause our property values to drastically decrease. In addition the proposed routes shown in Scenarios B and C appears to go thru green belt areas, doing great harm to the natural habitat. | As stated, major improvements to 620 will most benefit the region.                                                                                                                                                                      |                                                                                                                                                                                                                                                                   |

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                         | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                                                                                  | Which network do you think will most benefit the region?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Other comments:                                                                                                                                                                                                                                                                                                                                                                                        |
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| I am absolutely in favor of connecting Steiner Ranch and Lakeway through a bridge! Yes! Yes! Yes! It would connect Steiner Ranch to the city and be a wonderful solution as an alternative escape route should there ever be another fire. Thank you very much! | It will absolutely improve my quality of life! It will help my commute time - and give me more opportunities to work, play, and dine in the city...since we are lacking these essentials in the 4-points area. Most developed cities have bridges over the water ways and I think it's a huge plus!                                                                                                                                                                                                         | Not sure what you are asking...but I highly recommend multiple roads and bridges in and out of Steiner Ranch. It will not only free up 2222, but it will open up the neighborhood and not be so land-locked. It will no longer be a death trap - in case of a fire. Also, it will help commuting time to the airport and will stimulate more commercial and retail services in the area. As of now, it's hard to get service workers here due to the high cost of living and long commute times. Businesses will not fail as much as before. It will help real estate sales because it won't feel so far away from the city. Multiple roads are welcomed and can dramatically help. | I say yes to multiple roads in and out of Steiner Ranch. I say yes to multiple bridges over the water ways. I say yes to alleviate congestion especially in case of emergencies. We need to function as a regular large city with an infrastructure that can sustain the growth - and right now we are not. Thank you for your serious consideration of funding multiple routes. Thank you Campolongo! |
| Improve                                                                                                                                                                                                                                                         | Hard to know                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Bee cave                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | all for it                                                                                                                                                                                                                                                                                                                                                                                             |
| Absolutely agree that Steiner Ranch needs the bridges.                                                                                                                                                                                                          | Yes! Need it asap. Will reduce drive time across city and provide needed emergency routes that the city really needs to provide.                                                                                                                                                                                                                                                                                                                                                                            | Steiner Ranch needs immediate improvement in access across Lake Austin for emergencies and traffic resolution.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Please work faster on these changes!                                                                                                                                                                                                                                                                                                                                                                   |
| Much shorter if bridges are built out of Steiner Ranch                                                                                                                                                                                                          | Yes! More time with working family members.                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                                                                                                                                                                                                                                                 | No. I am very concerned about the cut throughs for Steiner Ranch. It will divide the neighborhood, result in higher speeds, traffic noise, traffic snarls, increase travel time within Steiner Ranch because of competition for access from those traveling from outside neighborhood and cause severe safety concerns for children trying to get to and from schools and neighborhood friends. This neighborhood would also draw visibility and access to criminals. It would no longer be a neighborhood. | None. It encourages outsiders to enter neighborhoods instead of providing loops around the city of Austin. Appears that rich neighborhoods are not affected, but middle class are collateral damage. Create business and town centers outside of Austin would be a better way to keep home ownership affordable and established neighborhoods without major arteria cutting through family areas.                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                        |
| It won't help building more roads. Must address traffic issues by mass public transportation. The Boring Company already has a plan.                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                        |
| Would help a lot                                                                                                                                                                                                                                                | Please, we need access, it takes too long to get anywhere, traffic is awful and getting worse, businesses suffer                                                                                                                                                                                                                                                                                                                                                                                            | Connect Steiner everywhere, please                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                        |
| Could ease some congestion on 620 and provide alternative routes that are desperately needed                                                                                                                                                                    | I believe so, giving alternative options for accessing other parts of Austin more easily.                                                                                                                                                                                                                                                                                                                                                                                                                   | The route from Spicewood over the lake to Lago Vista and the the connector to bee caves rd in steiner                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                        |
| it would help tremendously. thank you for creating this proposal.                                                                                                                                                                                               | there are not enough ways to get from point a to point b in western Travis County. This exaggerates our traffic congestion by creating artificial pinch points. I'm strongly in favor of all the proposed projects. Please ignore the NIMBYS. They are standing in the way of not only the greater good - but their own.                                                                                                                                                                                    | 620 must be fixed. its congestion and accident density is already horrible even though it isn't even as heavily used as some of our other roads. please move with all haste to fix 620. it is a death trap and a hidden tax on the economy and well-being of all of western Travis County                                                                                                                                                                                                                                                                                                                                                                                           | love the arterials through Steiner Ranch. Those would be game changers and really awesome.                                                                                                                                                                                                                                                                                                             |
| Do NOT put a road or Arterial through Steiner Ranch! We do not want any thru traffic in our neighborhood!                                                                                                                                                       | Do NOT put a road or Arterial through Steiner Ranch! We do not want any thru traffic in our neighborhood!                                                                                                                                                                                                                                                                                                                                                                                                   | Do NOT put a road or Arterial through Steiner Ranch! We do not want any thru traffic in our neighborhood!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Do NOT put a road or Arterial through Steiner Ranch! We do not want any thru traffic in our neighborhood!                                                                                                                                                                                                                                                                                              |
| Make it shorter                                                                                                                                                                                                                                                 | YES! Time spent in car is away from family. It also wastes gas and hurts the environment.                                                                                                                                                                                                                                                                                                                                                                                                                   | Route F + both roads out of Steiner                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | We need more roads ... anywhere, everywhere, we need more roads, please.                                                                                                                                                                                                                                                                                                                               |
| Not effective. Doesn't address the paucity of East-west capacity. Will bring more people from further south and west through our community all trying to get to town on the same inadequate routes                                                              | No. Commutes will be no better but you will destroy our neighborhoods.                                                                                                                                                                                                                                                                                                                                                                                                                                      | Run a triple decker highway right down the middle of Lakeway and see how they like that.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Turn 360 into the highway it was meant to be                                                                                                                                                                                                                                                                                                                                                           |
| I will be a positive influence to my commute. However only if it happens well prior to 2040. If this is a 2040 plan, then this will be wasteful by that time. This plan needs to happen in the next 5 years.                                                    | Yes. Not only quality of life, but much more importantly safety. 620 and 2222 are extremely dangerous roads to travel and many thousands of people only have these 2 main roads to travel for every travel occasion. Having an arterial to from Steiner Ranch to Bee Cave is critically important.                                                                                                                                                                                                          | Option C. It's the work that currently should be in place and has been neglected for years. Building large subdivisions and not providing adequate access options is just irresponsible.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                        |
| No                                                                                                                                                                                                                                                              | No. The neighborhood will be drastically affected and is not equipped for more traffic.                                                                                                                                                                                                                                                                                                                                                                                                                     | Widen 620                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Don't make changes to Steiner neighborhood without resident approval.                                                                                                                                                                                                                                                                                                                                  |
| make them take longer.                                                                                                                                                                                                                                          | It will still make what could be a 5 minute commute take 20+ minutes so no                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | we need to have some road that connects to Lakeway. it will make commutes a lot shorter instead of having to go around. maybe to cut down on incoming traffic we out in a gate with only SR resident codes. and /or maybe it's only for exits?                                                                                                                                                         |
| It will make my commute worse than what it is now.                                                                                                                                                                                                              | It will worsen my quality of life by bringing more traffic and unwanted traffic into Steiner Ranch. This will make this plan unlivable.                                                                                                                                                                                                                                                                                                                                                                     | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | This is a bad idea overall.                                                                                                                                                                                                                                                                                                                                                                            |
| This will dramatically raise my commute by placing a large amount of traffic on my feeder street destined to Bee Caves from other outside neighborhoods. This will Flood Quinlan road.                                                                          | It will not. This will feed far more traffic into a quite neighborhood.                                                                                                                                                                                                                                                                                                                                                                                                                                     | None.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | This is an expensive option that will cost huge dollars to create bridges where none are needed.                                                                                                                                                                                                                                                                                                       |
| Making route F, will not help my commute. I turn right towards 2222. 620 will need to be improved/ broadened to help the traffic on 620.                                                                                                                        | Will make NOT help. Will make my commute worse. Broaden 620.                                                                                                                                                                                                                                                                                                                                                                                                                                                | Broadening 620                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | No to Route F                                                                                                                                                                                                                                                                                                                                                                                          |
| Do not agree with any proposals that cut through the Steiner ranch neighborhood                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                        |
| Arterial road proposal through Steiner Ranch is ridiculous. It is a roadway and bridge to nowhere. Put your money in expanding 620 lanes and improving 620/2222 intersection flow.                                                                              | It will not. We need improved traffic flow from Steiner Ranch to Vandegrift High School, not toward Lakeway!                                                                                                                                                                                                                                                                                                                                                                                                | I see zero value in the proposed arterial road and bridge inside Steiner Ranch.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                        |

| How do you think the findings in the Regional Arterials Study will affect your commute?                  | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                          | Which network do you think will most benefit the region?                                                                                                                                                                                                                                                                             | Other comments:                                                                                                                                                                                                                                                                                                                                                                     |
|----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Need elevated lanes on 620 to help my commute.                                                           | Yes. Roadway efficiency means more time and flexibility for everyone.                                                                                                                                                                                                                                                                                                                               | Major arterial Tier 1 which should include rm 620.                                                                                                                                                                                                                                                                                   | Please include RM620 between 2222 and US183 in the controlled access priorities.                                                                                                                                                                                                                                                                                                    |
| Not help                                                                                                 | Yes, but the problem for the Steiner Ranch neighborhood is getting to the intersection of 2222 to go to Vandergrift High School, not getting to Lakeway.                                                                                                                                                                                                                                            | Connect Steiner Ranch Neighborhood directly to Riverplace/2222 using the path residents used when they walked in/out of the neighborhood during the fires. This would take all Vandergrift high school traffic off 620 and dramatically reduce congestion -- and provide an additional exit for safety if another fire should occur. | Building bridges across the river impacts the environment, is extremely expensive, and will not do anything to relieve the congestion or improve safety.                                                                                                                                                                                                                            |
| strong negative impact                                                                                   | strong negative impact -- quinlan park road is not meant to be a major north-south arterial.                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                      | Turning Steiner Ranch and Quinlan Park Rd into a major north-south connector to 620 will present significant dangers to Steiner Ranch residents and massively negatively impact the quality of life by turning relatively minor residential road with limited capacity into massive traffic corridor.                                                                               |
| Will be awesome to provide alternative routes !!                                                         | Yes it will reduce traffic on 620 and love onto alternative roads.                                                                                                                                                                                                                                                                                                                                  | Bee cave and lakeway.                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                     |
| I do not commute.                                                                                        | No. I chose to live where I do because it is quiet and peaceful. Any additional roads will disrupt the exact things I love about my home.                                                                                                                                                                                                                                                           | No opinion.                                                                                                                                                                                                                                                                                                                          | Please do not ruin the peace, safety and beauty of our neighborhood.                                                                                                                                                                                                                                                                                                                |
| Horribly and for a long time.                                                                            | Absolutely not. 620 is already designated to become a double decker highway for the commute into town from Lakeway. THERE IS NO NEED TO DESTROY STEINER RANCH by putting thru roads or arteries into it. Why do you think we all moved out here?                                                                                                                                                    | The 620 project already in process. DON'T CONNECT Steiner Ranch to other arteries.                                                                                                                                                                                                                                                   | WE WILL FIGHT YOU LIKE YOU"VE NEVER SEEN BEFORE AND THERE'S A LOT OF LAWYERS LIVING IN STEINER RANCH SO YOU SHOULD THINK ABOUT THAT.                                                                                                                                                                                                                                                |
| It will not                                                                                              | No, it will diminish the quality of life. The traffic will create additional road hazards and traffic that will ruin the master plan community. The impact to the retirement community with elderly on the road and the school traffic with kids walking will create a dangerous living situation.                                                                                                  |                                                                                                                                                                                                                                                                                                                                      | The increase traffic through Steiner Ranch will ruin the Master planned Community. This was not designed for high level traffic patterns.                                                                                                                                                                                                                                           |
| Please no roads in Steiner. Please keep Steiner as it is. We don't want any additional roads and traffic | Please do an underground subway system instead of adding more roads                                                                                                                                                                                                                                                                                                                                 | an underground subway system                                                                                                                                                                                                                                                                                                         | Horrified to see an email just now proposing 3 new arterial roads thru Steiner. Please keep out of Steiner, We love our quality of life and don't need any new roads.                                                                                                                                                                                                               |
|                                                                                                          | No, it will divert a bunch of traffic through my neighborhood.                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                      | I strongly oppose any of the bridges/roads through Steiner Ranch in Scenario B & C. This will divert a huge amount of traffic through our neighborhood.                                                                                                                                                                                                                             |
| somewhat                                                                                                 | diminish our quality of life at Steiner Ranch                                                                                                                                                                                                                                                                                                                                                       | broaden 620 only                                                                                                                                                                                                                                                                                                                     | DO NOT BUILD THROUGH STEINER RANCH!                                                                                                                                                                                                                                                                                                                                                 |
| It will make it significantly worse.                                                                     | Having non-tolled managed lanes and reversible lanes may help improve the flow of traffic and therefore my quality of life.                                                                                                                                                                                                                                                                         | A                                                                                                                                                                                                                                                                                                                                    | Options B and C would make my commute significantly worse. Significant traffic would be diverted from 620 through a neighborhood, further clogging up a road that is already slow because of the three school zones it traverses. There would also be significantly more cars passing through areas where children regularly walk or bike to school, which creates safety concerns. |
|                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                      | Widen 620 between Steiner Ranch and 2222. DO NOT connect Steiner Ranch to Lakeway or Bee Caves. Any change made to Steiner Ranch infrastructures MUST first receive approval of Steiner Ranch residents and Steiner Ranch Master Association Board of Directors.<br>Lee Flagg<br>512-470-0055<br>Owner - 2604 Rio Mesa Drive<br>Steiner Ranch                                       |
| My commute would be reduced                                                                              | Yes and no, there is already SIGNIFICANT SPEEDING on Quinlan and I believe with higher volumes of traffic there will be more speeding unless CAMP can make the speed limit 40 mph all down Quinlan.                                                                                                                                                                                                 | The one from lakeway to steiner then on to bee caves, the version with 2 yellow bridges.                                                                                                                                                                                                                                             | What will help reduce traffic time? What will reduce the speeding on Quinlan? What plan addresses both questions? Is there a plan that can address both?                                                                                                                                                                                                                            |
| It will make a bad situation worse. Steiner Ranch is a Master community - not a thoroughfare.            | It will greatly impact the quality of life for all residents in a negative way. Even more congestion, noise and danger to the families and children who live there.                                                                                                                                                                                                                                 | None                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                     |
| Principal regional connectors in Scenario C would not improve the commute.                               | No. Connectors suggested only put me out onto already congested arterials that will not be satisfactorily addresses by the plan and bring more vehicles into my neighborhood that would be short cutting through.                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                      | Connectors that provide shortcuts from one part of an arterial to another part of the same arterial are a waste of money. Spend the money on making connectors that join unconnected arterials, please!                                                                                                                                                                             |
| Improve it                                                                                               | Yes, more commute options, faster travel time, better transit to west Austin area which is currently constrained by limited number of east/west roads.                                                                                                                                                                                                                                              | All new bridges/roads connecting Quinlan to Lakeway and Bee Caves.                                                                                                                                                                                                                                                                   | New Quinlan to Lakeway/Bee Caves routes will also offer better emergency response time to area hospitals, which is currently very poor.                                                                                                                                                                                                                                             |
| I don't believe this will positively affect my commute.                                                  | NO! The three connectors shown for the Steiner Ranch peninsula will have a significant negative impact on the residents' quality of life. A road (Quinlan Road) that already experiences greater volumes of traffic and higher rates of speed than is safe for children and adults to navigate on foot or by bike will incur even more traffic. This is a neighborhood, not a new freeway location. | Any traffic relief specifically situated on I-35, Mopac, and 360, the major arterial routes to/from the suburbs to Austin. Even better would be to expand rail and bus service to the western suburbs to allow more people to use mass transit. Everyone driving their own cars is not a long term viable solution.                  |                                                                                                                                                                                                                                                                                                                                                                                     |

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Which network do you think will most benefit the region?                                                                                                                                                                                                                                                                                                                              | Other comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Greatly, in a positive way, I have to drive to lakeway and bee cave area at least twice a week for doctors, bible study, and community service.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Yes, it will decrease my regular commute to the places I previous named; less gas, less stress, less time in a daily bases.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Medical, work and extra curricular activities, commercial. My husband has his own business at 2222 before Jester Blvd only 5 miles away, but is impossible to travel back and forward there in less than 45 minutes...that is terrible, this will increase the time we as family will increase to have him at home for family and quality time.                                       | I hope this routes are a near future reality.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| It will help immensely.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Yes, 1000%. Cutting my commute in half will allow me to spend more time with my family.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | The connection to Bee Caves                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| The arterials from Steiner Ranch south/west to Lakeway will not solve anyone's commute. The traffic and congestion are all north/east bound toward 2222.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | No. Quality of life depends greatly on the lakes, and adding more roads and bridges over Lake Austin (such as the arterials from Steiner to Lakeway) will make it less attractive and less desirable.                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| This will not help my commute as this will have now more people in my neighborhood rather than just on 620 and 2222. Quinlan Park Road is not suited for this new amount of traffic.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | It would improve my quality of life if this was done well by discussing with the communities that it is affecting. However, this will decrease my quality of life because now it will only add more traffic to my immediate community where my friends and family both live causing this to be more unsafe.                                                                                                                                                                                                                                                                                                                                                     | The regions that are furthest out will benefit the most.                                                                                                                                                                                                                                                                                                                              | You should have consulted with the community boards before proposing these ideas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| For the better!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Yes! I work downtown and live in Sanataluz. It will take a lot of time off my commute                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                       | Weâ€™ve thought about moving because of traffic and commute. Please vote yes for all the working parents                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Make it much better                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Yes...traffic around Steiner Ranch makes it prohibitive to live here. We are planning on moving to get better quality of life.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Quinlan Park access to Lakeway and Bee Caves                                                                                                                                                                                                                                                                                                                                          | It takes my children 1 hour and 15 minutes to go 6 miles from our house to their high school. Anything you can do to improve mobility is welcome. I currently work from home and have not looked to get a job in the area because driving to it would decrease my quality of life considerably.                                                                                                                                                                                                                                                               |
| More traffice and congestion...totally oppose it                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | No, we already have too many roads                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | NA                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 3 arterial roads connecting Steiner Ranch to Bee Caves & Lakeway WILL NOT improve my commute.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3 arterial roads connecting Steiner Ranch to Bee Caves & Lakeway will create a Declination of quality of life due to increased traffic through residential areas and tearing through existing green belt and chopping up lake austin. Negative impact on the environment and pollution in our water.                                                                                                                                                                                                                                                                                                                                                            | Not 3 arterial roads connecting Steiner Ranch to Bee Caves & Lakeway                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| All the pass thru ideas in Steiner are terrible                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Steiner likes being isolated. Please stop with the pass thru ideas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | None for Steiner thanks                                                                                                                                                                                                                                                                                                                                                               | Please stop trying to build pass thru roads in Steiner                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| I'm retired and don't commute, but my wife and I are still impacted by traffic on RR 620 and RR 2222 (Four Points area). We live in Steiner Ranch and have grand-children attending Vandegrift and Leander High Schools all of whom are heavily impacted by traffic on the major arterials. Yes, traffic problems do need to be addressed in the Four Points area, but creating new thoroughfares through the heart of the Steiner Ranch Planned Community and adding bridges across Lake Austin/Colorado River are definitely NOT the answer. Specifically the long-rumored extension of TX45 which would probably be an elevated, limited access roadway utilizing the undeveloped natural valley sporting River Place and Steiner Ranch planned communities would be a much better idea long term than destroying existing neighborhoods. | No, not with the proposed "improvements". Attempting to convert Quinlan Park Road into a major regional thoroughfare will have many negative impacts on the entire Steiner Ranch community including:<br>1. Increased traffic flow probably at higher speeds along a major thoroughfare<br>2. Increased safety issues affecting ingress/egress to subdivisions located along Quinlan Park Road and to cyclists who work out along Quinlan Park Road which currently has no bike lanes<br>3. Increased security issues due to additional transient traffic who would have improved access to non-gated subdivisions and would be provided multiple escape routes | Limit any "improvements" to existing major arterials in the area and attempt to utilize "undeveloped" areas, i.e. valleys between major planned communities for new roads. There may be some headaches attempting to utilize Balcones Canyonlands Preserve protected lands controlled by closed-minded City of Austin and Travis County bureaucrats, but it should not be impossible. | Building multiple bridges across Lake Austin/the Colorado River to tie together existing communities will destroy the reasons most of us bought homes in the Steiner Ranch master planned community. Traffic along Quinlan Park Road already exceeds what most residents consider acceptable during certain times of the day. Adding to that by increasing "through" traffic will only exacerbate existing mixed use traffic issues. Steiner Ranch is a bedroom community and should not be redesigned as an alternative to existing major arterial roadways. |
| Positively - it will help the commute                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Yes - less time in traffic means more time to do productive things. Less time in stop and go traffic reduces carbon emissions and is better for the environment than grid lock traffic on 2222, 620 and 360.                                                                                                                                                                                                                                                                                                                                                                                                                                                    | The edition of a roadway connecting Quinlan Park to Bee Caves Rd. Currently with only one exit from Steiner Ranch, it is not safe. High school students face horrific traffic driving to school each day. If people working downtown have an alternative better route than 2222 it will free up that congestion at 2222 and 620.                                                      | Please get this done - I have heard Steiner's home owners association is not for this, but they are being short sighted. While traffic on Quinlan Pk will increase some, most all the people using this connector will be from the Steiner area which will make our other roadways safer. It makes total sense.                                                                                                                                                                                                                                               |
| For the better, yes!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Yes, we need more roads and access points in Steiner. One road in and out is the worst initial plan Iâ€™ve ever seen!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Steiner                                                                                                                                                                                                                                                                                                                                                                               | Best idea start it now!!!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| It does not                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Worsen it by having to deal with external traffic coming through our community.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Lakeway and Bee cave                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Greatly in a negative way!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | No this will make our quality of life worse and make our neighborhood unsafe                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | None                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Adding access through Steiner Ranch to other areas across Lake Austin will ruin the very reasons we decided to raise our family here, albeit improving fast access to other areas. BUT, that is NOT the reason we chose to live here, and not the intent of the area to be a cut-through for quicker commutes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | No. For Steiner Ranch, changing Quinlan Park to a major arterial will destroy the area's draw for homeowners and families.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | RR 620 improvements from Lakeway to Lakeline.                                                                                                                                                                                                                                                                                                                                         | Improvements to 620 are definitely needed in this Four Points area, and many solutions could help to improve the area's terrible congestion such as an elevated roadway or express lanes to Lakeline area. However, changing Quinlan Park to an arterial by crossing Lake Austin would be counter-productive, only serving to flood this family-driven neighborhood with thousands of cars a day from those cutting through to Cedar Park.                                                                                                                    |
| Negatively<br>Could help it.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | no, more traffic<br>Yes, very likely I would have quicker access to many places.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | more lanes on 620<br>Lakeway connection.                                                                                                                                                                                                                                                                                                                                              | I could retire here if these roads existed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                                                            | Which network do you think will most benefit the region?                                                                                                                                                        | Other comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Make life easier to get to Westlake and Lakeway                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Yes, access out of Steiner is a risk and dangerous in case of emergency.                                                                                                                                                                                                                                                                                                                                                                                                              | Bridge over Lake Austin to 360 or Lakeway. I would fully complete one before starting a second                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Totally devalue our neighborhood                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | No, it will just create more havoc in our neighborhood                                                                                                                                                                                                                                                                                                                                                                                                                                | A                                                                                                                                                                                                               | The other two are an absolute joke!                                                                                                                                                                                                                                                                                                                                                                                                                            |
| The findings are terrifying. We can't keep building more and wider roads as more people move to Central Texas. Paving our way to the future is not the answer, no matter how bad traffic gets. We need to make due and improve what we have.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | No, Not if it paves over why makes Central Texas so special. We can't turn into Houston or DFW. We need to keep our area special and natural, and not induce demand from suburban sprawl by building more and wider roads.                                                                                                                                                                                                                                                            | The one that builds the least. Scenario A, bit we need to shift the focus from building roads for cars to building walkable, bikable and transit-oriented communities. More cars on the road is not a solution. | Y'all need to emphasize multimodal more. Having no bike lanes and all car lanes in mockups is crazy and unreasonable.                                                                                                                                                                                                                                                                                                                                          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | No. It will increase traffic through Steiner Ranch which will impact the safety and quality of life for Steiner Ranch residents.                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Will not help it                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Will not improve, will increase traffic flow into our master planned community, taking away safety, increasing congestion in an already congested area                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Improve my commute greatly                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Yes. I would spend less time in car                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Senario C                                                                                                                                                                                                       | Let's start building roads asap                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Not well                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | No sir, it will bring more traffic into Steiner Ranch                                                                                                                                                                                                                                                                                                                                                                                                                                 | Not sure, this question is phrased only to accept positive answers                                                                                                                                              | Please don't consider adding any roads through or into Steiner Ranch. That makes no sense.                                                                                                                                                                                                                                                                                                                                                                     |
| I will likely not be able to leave my neighborhood due to heavy traffic on Quinlan Park Rd. under the current proposal.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Not as proposed!                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                 | Quinlan park Rd is already very congested/dangerous for a neighborhood thoroughfare. We have lived in our home that backs to Quinlan Park for approximately 5 years and have had 8 cars/motorcycles veer off of the road and land (mostly upside down) almost in our backyard. I cannot imagine what this would be like if we were to re-route additional traffic that way. Not to mention the loss of property value to current homeowners. Strongly opposed! |
| Make it worse                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | No. It will make my neighborhood a bastion of traffic.                                                                                                                                                                                                                                                                                                                                                                                                                                | A                                                                                                                                                                                                               | Don't make neighborhood streets major thoroughfares. These were never designed and planned that way. There are schools on roads like Quinlan Park. Scenario B and C will make that road another 620. How is that safe?                                                                                                                                                                                                                                         |
| Will have no effect                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | No, in fact it will make it significantly worse - increased traffic on Quinlan will turn the pvt neighborhood/bike paths to lake into dangerous high traffic roads.                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                 | I strongly oppose the arterial network.                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Would be huge for us. Option B having a bridge to the bee cave/Lakeway areas would significantly reduce commute times, area traffic and would give residents a way out if another fire occurred.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Yes. Will significantly reduce our drive time to and around Austin. We will spend hours less every week in the car commuting.                                                                                                                                                                                                                                                                                                                                                         | Option B                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| This will negatively effect my commute!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Absolutely will not improve my quality of life!!!! This will be devastating to quality of life in Steiner Ranch area!                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| It will reduce it significantly.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | A bridge over Lake Austin for Steiner Ranch would be game changing for our quality of life (in an incredibly positive way). It would reduce our commute to work and open up so many more options for entertainment. It would also provide a safety route as an exit if there's another fire (as we're trapped deep inside Steiner).                                                                                                                                                   | B or C                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Not at all. The problem with your planning is you are horrible at it. You have waited too long and wasted billions of dollars on public transportation and rail that now you can never catch up to where transportation thoroughfares/highways should be. I want my money back. You should be fired because you have failed. You have let environmental clearance durations run a muck. Do you remember when Texas highways were the best in the nation? That is because planners had no problem with laying pavement for increased capacity. Do you hear how simple that is? But no, you waste money on a non-return on our investment in building bike lanes that only a few will use. And bicyclists do not pay gas tax or registration fees. You are ripping off the real people that are paying for your theories that do not work. | You are too late and will never be able to catch up. Way to go.                                                                                                                                                                                                                                                                                                                                                                                                                       | See answer above.                                                                                                                                                                                               | Seems like the toll roads are the only roads with capacity.                                                                                                                                                                                                                                                                                                                                                                                                    |
| Depends on what the findings are. I and tens of thousands of people commute via 620 and 2222 daily.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | No. Options for "improving" include making Quinlan Park Road into a commuter cut-through by adding bridges across Lake Austin to Quinlan Park Rd. Quinlan is in a residential area with lots of kids and making it a cut-through would impede most of our quality of life as well as lengthen our already long commutes. Please focus on improving existing highways such as 620 between Quinlan Park Road and 183 by elevating it to make it a true freeway to aid in commute times. | Improving 620                                                                                                                                                                                                   | Thank you for listening to commuters' and residents' concerns.                                                                                                                                                                                                                                                                                                                                                                                                 |
| Potential extreme congestion!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Bringing more traffic to Quinlan Park Road where it's a narrow two lane curve on a hill can not help traffic flow and will certainly be more dangerous! We are in Santaluz and this is not an improvement at all                                                                                                                                                                                                                                                                      | Connecting Flat Top to 620                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                                                                                           | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Which network do you think will most benefit the region?                                                                                                                                                     | Other comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| It will add thousands of hours per year. This terrible idea will turn Steiner Ranch, a residential community into a dangerous freeway.                                                                                                                                                                                            | It will make it unsafe to walk in the neighborhood and difficult to go anywhere and will significantly devalue the value of my home. You need to include in the budget compensation for the loss of property value that will inevitably be incurred from a class action lawsuit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Expansion of RR 620.                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                              | I am opposed to a rd connecting steiner ranch to lakeway through the neighborhood. Please spend money widening the roads on 620 and 2222 before you bring more traffic to our neighborhood.                                                                                                                                                                                                                                                                                                                                        |
| Although the study is designed and intended to alleviate traffic and congestion, the beneficial effects will only be evident after the new roadways have been built. On paper these findings and options appear encouraging and it is good to know that CAMPO is thinking ahead to improve the quality of our lives and commutes. | The arterial network will not improve my and my family's quality of life. I am a Steiner Ranch resident and 2 of these options (B and C) include connector roadways that appear to dissect the vicinity of our immediate surroundings and community. These additions will almost surely increase traffic and congestion in our areas. A calm, peaceful and undisturbed environment form the foundations of a good quality life. These connector roadways through Steiner Ranch will surely disrupt and disturb our calm neighborhood. And elevate safety risks due to increased motor vehicle traffic. So these additions, although worthwhile in intent, may provide minor relief for commuters. But will almost decidedly be a major headache for homeowners. | Not sure                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| It will hurt massively                                                                                                                                                                                                                                                                                                            | No                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | None                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| No impact.                                                                                                                                                                                                                                                                                                                        | No. It'll add additional thru traffic on neighborhood streets.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Elevated road on 620 connecting 71 and 183                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| It will improve my commute time                                                                                                                                                                                                                                                                                                   | Yes it will as it directly effects how much time I spent sitting in traffic.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Connecting Quinlan to 620/Lakeway                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| They will simply bring more congestion to my neighborhood                                                                                                                                                                                                                                                                         | Quite the opposite, it will create more traffic, crime and congestion in my neighborhood.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | None. Try expanding 620 and 360 and turning them into freeway structures with under/over passes to alleviate the congestions and hazards with all the lights.                                                | Why isn't CAMPO coordinating with Travis County? Travis County and the Steiner Ranch Master Association have an initiative to create an emergency exit that would be silly to do if you are actually planning some of your connectors to 71. It's insulting that elected officials are not asking their constituents for input when planning roads right thru our neighborhood.                                                                                                                                                    |
| Very much and will disrupt the kids commute to school.                                                                                                                                                                                                                                                                            | No                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                              | 620                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Even more misery.                                                                                                                                                                                                                                                                                                                 | Yes, but not this plan, as it relates to Steiner.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                              | Roads proposed through Steiner (Quinlan) are a horrible idea. Try pulling out of or into Steiner at Quinlan and 620, currently, much less... Poor plan.                                                                                                                                                                                                                                                                                                                                                                            |
| It will not improve it at all but instead cause significant and negative impact to it.                                                                                                                                                                                                                                            | No, it will make it more dangerous for children playing, walking to/from school as well as increase traffic flow to dangerous levels.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                              | The 3 roads-bridges, through Steiner Ranch, connecting Quinlan road to Bee Caves & Lakeway would be hazardous and negatively affect the safety of our children and would prove to be incredibly dangerous with any level of additional traffic. As it currently stands we're already faced with almost DAILY car wrecks just off Quinlan on 620 - I for one had my car totaled just a few months ago on 620 just outside of Steiner. Increasing traffic flow in to or through this community would be detrimental in so many ways! |
| Added people in Steiner ranch is dangerous with two school zones on main road. Commute will be awful since it already is                                                                                                                                                                                                          | No because it will have more traffic                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| It will increase traffic on Quinlan exponentially and render it even worse.                                                                                                                                                                                                                                                       | It will effectively render my house worthless since it is very close to Quinlan. The two bridges from Quinlan to Lakeway and Bee Cave would turn Quinlan into a horrific nightmare the likes of 620 and 2222 and increase traffic exponentially.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                              | Neither Quinlan nor Steiner Ranch are designed for this kind of traffic. Connecting Quinlan to Lakeway and/or Bee Cave will render Steiner Ranch uninhabitable due to through traffic.                                                                                                                                                                                                                                                                                                                                             |
| No impac                                                                                                                                                                                                                                                                                                                          | No- add to the congestion in steinet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | None                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| I would hope they'd provide solutions to the increasingly horrible traffic in the area.                                                                                                                                                                                                                                           | Yes, if there were quicker access to other parts of the city that would greatly improve my quality of life. Having bridges across Lake Austin from the Steiner Ranch area would also provide a much safer area to live should another fire breakout.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 2nd and 3rd                                                                                                                                                                                                  | Steiner Ranch/620 area desperately need those bridges and roads to improve the traffic and safety of the area.                                                                                                                                                                                                                                                                                                                                                                                                                     |
| It would radically reduce commute times                                                                                                                                                                                                                                                                                           | Big time, by reducing traffic delays                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Where is the list of networks?                                                                                                                                                                               | Please fix 620!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| I'd love to see a back exit out if Steiner Ranch as I live in a gated community in the back, Santaluz. I'd love to have faster access to Bee Caves or Westlake & believe it would increase our property values as the drive time on Quinlan Pkwy and 620 deters many people from moving to our area.                              | Absolutely & will open more activity opportunities for my children! We could access more business & lifestyle activities if we had a bridge crossing over Lake Austin into Westlake or Bee Caves. My children would have more sports options as well. It would also free up traffic on 620 & 2222 as those are the only roads feeding our community. I'd get out of the neighborhood more frequently in a day if it didn't take 10 min to get to 620.                                                                                                                                                                                                                                                                                                           | Steiner Ranch Quinlan Pkwy bridges. Steiner houses 15,000-16,000 residents that must flood into 620 each & everyday. And it's a safety concerning to have only 1 way in & out for the majority of residents! |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                                                                                                                                                                                       | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                     | Which network do you think will most benefit the region?                                                                                                                                       | Other comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                | The idea of using Quinlin Park Road as an additional alternate route than RR 620 to Lakeway and Bee Caves is irresponsible. The increase in the number of accidents and potential for loss of life along the route would be huge due to the number of roads currently entering Quinlin Park Road from side neighborhoods in Steiner Ranch that require crossing over lanes. In addition, the side walks along Quinlin Park Road are heavily used by walkers and runners (including myself), many with children. Having a large increase in vehicular traffic, many carelessly driving at higher speeds, reading text messages and/or racing through existing traffic signals would cost many lives in the future. |
| Will be easy to get to 71 and 360 from Steiner. It will effectively reduce commute time.                                                                                                                                                                                                                                                                                                                                      | For driving, yes. However, not sure how much additional traffic this will bring to this community. Worried about that aspect.                                                                                                                                                                                                                  | Not sure what this is.                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| It helps my commute to bee caves and lakeview.                                                                                                                                                                                                                                                                                                                                                                                | Yes it will improve as these help only the steiner residents and for outsiders it will be too inconvenient to use as alternatives to 620 if that is a concern.                                                                                                                                                                                 | The three connectors across the river from Steiner to bee cave, lakeway and river place.                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Will increase commute time for school pickup. Will increase commute time getting out of neighborhood in rush hour.                                                                                                                                                                                                                                                                                                            | It will make everyday's commute as a nightmare.                                                                                                                                                                                                                                                                                                | Expand the 2222. Do not build too many apartments.                                                                                                                                             | Building bridges from Quinlan park to anywhere will significantly make the commute to school terrible. It will affect the safety of children. It won't resolve current issues at all.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| I think it will help improve my commute greatly                                                                                                                                                                                                                                                                                                                                                                               | Most definitely                                                                                                                                                                                                                                                                                                                                | Please connect everything to Steiner, the traffic on 620 cost hours every week, and money for every business and everyone who uses it. More Roads!!!!                                          | Most of my friends and neighbors believe the Steiner Ranch Master Association does not represent our interests here, and has some private agenda they are pursuing -- or are just sticking their head in the sand.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| This will extend the commute of the thousands of people that live in Steiner Ranch                                                                                                                                                                                                                                                                                                                                            | Not at all. Our commute times will go up and our property values will go down                                                                                                                                                                                                                                                                  | None of the proposed roads will benefit our region                                                                                                                                             | This was obviously hidden from residents and makes us all question the character of those involved.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| It will help them - of course                                                                                                                                                                                                                                                                                                                                                                                                 | Yes. Increased mobility options                                                                                                                                                                                                                                                                                                                | Quinlan Rd. to Bee Caves and Lakeway                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| It will worsen my commute                                                                                                                                                                                                                                                                                                                                                                                                     | It will worsen my quality of life by turning my neighborhood streets into thoroughfares for non-residents, putting my children's safety and property values in jeopardy, while also worsening our traffic congestion.                                                                                                                          | None are a good solution.                                                                                                                                                                      | light rail is the solution, not more roads.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| I work from home ON PURPOSE so I minimize my contribution to pollution.                                                                                                                                                                                                                                                                                                                                                       | This comment relates to the Steiner connections. Significant negative impact. Children use sidewalks, schools and parks directly on Quinlan. We will not be able to let our children have the freedom every child should enjoy living in their neighborhood. The only supported network would be an artery for emergency purposes.             | 620 needs to have capacity increased. The current cutoff to 2222 will be a temporary fix with more residential building being approved. There are too many fatalities in the four points area. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Using Quinlan part as an arterial will negatively impact Steiner Ranch, property values and dramatically increase traffic and commute times for residents                                                                                                                                                                                                                                                                     | Using Quinlan Park with definitely decrease my quality of life                                                                                                                                                                                                                                                                                 | Widen and make 620 a highway from Mansfield damn and connect to 45 in cedar park<br>Make 360 a highway.                                                                                        | Widen and make 620 a highway rather than waste money on arterials through established neighborhoods                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| HOA announcement                                                                                                                                                                                                                                                                                                                                                                                                              | Yes, by decreasing commute time and reducing travel time to downtown Austin.                                                                                                                                                                                                                                                                   | Steiner Ranch/Quinlan bridges                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| It will slow it down immensely                                                                                                                                                                                                                                                                                                                                                                                                | No... Quinlan Park will be full of traffic constantly and less safe                                                                                                                                                                                                                                                                            | Not sure                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| It will turn Quinlan into another 620 and significantly increase the drive time to reach the front of the neighborhood.                                                                                                                                                                                                                                                                                                       | We don't need an arterial network through Quinlan. We need an emergency exit through a service road or other outlet to be used for emergencies only.                                                                                                                                                                                           |                                                                                                                                                                                                | Quinlan may run through the center of Steiner Ranch but it is not, nor should it ever be a main thoroughfare to the other side of Lake Austin! We did not choose to live off a main drag or next to an interstate for a reason! We have sidewalks from the top of the neighborhood down so that our families can bike, walk, run and access trails. We don't need all the traffic that would come with people driving through to BeeCave or Lakeway. We have schools sitting on Quinlan and kids walking and riding to school and crossing the road. It's a ridiculous ask of our neighborhood!                                                                                                                   |
| The road infrastructure plan that involves 3 roads-bridges connecting Quinlan road to Bee Caves & Lakeway will negatively impact Steiner Ranch residents' commute. Not only will it turn Quinlan Park road into another 620 nightmares, it will cause safety & security issues for the broader Steiner Ranch community, Especially for the students of the three elementary schools and the middle school in the neighborhood | No, it will not. Instead, it will worsen my daily commute and impact the safety of my neighborhood!                                                                                                                                                                                                                                            |                                                                                                                                                                                                | I am strongly against this 3 roads-bridge road plan, and deeply concerned about the negative impact and harm this plan can cause!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| These studies lack detail, the proposed networks are way too low resolution to see any kind of detail of EXACTLY where these roads would penetrate, traverse and exit Steiner Ranch. This seems to me to be on purpose, so there is no accountability.                                                                                                                                                                        | Anything that goes through Steiner Ranch will make my life and that of my children worst. Accidents, speeding, animal kills and human casualties will increase if traffic from 620 is allowed THROUGH Steiner Ranch, it's not needed and not necessary. The home owners do NOT want any more modifications to the main roads in Steiner Ranch. | NONE.                                                                                                                                                                                          | Seriously, who put these images and reports together? They are nearly unintelligible, and at such a low resolution, it's impossible to tell where any proposed road would enter and exit? The affect to the region, the animal life, and the increased non-ESSENTIAL traffic through Steiner Ranch is absolutely unwanted and unjustified. Lives will be lost over time, animals will be killed, and traffic will INCREASE, the overall effect will be negative by any metric or measure.                                                                                                                                                                                                                         |



| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                                                                                      | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Which network do you think will most benefit the region?                                                                                                                                                                                                             | Other comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Yes, for the better                                                                                                                                                                                                                                                                                                          | Yes! Absolutely                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | B                                                                                                                                                                                                                                                                    | Steiner Ranch needs a way to connect to Bee Caves Road or some type of access to Westlake and Lakeway without turning Quinlan into a major through highway.                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| I work from home ON PURPOSE so I minimize my contribution to pollution.                                                                                                                                                                                                                                                      | This comment relates to the Steiner connections. Significant negative impact. Children use sidewalks, schools and parks directly on Quinlan. We will not be able to let our children have the freedom every child should enjoy living in their neighborhood. The only supported network would be an artery for emergency purposes.                                                                                                                                                                                                                                                                                                                                            | 620 needs to have capacity increased. The current cutoff to 2222 will be a temporary fix with more residential building being approved. There are too many fatalities in the four points area.                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| not significantly                                                                                                                                                                                                                                                                                                            | Will not if it is built inside Steiner Ranch                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 610 and 2222                                                                                                                                                                                                                                                         | DO NOT BUILD INSIDE STEINER RANCH!!!!!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Very positively                                                                                                                                                                                                                                                                                                              | Yes, it reduces traffic hassles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | All ways out of Steiner                                                                                                                                                                                                                                              | This is very good initiative to improve traffic issues                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| This will greatly increase exit time from the neighborhood due to increased traffic from commuters using Quinlan as a 620 north bypass from Lakeway.                                                                                                                                                                         | No - all this does is increase reliance on 620 instead of supplementing 2244 and 2222 for town access                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | None                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Make it MUCH better!!!!                                                                                                                                                                                                                                                                                                      | Yes. We are TRAPPED in Steiner by 620. There is no other way out of here. The traffic on 620 is already backing up all the way to Steiner. It will only get worse. It will back up into Steiner soon. Austin is growing like crazy. We have to have other ways out of here! 620 is backing up even on the weekends!                                                                                                                                                                                                                                                                                                                                                           | All of us who live in NW Austin.                                                                                                                                                                                                                                     | I understand that this will cause higher traffic into Steiner. We live in one of the most congested areas in Austin. We have to have create other roads. If we dig in and refuse any change it will only get worse. I never thought they would propose new bridges across Lake Austin. It's the only way to alleviate the problem. I work downtown. It can take 30 minutes to get to 2222. It's sucking my life away. We have to make changes! Please! There has to be some sacrifice to fix this problem. I see a grid-locked 620 24/7 in our future if we don't create some other avenues. It's just common sense. |
| Will make it shorter, more pleasant and will give me back my life.                                                                                                                                                                                                                                                           | Yes. Reduces pollution, shortens commutes, improves safety on the roadways.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | RM 620 improvements, Route F and anything through Steiner Ranch                                                                                                                                                                                                      | Build more roads, please. You can not continue to allow more people to move here and not provide more roads. It is insanity. Please. and thank you.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Personally it won't affect my commute at all, but I'm very concerned about Bee Cave traffic that will be directed through Steiner.                                                                                                                                                                                           | The Lakeway cut through will be nice, but I'm extremely concerned that our Steiner roads will more dangerous for my kids walking to school. Steiner does NOT have the infrastructure for the Bee Cave traffic.                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Being a Steiner resident I feel like access through Lakeway will be the most beneficial option provided in this plan.                                                                                                                                                | Please do not allow the road into bee caves. Steiner infrastructure cannot handle traffic from bee caves.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Strongly object it                                                                                                                                                                                                                                                                                                           | Not at all. It will destroy our neighborhood                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | None of them                                                                                                                                                                                                                                                         | Please, listen to the residents, and stop building roads we don't need                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| It will GREATLY improve it!                                                                                                                                                                                                                                                                                                  | YES! It will significantly decrease our travel times to get anywhere outside of Steiner Ranch. We need more ways to get out of Steiner, not only to improve drive times, but for safety reasons. This is LONG OVERDUE!                                                                                                                                                                                                                                                                                                                                                                                                                                                        | The one to Bee Caves.                                                                                                                                                                                                                                                | YES YES YES!!! This NEEDS to happen! Sometimes we feel trapped in Steiner!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| it should make commute easier                                                                                                                                                                                                                                                                                                | I think it is a good idea. dissipate the traffic, travel less distance and save gas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | connected network                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Make it much better                                                                                                                                                                                                                                                                                                          | Greatly improve. It's always better to have more ways in and out of this area. Much safer. Much needed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Bee Caves.                                                                                                                                                                                                                                                           | Steiner Ranch is in great need of more roads to let its residents go in and out of the area. This is long overdue and must happen.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Even more misery.                                                                                                                                                                                                                                                                                                            | Yes, but not this plan, as it relates to Steiner.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                      | Roads proposed through Steiner (Quinlan) are a horrible idea. Try pulling out of or into Steiner at Quinlan and 620, currently, much less... Poor plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| This would be a fantastic development. I believe one of the biggest drawbacks to living in Steiner Ranch has been the one road in and out of this location. This would finally change that.                                                                                                                                  | Yes it will improve it dramatically. As areas continue to develop south of Steiner Ranch, this will give us far easier access to the shops, restaurants and facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | The one to Bee Cave would benefit the region most by providing alternate access without provide a viable 620 alternative commute.                                                                                                                                    | Providing this alternative will increase safety. I believe it will also increase property values in Steiner Ranch as folks will find the area more desirable when it is not so isolated from what Austin has to offer.                                                                                                                                                                                                                                                                                                                                                                                               |
| Na                                                                                                                                                                                                                                                                                                                           | No there are 3 proposed access roads to Steiner Ranch which will increase traffic, crime etc. while decreasing property values                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                      | Steiner Ranch was not informed of this effort which is a gross oversight                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| RR 620 traffic headache will remain a problem, new problems at Quinlan Park - increased traffic, increased safety and security issues. Also sections of Quinlan Park past the Town Center heading south are single lanes and therefore expect a much higher traffic volume in these areas compared to the current situation. | The proposed arterial network through Steiner Ranch will not improve the quality of life - increased traffic in a residential "master planned community will likely increase safety and security issues. Any study about an arterial network at Steiner Ranch should include a "formal risk assessment" on traffic, safety and security risks along with due consideration of the inputs from Steiner Ranch residents. It is not right for CAMPO to dictate a solution to RR 620 traffic issues without having the "formal risk assessment study" on traffic, safety and security risks/consequences, and without consideration of the feedback from Steiner Ranch residents. | Study/expedite the viability of connecting via a high speed/toll road (may have to be an elevated road) along RR 620 the I-45 Lakeline area to Highway 71 on Bee Cave as this may be the right solution to solve the current and long term traffic issues on RR-620. | The proposed arterial network should have been studied/reviewed when the Steiner Ranch "master planned community" was in the planning stage since the arterial network is a major road infrastructure that would have influenced most Steiner Ranch residents to buy or not to buy their house/property at Steiner Ranch.                                                                                                                                                                                                                                                                                            |
| Negligable                                                                                                                                                                                                                                                                                                                   | No. Lower Quinlan Park is not designed as an arterial and the neighborhood shouldn't have to deal with that traffic.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                                                                                                                                                                                                                                                                    | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                                                                                          | Which network do you think will most benefit the region?                                                                                                         | Other comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| For those like myself living in Steiner Ranch, it will make it worse since it doesn't alleviate traffic in Steiner and actually turns it into a thorough fare for those in Lakeway.                                                                                                                                                                                                                                                                                                                        | It will make it significantly worse by turning my street which is currently a house-lined 25 mph street where I can walk my dog and my young daughter rides her bikes with friends and plays into a high volume high speed pass through based on the diagrams shared in this plan.                                                                                                                                                                                                                                  | For western Travis county the minority interests of the City of Lakeway benefit the most.                                                                        | Please listen to the people that actually live in the areas you're trying to help and go look at the actual areas where you're looking to build road improvements before taking this plan and trying to turn it into a reality that may have considerable negative effects to whom you think you're trying to help. For Steiner specifically, if you're going to go build 3 bridges, why not just do 1 using the existing main artery in the neighborhood from where Quilan park road ends to Bee Caves road there? Has there been any consideration to looking at using existing easements or variances to federal preserve land instead? |
| The proposed connectors across the bridge in Steiner Ranch neighborhood may moderately improve the commute time for some residents. The connectors however, will create shortcuts for other people outside of the neighborhood causing a huge increase in traffic on Quinlan Park Road turning it into an unsafe thoroughfare for the neighborhood.                                                                                                                                                        | No. The proposed connectors over the river will make the Quinlan Park Road unsafe for the residents, school kids especially.                                                                                                                                                                                                                                                                                                                                                                                        | Steiner Ranch residents will definitely not benefit from the proposed improvements.                                                                              | The connectors over the river will increase traffic on Quinlan Park, thus defeating the purpose. They will make the Quinlan Park Road unsafe for the residents. New bridges over the river will also have negative environmental effects to the river.                                                                                                                                                                                                                                                                                                                                                                                     |
| I will move the congestion from 620 to Quinlan park, creating a bigger problem                                                                                                                                                                                                                                                                                                                                                                                                                             | No, because it will negatively impact otherwise quiet communities on quinlan park                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Negatively. You are attempting to solve a problem for Lakeway residents by enabling an option for them to traverse Quinlan Park, the ONLY exit path from Steiner Ranch. If Lakeway residents choose this path for their morning commute then traffic will simply build up in Steiner Ranch in addition to 620. You must first solve the core problem of widening 620 and creating any necessary changes to remove the bottlenecks at or near the 620/2222 intersection, and other intersections along 620. | No! See above response.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | I need to attend the open house to learn more.                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Once again we are adding more roads connecting to the same place on 620 and not addressing the real issue which is 620/2222. Getting more people to the worst part of 620 will not alleviate traffic where the traffic is worse. The problem is 620, not getting to 620.                                                                                                                                                                                                                                   | No. These roads will not solve the real traffic issue which is 620. Once again adding more roads that go to 620 doesn't solve the problem. It just makes more traffic and more dangerous road conditions in residential areas. We need to fix the traffic problem on 620. Adding roads to the traffic doesn't help. For example, Bullock Hollow has become filled with more cars during peak times because people are trying to avoid 620. You've now made Bullock Hollow area worse because you haven't fixed 620. |                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| It will make my daily life terrible. The increase in traffic in our community will negatively impact the safety of my family and destroy the environment that makes Steiner Ranch a desirable place to live. Diverting traffic off 620 to build up on an arterial road that already includes four school zones and numerous children commuting via sidewalks and bikes is a bad idea.                                                                                                                      | See above. This will negatively impact the quality of life in our neighborhood. It is already risky to bike or run along Quinlan Park road. Creating a connection between Quinlan and Bee Cave will increase traffic, increase the speeding and reckless driving problem, and put at risk the numerous residents that walk, run, cycle along Quinlan and use it as the primary route to get their children to school.                                                                                               | Lakeway/Bee Cave                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Would make my life a million times better and keep me from wanting to move out of steiner ranch every time I leave my house                                                                                                                                                                                                                                                                                                                                                                                | Yes, hell yes. Instead of taking 40 minutes for me to get to bee caves area, I could be there in 10. It gives residents more than one way to get out of the neighborhood, which generally seems like a better option considering the fire safety concerns. HUGE quality of life increase                                                                                                                                                                                                                            | bridge quinlan park to bee caves                                                                                                                                 | please, please, please do not stop them from doing this study - that road would make steiner ranch SO much more accessible and generally make Austin that much more accessible for SR residents.                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Adversely                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | No. More traffic in Steiner Ranch                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Expanding the road from 620 to 2222                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| I don't commute but I imagine more people would consider living in Steiner with a much shorter commute.                                                                                                                                                                                                                                                                                                                                                                                                    | Yes! I have young children that are just beginning to get into athletics and other activities, so it would be wonderful to cut down driving time from Steiner Ranch to the other areas in Austin.                                                                                                                                                                                                                                                                                                                   | Steiner Ranch has long been discussed negatively for its inaccessibility. I think the region would greatly benefit from that particular network.                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| I think it will help greatly.                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Absolutely, it will allow for more choices in food, shopping, activities, private schools and reduce commute times for work, travel etc.                                                                                                                                                                                                                                                                                                                                                                            | The whole Steiner Ranch area will definitely benefit because we will no longer have only one way in and out of the neighborhood, which is a HUGE safety concern. | We have wanted bridges connecting different areas of Austin for years. This is a great proposal.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Yes! A bridge connecting steiner Ranch to Lakeway and Bee Caves will greatly increase traffic on an already busy Quinlan Park Rd. Further it will put hundreds of children at risk since many travel on Quinlan to get to and from school. It will eliminate parents allowing students to walk to school, further increasing traffic during peak morning commute times.                                                                                                                                    | It can. 620 is a mess. It has consistent traffic from Mansfield Dam to 183. Solutions to address this are needed.                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| For me it will be worse                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | It will not because of the additional addresses                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Negatively impact my commute.                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | No. Making Quinlan Drive a major road way only add to traffic congestion in the area. Four point area bottle neck desperately needs to be addressed.                                                                                                                                                                                                                                                                                                                                                                | RM2222 and second road to Vandergrift High and Four Points Middle school.                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Good idea!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Yes and it depends on the traffic. Prefer toll to be charged to vehicles from outside of Steiner Ranch.                                                                                                                                                                                                                                                                                                                                                                                                             | All                                                                                                                                                              | Charge outside nonresident vehicle tolls if they do not live in Steiner Ranch!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Won't help                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | No. The problem with this area is where 620 and 2222 meet, this does nothing for it.                                                                                                                                                                                                                                                                                                                                                                                                                                | none                                                                                                                                                             | Looks like a waste of time and money and will likely increase the accidents.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                  | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                                                                         | Which network do you think will most benefit the region?                                                                                                               | Other comments:                                                                                                                                                                                                                                                                                                                                                                               |
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| Improve dramatically                                                                                                                                                                                                                                     | Yes, it will improve our access to shops and restaurants in Bee Caves and Westlake from Steiner Ranch and also improve airport commutes and potentially allow us to access private prep schools                                                                                                                                                                                                                                                                                                    | The bridge connecting Quinlan to Bee Caves at the bottom of Quinlan                                                                                                    | This type of connector has long been discussed in our household. We hope it comes to fruition.                                                                                                                                                                                                                                                                                                |
|                                                                                                                                                                                                                                                          | It will definitely adversely effect quality of life in Steiner Ranch.                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                               |
| Unclear but unlikely to be helpful                                                                                                                                                                                                                       | No, cut through traffic into an area designed for exactly the opposite.                                                                                                                                                                                                                                                                                                                                                                                                                            | One new road connecting Steiner with 2222 near Vandergrift directly off Steiner Ranch blvd.                                                                            |                                                                                                                                                                                                                                                                                                                                                                                               |
| Delays and unsafe                                                                                                                                                                                                                                        | Will not improve the quality of my life, and in fact it will worsen                                                                                                                                                                                                                                                                                                                                                                                                                                | Utilize the funds to improve schools and education of young children, also expand public transportation. Provide additional lanes to 620 and Quinlan Park roads        | The project was initiated to provide emergency evacuation to the Steiner Ranch residents, which again was not required as it was not smart and was waste of public money.<br>S. P. Reddy, e-mail: hpsreddy@yahoo.com                                                                                                                                                                          |
| It will make it much worse.                                                                                                                                                                                                                              | Steiner Ranch is a residential neighborhood. Quinlan park Rd is already busy with just residential traffic it would be a safety nightmare to put a bridge at the bottom of Quinlan. Essentially putting a highway in the middle of a neighborhood. We (Steiner ranch residents) are already dealing with massive amounts of our own traffic. To even consider having more traffic filtered through Steiner is irresponsible and unsafe!                                                            | 2222 & 2244                                                                                                                                                            | Things are not very well thought out. The person who came up with the Steiner ranch plan clearly knows nothing about the traffic we are currently dealing with or they would never propose a bridge at the bottom of Steiner.                                                                                                                                                                 |
| It will make my commute easier.                                                                                                                                                                                                                          | Yes, I work in Westlake/Bee Caves area. It will be a faster commute. Also, gives the Steiner Ranch community other exit routes in case of an emergency.                                                                                                                                                                                                                                                                                                                                            | Bee Caves                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                               |
| Negatively                                                                                                                                                                                                                                               | No, my kids ride their bikes to school in our neighborhood and I believe this will add more congestion within our neighborhood and decrease safety for them. Connecting Quinlan rd to bee cave and 620 will increase the number of cars through our neighborhood would decrease home values, increase access for criminal activity and decrease safety for pedestrians. Our neighborhood will become a cut through road. 620 and 2222 is the problem- we need those intersections to be addressed. | Not sure                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                               |
| We are retired, so we don't have a commute, but we are seriously restricted by traffic. We read the Statesman and the four points paper and had no idea there were any plans regarding Steiner Ranch until we were notified by our board late yesterday. | As noted above, we have had no time to consider. Also, the website is impossible to understand in detail. The maps are unintelligible when blown up.                                                                                                                                                                                                                                                                                                                                               | Can't tell as noted above.                                                                                                                                             | Definitely against anything that goes through Steiner Ranch. Don't understand relationship to current Travis County plans for second route out of Steiner.                                                                                                                                                                                                                                    |
| It would be awesome                                                                                                                                                                                                                                      | Yes, will provide life saving exits from the rear of Steiner Ranch                                                                                                                                                                                                                                                                                                                                                                                                                                 | ANY road from Quinlan Park road which provides additional exits from Steiner Ranch, preferably bridges over Lake Austin - this will SAVE LIVES in the event of a fire. | Please help save lives in Steiner Ranch by providing ways to exit over Lake Austin                                                                                                                                                                                                                                                                                                            |
| if affects not only the commute, but also the safety for people in SR very seriously.                                                                                                                                                                    | Improving the region's arterial network definitely decreasing my quality of life. SR will not unique anymore because people from outside can access to SR easily. Traffic will be worse, car accidents will be increased, and I don't feel safe for kids to walk to school and walk back home anymore.                                                                                                                                                                                             | None                                                                                                                                                                   | Crime might be increased and thus decreased the value of SR.                                                                                                                                                                                                                                                                                                                                  |
| Very little                                                                                                                                                                                                                                              | If it helps flow of traffic, yes. If it builds a road too close to my home, no.                                                                                                                                                                                                                                                                                                                                                                                                                    | No idea. Too hard to read this map.                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                               |
| It will definitely reduce my commute!!!                                                                                                                                                                                                                  | Yes, it is such a waste of time sitting in traffic to get out of Steiner Ranch.                                                                                                                                                                                                                                                                                                                                                                                                                    | Bee cave                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                               |
| More congestion in Steiner will just move traffic travel time from 620 to slower travel within community                                                                                                                                                 | No! Ruin property value, will create a noisy, polluted community. Will definitely ruin Steiner Ranch                                                                                                                                                                                                                                                                                                                                                                                               | No traffic arteries cutting through Steiner !                                                                                                                          | Give more time to get feedback from Steiner community.                                                                                                                                                                                                                                                                                                                                        |
| More congestion in Steiner will just move traffic travel time from 620 to slower travel within community                                                                                                                                                 | No! Ruin property value, will create a noisy, polluted community. Will definitely ruin Steiner Ranch                                                                                                                                                                                                                                                                                                                                                                                               | No traffic arteries cutting through Steiner !                                                                                                                          | Give more time to get feedback from Steiner community.                                                                                                                                                                                                                                                                                                                                        |
| This will make my commute worse as it will create congestion throughout steiner ranch and continue to bottleneck at 4 points.                                                                                                                            | No. It will create additional congestion in the Steiner ranch area as well as expose it to "through" traffic which is not what any inhabitants want. The roads in Steiner were not designed to sustain more than it's current communities.                                                                                                                                                                                                                                                         | Briarcliff                                                                                                                                                             | Your focus should be on the expansion and optimization of major hwys (620, 2222, Mopac, 183, 360, and 71). By doing this you will alleviate choke points and improve traffic flow contributing to the reduction of congestion. There are already operations underway to expand 620, the 4 points bypass, and the 2222 Vandegrift bypass, which should create significant relief in that area. |

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                                                  | Which network do you think will most benefit the region?                                                                                                                                                                                                                                                                                                         | Other comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| I live in Steiner Ranch and the changes you proposed will not improve my commute. You absolutely have to address the congestion taking a right turn onto 620 from Quinlan Park Road, and your plan will not solve that problem.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | I live in Steiner Ranch and building roads and bridges that cut through our community will severely degrade our quality life. Why? Your plan ruins the concept of a master planned community with general traffic coming in rather than predominately residents. It creates a major artery in what is now a quiet residential neighborhood and turns Quinlan Park road into another 620. 620 already is a mess and we don't need another one. You should know this already. | I live in Steiner Ranch and I think your plan lacks imagination and is minimally beneficial to the region. I don't get the feeling you have done your best, to the point where it looks like you're drawing plans for new roads but aren't sure whether you're truly solving a traffic problem. It's looks like you ran out of time and had to get a report out. | I live in Steiner Ranch and want to let you know that you need to address the congestion on 620. I would strongly suggest you look at widening 620 and putting some type of flyover/elevated highway at the 620/2222 intersection. Spending money on roads and bridges cutting through Steiner Ranch do not address the core issue. PLEASE go back and work harder on this and think things through more. You're better than this and can come up with a better solution.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Will significantly shorten my commute                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | It will improve it with easier access to work and major malls                                                                                                                                                                                                                                                                                                                                                                                                               | I will                                                                                                                                                                                                                                                                                                                                                           | I think its a great idea and i do not support you unanimously agreeing on my behalf. Perhaps if i could occasionally swim in the pools i pay HOA for instead of them being sold off 24/7 i'd have more faith in our HOA to look after us, versus make a buck.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| No benefit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Will degrade it. Only a narrow greenbelt between my house and Quinlan Park Road.                                                                                                                                                                                                                                                                                                                                                                                            | Do not know.                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| The Regional Corridor through Steiner would not improve my commute                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | The Regional Corridor through Steiner Ranch would very negatively affect the life quality for the residents and mess up the traffic through Steiner even more                                                                                                                                                                                                                                                                                                               | A reversible lane option for 620 from Bee Cave to 183 would help but does not show on any of the options                                                                                                                                                                                                                                                         | Adding more traffic into Master Planned Communities like Steiner is not the solution. Improving flow on 620 through reversible lanes would ease traffic congestions. During rush hour there is always one direction that could give up a lane to the congested side.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| It should reduce traffic congestion.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Yes. Instead of "one" way out to 620, more options available when going to different areas of Austin and highways. This can also solve the wildfire evacuation route issue and makes the community safer!                                                                                                                                                                                                                                                                   | Steiner Ranch                                                                                                                                                                                                                                                                                                                                                    | Steiner ranch has the reputation of one way in/out community that makes people worry about the wildfire danger and feel not safe during such season. This can really help save the problem once for all.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| It will make it much worst by turning Quinlan Park into another 620                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | No, this plan will make it much worst. My commute will get much!!!! worst and the safety of my children will diminish with the increased traffic through Steiner Ranch.                                                                                                                                                                                                                                                                                                     | None, all the options are pathetic. They do nothing more than ruin our open spaces and community.                                                                                                                                                                                                                                                                | I believe who ever came up with this proposal is mentally deficient.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| I do not believe extending Quinlan Park Rd to connect to Bee Cave and Lakeway via bridge is the way to go for my community. It will encourage non-Steiner Ranch residents to go through our neighborhood which would increase traffic, make it unsafe for our children to ride their bikes and engage in other recreational activities, and possibly encourage crime in what is now a very safe community. I highly doubt it would make my commute to downtown Austin faster, because it would just make traffic within my neighborhood much worse. People who do not even live in Steiner Ranch will use that road to get to work. How is that beneficial?? I also moved to Steiner Ranch for the hill country views and land. A bridge would destroy that, so no. I do not support the Regional Arterials study. | Possibly? I just feel that they should consult and listen to the county and community that they plan on affecting before even going through this process. It's our land, our community, we should have a say. I moved to Steiner Ranch to get away from downtown Austin, because my quality of life there was not so great. How about you focus on the central part of Austin and improving those roadways before you start on hill country roads?                          | I am more focused on the proposed networks within my community. I oppose to all of them.                                                                                                                                                                                                                                                                         | Do not destroy Steiner Ranch with this proposal. I am against bridges and roads that could negatively affect my community and hill country environment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Adding roads from Steiner Ranch into Lakeway and Bee Cave would help enormously. Being forced onto 620 adds more time to my commute than any other element.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Yes. First, it helps with emergency service access and ability to leave the Steiner Ranch area in case of emergency. Second, it gives me better access to the schools that I am considering for my child.                                                                                                                                                                                                                                                                   | I am especially interested in the road to Bee Cave.                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| the connection of 183 to 2222 & the lower bridges in and out of Steiner Ranch would cut my commute time SUBSTANTIALLY...saving me 20 minutes in traffic each time I go somewhere.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Absolutely. Less time in cars means more time with family, less pollution, and protection of the natural resources and trees around Austin.                                                                                                                                                                                                                                                                                                                                 | I love the idea of the 2 lower bridges in and out of Steiner Ranch and the 183/2222 connection. This would be brilliant and give the neighborhood more options for dining and getting to the airport (which is currently a nightmare!)                                                                                                                           | Please do not listen to the Board of Directors in Steiner Ranch. I am outraged that they unanimously vetoed against these bridges without consulting the residents. It takes us 20 minutes each direction to get to restaurants and fast food right now because Steiner has ONE WAY IN AND OUT. The current road network in Steiner Ranch is dangerous (as seen in the wildfires of 2011). They couldn't get all of the residents out then, and there are probably twice the residents now. We need a second and third exit to this massive neighborhood. I do not see the benefit of the northeastern most proposed bridge though...it doesn't reduce congestion or save time to get to Lakeway vs going down 620 across the Mansfield Dam bridge. I believe that building the lower bridges would greatly benefit Lakeway/Bee Cave and all of the commercial development that is in the works, too, because Lakeway especially is so remote right now and has no artery except 620. |
| Absolutely                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | That is a loaded question, but yes and no. A bridge over the lake and out of Steiner Ranch would greatly reduce our daily commutes but it could also bring in a heck of a lot of other traffic -- especially as more people use traffic apps to take side roads. Austin could really use a loop (other than MoPac).                                                                                                                                                         | Not sure                                                                                                                                                                                                                                                                                                                                                         | I'm glad you're doing this but there are no easy answers for Austin traffic. My best suggestion is to stop allowing these large complexes to be built without adequately addressing traffic congestion PRIOR to their completion. I love Steiner Ranch but it is a pain to get to and out of at times; however, it is the privacy and lack of traffic that make it very appealing to buyers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Which network do you think will most benefit the region?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Other comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| <p>This will cause an undue strain to a very quiet community like Steiner Ranch by making Quilan Rd an exit route into Bee Cave /Lakeway, increasing traffic to a community that has many small children who ride their bicycles without fear of being hit by moving vehicles, a route that will be used by most trucks flowing today on RR 620 with significant environmental harm to our community, greater risk of accidents, and adding pollution to a very clean community. A no brainer--BAD FOR EVERYONE!!!! Community, Sheriff Department, Quality of Life, KIDS, ENVIRONMENT.</p> | <p>NO! There will be more issues to worry about than the present issue of traffic on RR620. There has to be a plan where there is no more building permits allowed for work next to RR620. Everyday that passes more and more construction is allowed on RR620 which adds to the present problem of traffic. STOP THIS MADDESS!!! Plan ahead for future.</p>                                                                                                                                                                                                                                  | <p>The one that does not affect Steiner Ranch. One that has an escape from fires for Steiner Ranch but only opened when the need exit to evacuate the residents of Steiner Ranch. Not opened to the general public.</p>                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p>Commute may improve</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>No, due to the proposed increase of access through my neighborhood</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>None</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>Do not cram these ideas down our throats!</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>Do not want any additional permanent roads to be added into Steiner Ranch. No to Route F and no to any bridges or thoroughfares into Steiner.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p>Worsen</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>No, will ruin Steiner Ranch</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>No sure</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>Why would you do this to just run traffic thru Steiner Ranch. Horrible Plan.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>It will make it worse.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>No it will just put more traffic in our neighborhood.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Improving 620 flow of traffic.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>One connector could be useful in case of emergencies but when we put 3 thoroughfares in the neighborhood it will be used as a cut-through.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p>Not only would it make current travel easier by providing alternate routes for others thereby providing congestion relief, but it would let me access places that frankly I can't get to very fast due to traffic congestion, which is getting worse by the day at the Quinlan/2222/620 area.</p>                                                                                                                                                                                                                                                                                       | <p>I have friends that I don't get to see very often because of the long congested winding trek from the central Austin area. My mother lives on S Congress and it is at least a 45 minute commute for her to come see her grandson. During half the day it is extremely difficult to get to the stores and businesses heading North on 620. If we could access Lakeway and Bee Cave and everything that has been built there in recent years directly, it would be amazing. Without these improvements I think it won't be too long before we won't be able to go that direction either.</p> | <p>The lower bridges out of Steiner Ranch. It is beyond idiotic that there aren't more ways across the river. They shut the road going across the dam several days ago for electric maintenance and that was it. I needed a service company to come out from Lakeway and they just couldn't get to me. Luckily this was a short term planned issue. What happens if and when there is a more serious unexpected issue that shuts down one of the bridges for any length of time? What happens if structural inspectors find a major problem on the 360 bridge tomorrow? Everybody is screwed.</p> | <p>The Steiner Ranch board of directors don't speak for the majority of residents. I don't see how they could and I don't recall them discussing or asking about the residents opinions on these issues. I think they are concerned with their own opinions and egos, and how hugely important projects like this affect them and their friends at their houses and not the aggregate improvement to the lives of almost 20,000 other residents who have things to do and places to go. Not to mention everybody else outside the neighborhood who would benefit from these public roadways. I don't see why anybody would need to consult with a bunch of stay at home moms and desk engineers about public work projects of this nature. They don't own the roads and clearly are not thinking about the future. There was a time when there was nothing out near Steiner Ranch and it was kind of remote and isolated. Those days are long gone. It's time to have a good look around and see how the city has grown around us and do what we can to integrate into the flow of people. The other day I looked on a map and realized my house sits less than 5 miles from Bee Cave. Yet it is at least a 25 minute proposition to get there.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>A frustrating realization. Unfortunately due to natural boundaries and existing infrastructure the potential solutions are both limited and obvious. Already for years if you talked about real estate in Steiner Ranch, a lot of people would say "No. No way, there is only one way in and out." Thousands and thousands of people, nearly every single one, commute during rush hour to work outside somewhere. The charm and amenities of the place have thus far held up its desirability and property values. There will come a day soon when the burgeoning supply of other newer neighborhoods and the alarming 620 traffic situation will destroy property values permanently. No amount of parks and sidewalks will make up for a 90 minute commute. 620 is all we have from Steiner Ranch. Once you can't go either direction it will be "Game Over". At that point what difference will only having light neighborhood traffic on Quinlan Park make if there is no way out of our neighborhood for 6 hours a day? We know it has gotten bad especially heading North, and we know it will get a lot worse in the years to come. We need plans like this, we need to embrace the idea of change and we need to take bold action while we can; accept the risk of trying to make the best future we can out of our current situation and not whine that a bunch of part time HOA board members didn't get a courtesy phone call from people doing their job and working to come up with solutions to the Austin traffic problem. The questions they should be asking aren't what this would do to our neighborhood if it were built, it's what will things look like in 20 years if we sit around and do nothing.</p> |

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                       | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Which network do you think will most benefit the region?                                                                                                                                                                                                                                                                                                                                                                                     | Other comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Yes, for the better! Here in Steiner Ranch, this will give us more options to exit our community and more direct access to the east and west. Specifically, the proposed bridges, would allow quicker access to Lakeway/Bee Cave, as well as toward downtown. | I believe it would improve quality of life given the time saved in commuting.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | I believe Scenario B or C would be most beneficial with more connectors.                                                                                                                                                                                                                                                                                                                                                                     | Everyone complains about traffic, but when a plan is proposed, there will be many who oppose because it impacts them negatively, or is "too close to home". Specifically here in Steiner, I'm already seeing many negative comments from those who believe they need to "protect their community"; however this is short sided given the possibilities a major plan such as this could provide. I welcome a broad vision and long term planning in order to benefit our great city and make it usable for future generations and accommodation of major growth in order to continue this momentous economic growth we are currently enjoying. |
| Hopefully improve over time                                                                                                                                                                                                                                   | Yes - leas travel time                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 620/2222                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Shorten commute by providing additional roads.                                                                                                                                                                                                                | Yes. Reduce pollution. Reduce wait times. Increase business opportunity by increasing easy access to restaurants, stores and churches.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Raised 620 to 2222 & 183. Route F. Any roads through Steiner Ranch.                                                                                                                                                                                                                                                                                                                                                                          | Build more roads. Build roads anywhere in Austin and everywhere in Austin. Please. It is irresponsible to continue allowing more people move into Austin, without building the roads necessary for emergency vehicles and quality of life traffic. Thank you.                                                                                                                                                                                                                                                                                                                                                                                 |
| It might help.                                                                                                                                                                                                                                                | No it will not. I have lived here for 11years in steiner ranch and it will not improve the quality of life. People will not drive safely and with caution. It will cause congestion and injuries to children, to walkers, runners and bikers. It is hard to cross the street on quinlan because people drive to fast, do not obey stop signs or crosswalks. We moved here and understood that there would be congestion. We just have to leave earlier in the morning for school, appointments, and work.                                                                                                                                                                                                                                                                                                                                                                           | The network that might help if it is only used in case of a fire or other emergency and needed another way out of steiner ranch, besides the front entrance would be in the back of steiner. Again only for emergency situations and not for everyday commuting.                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| It will make it terrible and increase it.                                                                                                                                                                                                                     | It will make it much worse and create a major highway in a quiet neighborhood.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Anyone who doesn't live in Steiner.                                                                                                                                                                                                                                                                                                                                                                                                          | Not announcing this to Steiner Ranch residents is ridiculous and you should be fired.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Make it worse                                                                                                                                                                                                                                                 | It will worsen it. Turning Austin into a highway is not the answer.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | None.                                                                                                                                                                                                                                                                                                                                                                                                                                        | This is a horrible idea.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Will not improve my commute at all.                                                                                                                                                                                                                           | It will not improve my quality of life. There are several proposals for major arteries to run through Steiner Ranch. This is a neighborhood were kids walk & ride their bikes to school, back and forth and along Quinlin. It is an neighborhood were the community values its natural environment and has miles of hiking & biking trails that will be destroyed by this proposal. All this will do is turn Quinlin into another FM 620 nightmare, but worse because if bisects our community and introduces vast non-residential traffic into our community. What is needed are improvements to FM 620. The residents of this area did not move here based on the ease of the commute, but for the beautify environment we have in this part of Travis County. Other than Scenario A, all the other options are destructive of the environmental values residents here hold dear. | Scenario A with flexible lanes on FM 620                                                                                                                                                                                                                                                                                                                                                                                                     | I strongly oppose any scenario other the A with the flexible lanes. I ask that you not just pay lip service to the desires of the residents here, but in fact make their concerns paramount.                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                                                                                                                                                                               | Yes. As it stands, traffic on 620 is so bad early morning, mid-day and in the evening that we don't leave the neighborhood except during very narrow windows of time in the mid-morning and mid-afternoon. There are many times that we would like to go to a restaurant off of 620 but don't go because we know the traffic will be terrible and we will arrive at the restaurant frustrated and no longer in the mood for a nice quiet dinner.                                                                                                                                                                                                                                                                                                                                                                                                                                    | I think improving /widening 620 and making it a raised, limited access highway from 183 to the Mansfield Dam would most benefit our area (but even to 2222 would help. When we first bought property in Steiner Ranch in 2006, the package from the title company showed that 620 from 183 to 2222 was going to be improved to (if my memory serves correctly) a 6 lane highway, perhaps elevated. That clearly is needed but didn't happen. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                                                                                                               | yes! traffic is stressful and not to mention the safety of our drivers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | the one where 620, 2222, and 183 are free flowing highways. also connecting quinlan to bee caves (via bridge_                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| It will make it much better                                                                                                                                                                                                                                   | Yes because I won't spend as much time in the car.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Connecting to 2244                                                                                                                                                                                                                                                                                                                                                                                                                           | Your opposition to this is idiotic. You eagerly embrace a new evac route that will dramatically impact Flat Top Ranch Road but won't entertain a common sense solution to an otherwise unsolvable problem with 620 and the neighborhood. Shame on you.                                                                                                                                                                                                                                                                                                                                                                                        |
| Not much, i commute off hours.                                                                                                                                                                                                                                | No. It'll surround my neighborhood directly with more traffic, hence more dangerous for my kids to ride bikes. They'd also have to cross two arterial roads to then get to school, one to the neighborhood playground/pool (quinlan & steiner ranch blvd)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | One bridge connecting SR south to bee cave.                                                                                                                                                                                                                                                                                                                                                                                                  | We just moved here BECAUSE SR is a quiet, safe neighborhood. No interest in adding 3 major traffic entrances! No benefit to me at all.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                                                                                                                                                                                                                                               | Yes. Having multiple routes in and out of Steiner Ranch is a good thing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Which network do you think will most benefit the region?                                                                                                                                                                             | Other comments:                                                                                                                                                                                                                                                                                                                                        |
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| I think more roads will improve access, safety and speed. Not sure why Steiner Ranch HOA thinks differently. You weren't voted in to further your politics people!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | I'll be able to access Austin, Lakeway, and beecave faster.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Network???                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                        |
| Make it better                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Yes, less time in traffic                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                        |
| <p>I really think that your communication with and to the public is what needs to be VASTLY simplified first. You ask here what I think of the Regional Arterials Study.... honestly, how can anyone have any idea? It's not clear what is actually be done that would affect any commute. The public doesn't easily understand your terminology and buzzwords (network?) and no one has any sense for how all the different organizations can or can't do things on mobility and how SOMETHING actually just gets done.</p> <p>The study is 366 pages. 366! Very few people will take the time to reach the equivalent of a novel, just to figure out what the plans are that will affect mobility in a specific region.</p> <p>So here's my takeaway, since you asked. I think it won't affect my commute. What I takeaway from a 366 page study exploring possibilities throughout the entire region, without clear correlation to public transit, meaningful rail, what will actually be done with freeways, why some roads simply can't be built one year (because of greenbelt preserve or some such) but then when demand is greater suddenly we could build that route... My takeaway is that nothing meaningful will get done for 5-10 years. In 5-10 years, my region of town will likely have 2x as many people. So whatever is being proposed now, for 10 years from now, will fail to make any meaningful difference when the population is doubled.</p> <p>What I see generally speaking, is a set of ideas to force more arterial roads through neighborhoods to serve ever widening freeways. There is study after study that more-lane freeways do NOT reduce traffic and yet what I takeaway is that the region's plan is essentially: more freeways with more lanes + more roads through neighborhoods + hope that driverless cars and scooters will get more people off the roads.</p> | <p>Certainly not. As best I can determine is the intention. You're proposing widening neighborhood roads and putting more roads in and out of neighborhoods, that will increase pass through traffic, and you're proposing turning nearby freeways into more lanes and higher speed... that will just push more cars into the bottlenecks faster.</p> <p>So... thanks for that.</p> <p>Stop supporting high density development throughout the region - so we have more people in the same amount of space, start supporting more "downtown" zone development like the Domain - so we can send commuters in different directions, and start supporting a meaningful high speed transit system like rail so that people can actually stop driving.</p> <p>Please appreciate, I work in economic development and some civic planning... I can say with 100% certainty that these plans put us on the same trajectory as Phoenix, Houston, or Dallas... every widening freeway loops and sprawl rather than urban cores. I don't know why Austin continues to ONLY do that. It's proven time and again throughout the country to really just result in sprawling cities with gridlock cars.</p> <p>And don't misunderstand, I'm absolutely NOT NIMBY nor opposed to growth. Just don't Houston our Austin and make it a city of freeways sprawling 40 miles in every direction. That won't make congestion better nor living more affordable.</p> <p>Turn 183/45/71/620 into a rail loop at least so people can quickly and without cars weave around the city and then conveniently take bus or rideshare in and out from a cardinal direction rail/commuter station.</p> | <p>Whatever gets cars off 35. Whatever gets cars off 2222. Whatever gets cars off 360 at Pennybacker. Whatever gets cars off the area around Zilker. Whatever enables FAST and accessible ingress and egress of Downtown Austin.</p> |                                                                                                                                                                                                                                                                                                                                                        |
| Need an expressway to move traffic from north of the Mansfield Dam bridge to the new loop connectors being proposed for 360. By passing 620 and directly connecting to 360 will take the congestion off both 620 (between the bridge and 2222) and 2222 (from 620 to 360).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Absolutely....if done correctly.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Expressways connecting major roadways such as Mopac, 360, 183, 620, 71, and 290...all west of 1-35.                                                                                                                                  | <p>The uncontrolled expansion and building west of 360 out into the hill country is ridiculous and not well planned. Infrastructure should have been put in place prior to permitting development. This is the case in other major cities in Texas...build the infrastructure and then develop. Not sure why it doesn't happen in the Austin area.</p> |
| Yes, in a positive way                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Yes. Fixing the RM620 bottleneck will greatly improve traffic flow to key areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | If you mean which "Scenario", I would say Scenario 5. Scenarios 1-3 do nothing to improve traffic for RM620 in and around Steiner Ranch and Four Points areas.                                                                       | CAMPO may have received feedback from the Steiner Ranch HOA board of directors (SRMA). Please note that they sought NO feedback from the residents before rendering their decision to you. They are 7 individuals, not representatives of the community. Do not take their feedback as anything other than their own personal view.                    |
| make the commute shorter, multiple route                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Steiner Ranch 620                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                        |
| <p>I am 100% in support of finding additional entrances/exits to Steiner Ranch. I think the current situation--with only 2 access points, both onto the horrific RM 620--poses not only a safety risk in the event of necessary evacuation, but also an enormous quality of life problem. It takes almost 10 MINUTES just to get out of Steiner if you live in The Grove. (I will also add the fact that Quinlan turns into a ONE-LANE ROAD, which is RIDICULOUS with the growth that has occurred in Steiner.) Adding arterial routes connecting Quinlan Road to Bee Cave and/or Lakeway would take traffic off 620 and help Steiner residents get to where they need to go SO MUCH FASTER.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>I am tired of spending almost 10 minutes just to get out of Steiner (and when you're going through THREE school zones, it's even more frustrating). I am sick of having to drive all the way to 620/Quinlan and then driving the enormous out-of-the-way road of 620 to get to Lakeway/Bee Cave, when they are physically only 3 MILES from our house in The Grove. Reducing the traffic jams and creating more direct routes is absolutely essential, especially given the thousands of residents living in Steiner who are affected on a DAILY basis. Please, please help!</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Please create 1-2 new routes linking Steiner to Lakeway/Bee Cave.                                                                                                                                                                    | Thank you for considering more entry/exit points to Steiner Ranch. They are 100% essential.                                                                                                                                                                                                                                                            |
| Will make this a community that is non-friendly to kids.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | No, it does not solve the congestion issue at 620 and 2222                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                      | Why is there not a connecting road between Steiner Ranch and RiverPlace that would just connect the neighborhoods? there are several road within each neighborhood that would allow for that. Then only people with in the neighborhoods would use it. This would help with school traffic as well.                                                    |
| I hope ir has a positive affect                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Yes. It can currently take 45 minutes to go 3 miles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Expand 620. Create elevated lanes to keep cars moving and not stopping for lights.                                                                                                                                                   | Please don't create roads inside of Steiner ranch. That would destroy the neighborhood. Turn 620 into a major road with elevations, widening, and improvements.                                                                                                                                                                                        |

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                                                                                                                                                        | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Which network do you think will most benefit the region?                                                                                                                                                                                                                                                     | Other comments:                                                                                                                                                                                                                        |
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| I'm a consultant who works from home, so the Regional Arterials Study will not be beneficial to me. This will be the case for a significant portion of other Austinites, as well. More people work from home in the Austin area than any other major U.S. city, according to Census Bureau data. Nearly one in 10 people living in Austin telecommute; the national average is half that (5%). | No, "improving" the region's arterial network will not improve my quality of life. In fact, my quality of life would be negatively impacted, as I live in Steiner Ranch. Steiner Ranch is a close-knit, family-oriented community. People who move here do so knowing that getting downtown will take a few more minutes, a sacrifice that they're more than willing to make to enjoy the safety and serenity of the neighborhood. The Study's goals of "convenience" and "efficiency" are not the top priorities for Steiner Ranch residents, nor should they be. Building roads and bridges into the beautiful hills and over Lake Austin, and right through the heart of our neighborhood, would be a curse, not a boon, to Steiner Ranch residents. It would bring a never-ending stream of non-residents through the neighborhood, increasing traffic and decreasing the safety of our homes, schools and children. Property values would take a hit. Kids would no longer be free to walk to school. The appealing charm of the neighborhood would be diminished. In short, the face of Steiner Ranch would be changed forever. I join my neighbors in strong opposition to the proposed roads connecting Steiner Ranch to Bee Cave and Lakeway.                                            | For this part of Northwest Austin, the focus should be on improving traffic flow at the intersection of 620 and 2222. A raised ramp for through-traffic on 620 and separate turn lanes allowing traffic to bypass the traffic signal should be considered.                                                   | We ask that you look beyond logistics when it comes to the proposed roads and bridges that would cut through Steiner Ranch, and listen to the community here. Even in our fast-paced world, there's so much more to life than speed.   |
| lower it                                                                                                                                                                                                                                                                                                                                                                                       | Yes, it will improve. Lesser commute, more time in the day to do other things                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | scenario B                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                        |
| increase traffic in the neighborhood and cause safety issues for the neighborhood                                                                                                                                                                                                                                                                                                              | No. Increased general traffic in a neighborhood would cause safety risks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | none                                                                                                                                                                                                                                                                                                         | I oppose this proposal.                                                                                                                                                                                                                |
| No, not at all. I'm a consultant that works from home and this serves no benefit to me whatsoever. People who live in Steiner Ranch do so knowing their commute is going to be longer.                                                                                                                                                                                                         | NO! The arterial network will destroy our quality of life as Steiner Ranch is a close-knit, beautiful community. Building large roads and bridges through the heart of our neighborhood would not only ruin the natural beauty that makes this area great, but it would also increase traffic and erode the safety of our homes and schools. In addition, all the negative outcomes of this plan would provide a major hit to property values. I like that my kids can walk to school SAFELY but that would no longer be possible if this plan was approved. I AM IN STRONG OPPOSITION OF THIS PROPOSAL!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | The focus needs to be on improving the traffic on 620. A simple overpass at the entrance to Steiner Ranch to allow the residents of this community to flow in/out smoothly would decrease the backup of traffic approaching the 620/2222 interchange, which should be the next area of focus for this study. | We implore you to look beyond logistics when it comes to the proposed roads and bridges that would cut through Steiner Ranch, and listen to the community here. Even in our fast-paced world, there's so much more to life than speed. |
| This is much needed! I commute from zip code 78732 to 78741 and it has been terrible!! There are more and more population and the improvements need to be implemented SOON!!!                                                                                                                                                                                                                  | Yes, it would help, but the improvements need to keep up with the population growth                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                        |
| It will be a travesty and add to an already long commute time.                                                                                                                                                                                                                                                                                                                                 | Absolutely not! Having a major road going through my neighborhood will not improve my quality of life. It will instead impact my neighborhood's and personal safety, add to my commute time that is already unbelievable and decrease the value of my home and the neighborhood homes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Build a road or roads that do not impact quality subdivisions the way that these will.                                                                                                                                                                                                                       | Can't believe that you're considering this type of permanent disruption to and destruction of a nice neighborhood and calling it a resolution to the Austin traffic issues.                                                            |
| I don't see any major improvement coming from the proposed 3 arterial roads in Steiner Ranch outlined in the draft study. I commute the University of Texas, my employer, from Steiner Ranch every day during commute peak hours. What may appear to solve a problem will only create new ones or exacerbate current ones.                                                                     | Increasing vehicle traffic along Steiner Ranch roads will make our neighborhoods along this route less safe. I anticipate that a larger volume of vehicle drivers traveling on RM 620 will prefer to take the additional routes, if built as proposed, in Steiner Ranch to connect to other roads, which will lead to a decrease in safety for the Steiner Ranch community. The increased number of residents living within Steiner, and thus adding to the number of vehicles on the roads, has resulted in an increase in vehicle crashes over the years. We have already experienced many vehicle crashes along Quinlan Park during the 12 years we have lived in Steiner. I know it first-hand because vehicles on many occasions have plowed down a slope that separates Quinlan Park and Westfalian Trail. These vehicles have slid, flipped, or skidded down the slope endangering the lives of our residents, either those that walk, run, and bike along the sidewalks of Quinlan, or the children that play on Westfalian Trail at the base of the slope. In fact, in one instance, a vehicle that skidded down the slope and across the street only came to a stop once it ran into a home's garage door! The increase in vehicle traffic will only make our community much less safe. | At this moment, I don't have sufficient information to provide a well-informed opinion on which network is best. It would be a disservice to simply pick one randomly.                                                                                                                                       | I'm very much upset that CAMPO staff did not reach out to discuss the proposal with Steiner Ranch Master Board and Travis County Precinct 2 Commissioner Brigid Shea. Please consult with them when it affects Steiner Ranch.          |
| not at all                                                                                                                                                                                                                                                                                                                                                                                     | yes, as it is now, i live in a box canyon. one way in and one way out. i think the proposed connectors would be a great benefit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                              | people living in steiner ranch for the most part want to be isolated. it is unfortunate that they think they are priveleged and entitled. build the roads. austin is so far behind the curve on infrastructure it is pathetic.         |
| a big improvement                                                                                                                                                                                                                                                                                                                                                                              | yes, being able to get out of steiner ranch without having to drive all the way around the world would be wonderful.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | the connectors that cross the river would add a new dimension that would be welcome                                                                                                                                                                                                                          | it is highly unlikely that congestion would increase. very few people will be travelling across the connectors at high or peak traffic hours.                                                                                          |
| It will contest roads that are either not congested, or add to already congested routes                                                                                                                                                                                                                                                                                                        | No, quality of life will degrade. it will add to congestion in the area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | If one is negatively impacted it doesn't matter... Peter to pay Paul argument                                                                                                                                                                                                                                | This is a bad idea and doesn't solve traffic flow, instead it will drive to concentrate it                                                                                                                                             |



| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                 | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                      | Which network do you think will most benefit the region?                                                                                                                                                                                                                                                                                                                                                                                                                                 | Other comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| Will improve it                                                                                                                                                                                                         | Yes, we won't have to drive miles around to get to Lakeway and Bee Cave                                                                                                                                                                                                                                                         | Link to Lakeway                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | We need another bridge over Lake Austin. We are so close to Bee Cave and Lakeway yet we have to drive miles to get there.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| no difference                                                                                                                                                                                                           | possibly. only if we get an exit in steiner into lakeway but not a through road. one way out only.                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | bridge into lakeway with exit only gate or gate code or guard booth like at golf course so it doesn't become a through road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| A road to Bee Cave would help my commute                                                                                                                                                                                | Yes by shortening commute times                                                                                                                                                                                                                                                                                                 | Adding one other road out of Steiner Ranch to Bee Cave would be most beneficial by balancing need to decrease traffic and commuter times while maintaining the integrity of the neighborhood                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Negative                                                                                                                                                                                                                | Will not improve.                                                                                                                                                                                                                                                                                                               | Anything far from my neighborhood.                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                                                                                                                                                                                                         | Yes, because we waste so much time in traffic and the additional carbon emissions from slow-moving traffic is detrimental to health                                                                                                                                                                                             | Anything alleviating traffic on the 620 and 2222 corridors. It seems like either eliminating all the lights or adding more lanes is the only solution. It is especially horrible during the school year just with Vandegriff high school traffic. Trying to channel everyone going there, and to downtown and to north Austin (360 north) through Four Points and 2222 is a catastrophe.                                                                                                 | Is the Balcones Preserve dissuading other route/widening suggestions? If so, we need to consider how much larger environmental impact that creeping traffic carbon emissions causes for the greater area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| not enough help for Steiner. About 90% of us turn right not left. we need improvements that get us east and west faster.                                                                                                | No because far western TC needs more real improvements                                                                                                                                                                                                                                                                          | The orange one                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | If you really want to improve western TC you need to connect Steiner to 2222 or 360 not 620. Build a bridge over BCP to connect to either of these two roads. No one wants to lose the green space but we can't simply not build roads. Look at your map and you can see how few roads there are out here. The 2 exits you have from Steiner to 620 simply aren't what we need. Yes it might be nice to have one of them but we need to get to Downtown or 360 or Mopac and dumping us on 620 does nothing for us. You need to speak with those that live here. I'd be happy to sit down with you and give Steiner feedback and explain how four points traffic is. jannine@farnum.net is my email |
| Adding bridges over Lake Austin to connect Steiner Ranch to Lakeway will dramatically increase the traffic in my neighborhood and do nothing for my downtown commute. Hard pass.                                        | In general, yes. But not if this includes making Steiner Ranch a cut-thru neighborhood. This community was not designed for such a situation.                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Will not affect my commute                                                                                                                                                                                              | Will have negative impact on my quality of life. It will bring lots of traffic through my neighborhood, endangering my kids, and reducing my property value.                                                                                                                                                                    | Need a road from the south end of Quinlan Park (near the boat ramp) and bridge to connect to 71. That will ease traffic on 620, and provide an alternate evacuation route for Steiner Ranch residents.                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| No!!!! I am absolutely against building roads and bridges from Steiner Ranch to Lakeway and Bee Caves off Quinlan!!! I will NOT allow you to ruin my Steiner Ranch neighborhood!!! No!!!!!!                             | No!!!! Do not ruin my Steiner Ranch neighborhood with this ridiculous construction!!! No!!!!!!                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Will help reduce my commute time                                                                                                                                                                                        | Yes                                                                                                                                                                                                                                                                                                                             | Three bridges across the river connecting Steiner Ranch to Lakeway and Bee Cave                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| It can only help my commute. The traffic is a nightmare as it is right now. Options in and out of Steiner Ranch are desperately needed. I am in favor of the proposed changes outlined in the Regional Arterials Study. | Yes. Traffic is the #1 reason I consider from time to time of moving away from Steiner Ranch. It already takes 30-45 min to get to Lakeway, and 60-90 min to get to downtown where I work. Yes, the proposed changes will likely increase traffic on Quinlan, but it will also cut in half commute times for Steiner residents. | The connection to Bee Caves is a must! We have to have an alternate route to get to downtown Austin that is not named 2222.                                                                                                                                                                                                                                                                                                                                                              | I am very concerned with the wording of the HOAs email on this subject matter. I don't appreciate the HOA pushing their opinion on the residents and asking them to act against the study. We are all free-thinking adults and can form our own opinions. Has the HOA even polled the residents they are supposed to be representing asking their feeling on the matter? (and I don't mean the Board simply asking their immediate neighbors and friends) You do not think for us. You represent us.                                                                                                                                                                                               |
| The findings won't. The end solutions will.                                                                                                                                                                             | Yes, less drive time.                                                                                                                                                                                                                                                                                                           | ?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | We moved from the city to avoid Austin's liberal government. So glad we did. Never seen such incompetent city government in over 70 years in Texas. A shame we don't elect locals and not imports into office. They don't have Texas values or the people's values at heart. Horrible Mayor and Council.                                                                                                                                                                                                                                                                                                                                                                                           |
| Not sure                                                                                                                                                                                                                | No. Adding roads will just allow more apartments and houses to be built that add more cars. I lived in Northern Virginia and as they added more roads, folks built houses further out and created more traffic. Work from home. Locate closer to work.                                                                          | None of them                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Lakeway needs to stop building. It is constrained by a lake, duh. Lakeway is already over-regulated and now we will build more infra-structure to help these folks. Lakeway is a mini-NYC developing. If you can afford to live in Lakeway, you can afford to wait in traffic.                                                                                                                                                                                                                                                                                                                                                                                                                     |
| I hope it does in my lifetime...but the history of arguing over roads in Austin has me pessimistic.                                                                                                                     | I certainly hope so. I hate planning my day around when the traffic will be less horrible.                                                                                                                                                                                                                                      | Bridges and more east-west arteries.                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Arterials could improve commuting but an extensive plan is required, more like Plan C. Austin and the county have to either radically improve infrastructure or adopt a radical philosophy of no more growth.           | If the arterials are extensive and not just a band-aid, they likely will. The population is exploding in the Austin area and the infrastructure needs extensive expansion. Roads are already unsafe with far too few options to navigate.                                                                                       | While not popular, the only way to significantly help western Travis county is to add multiple bridges across Lake Austin. Steiner Ranch traffic must be offloaded from 620; the congested stream of drivers going south on 620 to turn left into Steiner Ranch always congests traffic. There must be a bridge in the area as well as a couple more to allow the western part of Travis county to get downtown. If not, the era of downtown being the hub must go away in all planning. | Speed limits within city limits in Austin and ALL the surrounding suburbs should never be more than 50mph, except for highways (such as I-35 and 183). Even within the city, most roads speed limits should not exceed 45mph. The era of highway speeds on city roads has longed passed.                                                                                                                                                                                                                                                                                                                                                                                                           |

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Which network do you think will most benefit the region?                                                                                                                                                                                                                                                                                                                                                                                                                                 | Other comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Not at all unless you actually do more than do impact studies.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Yes. Even small hick towns have loops to alleviate congestion. Austin's answer is 130. Our East/West traffic plan is not existent. Fix the damn Y in Oak Hill already. That should have been done 20 years ago.                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Reversible won't work. Look at what Dallas tried to do and failed miserably. As far as I am concerned 620 is the biggest headache and soon 360 will be. 360 has the most opportunity to be increased due to lack of commercial development. It's major hurdle is increasing traffic across Lake Austin.                                                                                                                                                                                  | TXDOT should not approve every damn subdivision or commercial property unlimited access to roads like 620 and HIGHWAY 71. Case in point, Sweetwater neighborhood was allowed to create an entrance and not align it with an existing roadway (Bee Creek). Now there are 2 lights instead of 1. Allowing unlimited road access increases traffic lights which just increases congestion. Very soon Hwy 71 west of 620 will be as congested as highway 620 through Lakeway. Bee Cave did an excellent job of managing growth and roadways. TXDOT, Austin, and CAMPO, seemingly have no clue how to deal with growth or road development. Ignoring the problems do not solve them.                                                      |
| Make it slower and more dangerous                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | No, more time in commuting will not improve the quality of my life. Less time at home with my family.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | I could not tell based on the drawing and map that I was given to evaluate.                                                                                                                                                                                                                                                                                                                                                                                                              | I think we need a temporary road to use in dire emergencies that would connect Steiner Ranch with River Place as an evacuation route. We don't need more traffic through the residential neighborhoods of Steiner Ranch or River Place. Nor do we need to destroy habitat that was preserved during the very public Habitat Conservation Process by the City, County and Federal Government (US Fish and Wildlife Service).                                                                                                                                                                                                                                                                                                          |
| Greatly Improves my commute                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Yes. Shorter commute time to main parts of the city like downtown and airport.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Stiener ranch and north of stiener                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Long due to build the arterial roads over the bridge                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <make it easier, faster, less stressful and SAFER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | YES! So much time and energy wasted in traffic and driving with people who make bad decisions on the road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Bridges across the river.                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| No impact. No relief for western Travis County                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Will not. No traffic reduction for western Travis County                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Until a north / south expressway is built connecting the 45s, there will be no traffic relief for western Travis County. It will only get worse as developments grow out highway 71 to Marble Falls. The TxDot improvements for RR620 will only maintain the level of present congestion with no long term improvement. An expressway through the various preserve lands connecting the 45s can be built without lasting impact to the environment just like SW Parkway was built. This is the only way to remove the thru traffic off of 620 that creates the gridlock. Some serious negotiating between CAMPO, TxDot, the environmental community, and the cities of western Travis County should take place to find a compromise. |
| ANYTHING will help our family's commute from the Steiner Ranch neighborhood as we move through the Four Points intersection at 360/2222...the current driving conditions in this area are horrendous, and I grew up in Los Angeles so I know what traffic is...and what solid engineering/community planning/leadership looks like--get it together please. Please help fix this issue ASAP - the Four Points area is in severe need of help and affects our family's, and our neighbors', health, safety, time management, stress levels and energy. It can take over an hour to get through just this single area some mornings/afternoons - it should NOT take 45 min/1 hr to go 7 miles. | Yes - see answer to question above. I do not like the idea of opening a road to cross over the river at the bottom of the Steiner Ranch neighborhood - this would bring in much more traffic to a very busy area (with 3 elementary schools and 1 middle school with families/children crossing roads - it's already very dangerous without "outside" traffic coming in). I DO like the idea of a road being built using BCCP from 620/2222 between Steiner Ranch and River Place and leading to 2244. This avoids "outside" traffic from coming directly through Steiner & River Place, but also would help alleviate the traffic congestion in the Four Points area. | Please consider elevated highways around the Four Points area - expanding 2222 near VHS is a start, but does not relieve the traffic between Steiner and 620/2222. The bypass will help some, but more needs to be done. As in the response to the question above, consider using using BCCP from 620/2222 between Steiner Ranch and River Place and leading to 2244. We want to avoid being a neighborhood like near Davenport Village where commuters speed through residential areas. | Thanks for helping us - please push through something soon. We cannot stand it much longer and have already lost several good neighbors/friends because they could not handle the commute/traffic/accidents any longer. This is a shame.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Depends on which findings. We have got to have a free flowing highway in this town. RR 620 and 360 should both be traffic light free.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Of course, if the right things are handled and Route F through the trails and park of Steiner Ranch is not an option. Many gorgeous homes that were purchased for more money since they were greenbelt will lose thousands of dollars of value. The lives of the children that play in the area will be in danger and our quiet section of Steiner Ranch will go from 2000 cars a day to 4000 cars a day. This area of Steiner Ranch down Flat Top Ranch Road is just not made for that kind of traffic.                                                                                                                                                               | Making 620 free flowing and the possibility of a bridge over of Lake Austin would be amazing. We do not want cut through traffic so I agree a high toll for people who do not live in Steiner would be a great idea.                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| We need a 620 Beecave bridge                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Yes. Fixing will give me an extra hour a day with family AND be safer                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | What ever one give me a bridge from 620 to Beecave                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| I think that Steiner Ranch will turn into a parking lot and pass thru to avoid Lakeway. Nothing will improve from Steiner Ranch to 183 under this plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Yes if some traffic relief can occur, not just shifting the flow from Lakeway to Steiner Ranch.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | I am not for 3 bridges in Steiner. A possible solution of one with proper traffic control and residential Speed limits. Quinlan Park speed limit should be reduced as people drive 5 to 15 mph over the 45mph currently posed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| We need 620 to be a free-flowing highway that connects with 2222 and US 183!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Yes - 620 is so dangerous. There is a serious accident on this highway almost every single day. Our children are driving this road to Vandegrift. Something has to change for the flow of traffic and making 620 more safe.                                                                                                                                                                                                                                                                                                                                                                                                                                            | 620 as a free-flowing highway that connects with 2222 and US 183                                                                                                                                                                                                                                                                                                                                                                                                                         | Please consider all that needs to be done to make 620 a free-flowing highway and more safe for everyone that drives this highway. Thank you.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Scenario B/C with new roads and bridges through the Steiner Ranch community would create a traffic nightmare for the Steiner Ranch residents.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Scenario B/C with new roads and bridges through the Steiner Ranch community would create a traffic nightmare for the Steiner Ranch residents.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Scenario B/C with new roads and bridges through the Steiner Ranch community would create a traffic nightmare for the Steiner Ranch residents.                                                                                                                                                                                                                                                                                                                                            | Scenario B/C with new roads and bridges through the Steiner Ranch community would create a traffic nightmare for the Steiner Ranch residents.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                                                                                                      | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Which network do you think will most benefit the region?                                                                                                                                              | Other comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| It will better my commute significantly                                                                                                                                                                                                                                                                                                      | Yes. More job opportunities, shopping, restaurants, etc will open up for us                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Connecting Stiener ranch                                                                                                                                                                              | Will also aid in evacuation in case of emergency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Each scenario ultimately induces demand in its insistence to build new or widen existing roads. Therefore, after exhibiting short-lived commute time improvements, any new road infrastructure will eventually lead to perpetually worsened commute times for everyone and a need to complete this exercise over and over again.             | No; it will contribute to more cars on the road, which contributes to increased vehicle miles, perpetuated car dependency, continued decline in citizen health, and worsened climate change. This region does not need any new or widened roads but instead needs real investments in high capacity public transit and heightened focus on transportation demand management strategies that encourage and allow people to work closer to where they live, as partially demonstrated in the TDM plan. Instead of building more roads, we need more housing opportunities closer to jobs and safer streets for active transportation. | The multimodal network of cycling, pedestrian and dedicated bus infrastructure.                                                                                                                       | As a regional planning entity, better recognize the link between land development and transportation planning. Invest in housing; invest in active transit. Commit to a drawdown plan to combat the current climate crisis. #nonewroads                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Better would be a concise public transportation option                                                                                                                                                                                                                                                                                       | Bridges across the Colorado in Steiner will cause cut through traffic that will turn a 100% residential community into a dangerous highway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                       | If a another route is needed out of the SOUTH of Steiner, it should move East to River Place, which would limit cut through traffic, but give access to the 2 communities only.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Hopefully such plans will improve safety and efficiency in managing traffic associated with the tremendous population growth we are experiencing in our region.                                                                                                                                                                              | Yes. Safety is critical to everyone's life. The tremendous population growth our region is experiencing requires significant roadway improvements to accommodate the increased motor vehicle traffic.                                                                                                                                                                                                                                                                                                                                                                                                                               | Improvements to Hwy 281 are critical to our region. Interregional traffic is increasing as drivers are looking for alternative north/south roadways instead of IH35, which can dangerous and crowded. | Recommend against mixing high speed motor vehicle traffic with slower bicycle traffic. Planning for bicycle lanes on roadways with highway speeds must include solid barriers. Painted lane divider lines and flexible bollards are insufficient to adequately protect bicycle riders. Motor vehicle operators have a very hard time maintaining control of their vehicle at high speeds, by evidence of the constant repair and replacement of metal guard rails on highways.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Not my commute but my regular trips from Marble Falls to Austin. It's hard to tell from the maps what changes will be made to FM 1431.                                                                                                                                                                                                       | Yes, because getting to Austin has become more complicated with all the residential communities along 71. FM 1431 has fewer and would be a better option, but the road is not safe.                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Northeast - I'm not sure what you mean by "network"                                                                                                                                                   | I can't tell from the maps, but I really wish there was a way to get the 281 traffic out of downtown Marble Falls. Local arterials in Marble Falls would help.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| No change                                                                                                                                                                                                                                                                                                                                    | Yes less traffic                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Lakeway to 71                                                                                                                                                                                         | Why are there still so many left turn lanes let people turn at lights only                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| stay at home mom so i'm happy with a raised median and no more suicide lane                                                                                                                                                                                                                                                                  | will improve my quality of life because less likely to die                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | everyone in Lakeway                                                                                                                                                                                   | The middle all left turn lane (suicide lane) has got to go. I've seen so many accidents of people not using this middle lane properly and close accidents of people coming from both sides almost hitting eachother head on. I have never seen this type of middle turn lane in any other city I have lived in. It is very dangerous. People should just be allowed to take left turns and U-turns at stop lights.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| I use 620 only on the non-rush hours and it times it is still backed up at Lohmans Crossing and at Chickfila.                                                                                                                                                                                                                                | Being able to the through Austin west to east and from Cedar Park to south Austin should be the priority. Traffic can become very congested on 620 near Steiner Ranch and had a half hour or more to travel time.                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                       | Removing the light at Lohmans Spur and 620 would speed things up as it is not really needed. Also a two lane turn from HEB to 620 North is needed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| It won't, I work from home                                                                                                                                                                                                                                                                                                                   | No, I work from home                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | It will benefit cyclists, who don't pay road tax in order to use the road.                                                                                                                            | A similar project was implemented in recent history along fm306 out towards new Braunfels, also a 4 lane 55mph highway with a turning lane in the middle, semi rural area which includes some businesses and a school . The project took about 18-24 months to complete, and included a footpath that is at least 2 miles long. In high traffic areas, the footpath is both protected by barriers and raised. Within a year of completion, the footpath was totally overgrown with weeds, and littered with the usual roadkill, rendering it essentially unusable unless you wish to step over rotting cadavers . I never saw anyone walk along 306 before, or after the footpath completion and I regularly used to drive this stretch. It was a sad use of resources and I dread to think the carbon footprint of the project. A dangerous road cannot be made safer by a footpath or barrier, and unless you plan to wear headphones blaring at 100 decibels, it's an unpleasant walk to have cars and trucks whizzing by nonstop. While Austin is becoming more populous, please consider that more companies are insisting on work from home rules - please ensure that your models account for an increasong work force not being on the road during commuter hours in 10-15 years time. |
| The findings of a study will do nothing to improve my commute. If road improvements near me get approved...by the time projects are completed, it will probably be the same as it is now. It will get worse, then "better" but not better than now due to population growth and lengthy time for project approval, funding and construction. | Eventually, but again, with population growth, roads cannot be improved fast enough.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | I would like to say that improvements towards Four Points/West Austin, but I'm guessing that is not where the main traffic is.                                                                        | Please move as fast as you can on these projects.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| none                                                                                                                                                                                                                                                                                                                                         | it will hurt my quality of life                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                       | I am opposed to running tens of thousands of cars through Steiner Ranch, which is what this plan does. It would be better to build out 620 into a beltway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| If the study becomes a plan and the plan gets put into action, then it will really help. Otherwise, it is just one more Austin planning exercise.                                                                                                                                                                                            | Yes. More options to stay off the major roads is a great solution.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | They all work together but another connection across Lake Travis is the most important.                                                                                                               | Hopefully the local elected leaders will have the courage to execute the plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Will improving the region's arterial network improve your quality of life? Why or why not?                                                                                                                                                                                                                                                                                                                                                                                           | Which network do you think will most benefit the region?                                                                                                                                                                                                                                                                                                                                                                        | Other comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| I think the reversible lane options for 2244 will negatively effect my commute and ability to traverse my local westlake hills community. The section between Mopac (loop 1) and 360 has too many (and adding more) areas where people take left turns. If the center lanes become two way traffic it will end up making my commute unsafe as the west lake drivers have no issue with blocking all traffic (incoming included) as they wait to navigate their turns. The amount of congestion the left turn traffic inflicts on drivers is finally being alleviated with the new left turn lanes, and no amount of signage saying no left turns allowed will stop these drivers. Better and additional options would be to expand the road or improve 360 and improve access to Mopac from 360 so cars from bee caves will utilize 360 instead of 2244 to Mopac (loop 1). This will also impact the businesses in Westlake as locals will not be able to reach them easy with left turns. | Yes overall, but not by using 'reverse lanes' in the 2244 360 to Mopac section. The ability to have local traffic in WestLake is important for our local business and community. Having thru traffic utilize 360 or southwest parkway would be a good alternative or expanding 2244 to handle the traffic. A 'reverse lane' that removes the left turn lanes is a solution only for thru traffic and would ruin the community and quality of life of local residents and businesses. | Adding another Bridge across the Barton Creek Greenbelt between Mopac and Barton Creek Blvd from 360 to Southwest Parkway                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| TERRIBLE. Changing Bee Caves Road to a reversible road during rush hour is a bad idea. This road was bought and paid for by Westlake citizens; stay out of out of our business!!!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | It will NOT improve our quality of life at all! We need a TURN LANE which is what the Westlake citizens planned and paid for!                                                                                                                                                                                                                                                                                                                                                        | This only benefits the residents (and DEVELOPERS) of the hinterlands out in Bee Caves and beyond. The WESTLAKE CITIZENS need a TURN LANE!!!! STAY OUT OF OUR BUSINESS.                                                                                                                                                                                                                                                          | Can I say it enough? The Westlake residents bought and paid for road improvements to create a TURN LANE. We don't need help in making Bee Caves another highway to the suburbs. Tell your DEVELOPER FRIENDS to build their own roads!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Not the suggestion for Bee Cave road. It will make our neighborhood more dangerous.                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                 | Strongly oppose changing the intent and purpose of the added turn lane that City of Westlake Hills residents contributed to financially                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                 | As a resident of the Lost Creek neighborhood (roughly 360 & Bee Cave Rd), I very frequently travel Bee Cave Rd between 360 and Mopac (Westlake Hills and Rollingwood areas). This section of Bee Cave Rd. has been under construction for years to make room for a center turn lane. It only just became available, and we've already notice a much improved traffic flow, and a much safer driving experience. For safety sake, please reconsider the idea of making the center lane a reversible lane. Cars stopping suddenly to make left turns without a turn lane is absolutely treacherous in this area...we've lived it for years. I appreciate the work of the study, but in this case I do not believe this is a good idea. Thank you, Ryan Clifford, 6513 Whitemarsh Valley Walk, Austin, TX 78746 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                 | Do not take away the center turn lane on Bee Cave Rd. That would be a disaster and will not improve anything.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Do not make the new Center Lane on Bee Caves Rd a Change-Direction Lane. Terrible idea! I am a lawyer, youngish, not working, plenty of time to (respectfully and legally) fight you on this legally and POLITICALLY. DON'T DO IT!!!! Barbara Szalay (Mirrop), Esq.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Do not make the new Center Lane on Bee Caves Rd a Change-Direction Lane. Terrible idea! I am a lawyer, young, not working, plenty of time to (respectfully and legally) fight you on this. DON'T DO IT!!!!                                                                                                                                                                                                                                                                           | Do not make the new Center Lane on Bee Caves Rd a Change-Direction Lane. Terrible idea! I am a lawyer, young, not working, plenty of time to (respectfully and legally) fight you on this. DON'T DO IT!!!!                                                                                                                                                                                                                      | Do not make the new Center Lane on Bee Caves Rd a Change-Direction Lane. Terrible idea! I am a lawyer, young, not working, plenty of time to (respectfully and legally) fight you on this. DON'T DO IT!!!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Changing the new turn lane on Bee Cave Road to a reversible land would make traffic worse and more dangerous                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                 | Bee Cave Road through Rollingwood and Westlake Hills is a neighborhood area and changing the turn lane to a reversible lane would not improve the safety of the driving conditions on Bee Cave Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| It won't.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | No. I have very limited use of the arterials included in the report.                                                                                                                                                                                                                                                                                                                                                                                                                 | Scenario 3 should be the preferred option. Bus/HOV lanes should be added to all of the arterials. Scenario 3 modeled results show significant increases in person throughput. (It is not clear why one Scenario 3 is modeled and the other is not, and what the difference is between the two.) Adding lane miles increases traffic because of induced demand. Scenario 4 is the worst option; it adds way too many lane miles. | Evaluation of the options should be based on reducing VMT and increasing access to work and other destinations, not on increasing speed. Protected bike lanes should be included where feasible. Safety measures for pedestrians should be prioritized.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                 | We do NOT want our turn lane on Bee Cave Road to be used for any other purpose except as a TURN lane! Thank you for listening.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| See question 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | See question 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | See comments below.                                                                                                                                                                                                                                                                                                                                                                                                             | The center turn lane on Bee Caves road MUST serve as a turn lane. It will be a disaster to turn it into a reversible lane with terrible consequences. We urge you to leave it alone. Thank you.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                 | Leave the middle lane on Bee Caves Road alone! We need tat lane for turning.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Reversing center lane traffic on Bee Caves Road will make my commute longer because traffic will back up as cars block the left lane to make left-hand turns off of Bee Caves Road, and it will make my commute more dangerous because changing the driving direction of a center lane by time of day will be confusing to drivers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Reversing center lane traffic on Bee Caves Road might very well shorten my life or the lives of people I know and love -- we are more likely to die in a head-on collision should this poor idea be implemented.                                                                                                                                                                                                                                                                     | Expand MoPac, expand I-35, require 18-wheelers to bypass I-35 & waive their tolls, expand 71, and turn 360 into a functioning highway. These long-overdue measures will do more than anything else possibly could to alleviate traffic on what should be surface streets.                                                                                                                                                       | Bee Caves Road is NOT like the Golden Gate Bridge. NO ONE is attempting a left turn off of the bridge into the bay, but lots of people take left hand turns off of Bee Caves Road. See the difference? Bee Caves Road needs a dedicated turn lane all day, every day.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

| How do you think the findings in the Regional Arterials Study will affect your commute?                                                                                                                                                                                                                                                                                                                                                                                                                                      | Will improving the region's arterial network improve your quality of life? Why or why not?       | Which network do you think will most benefit the region?  | Other comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                  |                                                           | Reversible lanes on Bee Cave Rd through Rollingwood and West Lake Hills would destroy the much needed, and almost completed center turn lane. It would also be dangerous and likely confusing due to the many intersections, businesses, neighborhoods, and schools that would be impacted. I am strongly against reversible lanes in this area.                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                  |                                                           | DO NOT CHANGE BEE CAVES ROAD. KEEP THE TURN LANES NOW BEING INCLUDED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                  |                                                           | KEEP THE TURN LANES ON BEE CAVES RD IN THE WESTLAKE/ROLLINGWOOD AREA!!!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                  |                                                           | Keep the turn lanes being added to Bee Caves Rd in the West Lake Hills/Rollingwood area. Makes NO SENSE to make the turn lanes into FLEX lanes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                  |                                                           | KEEP OUR NEW CENTER LANE AS A TURN LANE in West Lake Hills/Rollingwood! Thank you.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| A bridge over Lake Austin from Quintana's Park Rd would reduce my commute by more than 15 minutes                                                                                                                                                                                                                                                                                                                                                                                                                            | Yes, it will improve my quality of life by giving more time with family and not commuting.       | Bridge over Lake Austin to Bee Cave through Steiner Ranch |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Leave Bee Caves Rd alone! We have been hoping for a center turn lane for at least a decade and have willingly lived through its construction because of the foreseen benefits. There are so many teens and families traveling this road as schools line it. Transitioning the turn lane into a reversible lane will no doubt lead to many accidents and do nothing for the congestion caused by people turning into schools and businesses along the road. Absolutely terrible idea that no one living in the area supports! | Terrible to make our turn lane into a reversible lane!                                           |                                                           | Please don't do this. Bee Caves must have a center turn lane!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Potentially make it dramatically worse                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Eliminating the turn lane on Bee Cave Road would make me and all of my employees less safe!      | Unknown                                                   | Bee Caves Road is being made safe for the first time in years through the addition of a turn lane. The flow of traffic is not the biggest issue. The risk of being rear ended by a car coming around a corner as you wait to turn left is. The idea of converting from a turn lane to a reversible lane is terrible! Please don't do it!!!                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Im retired                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Hopefully, but I can't tell by the information presented                                         | Can't tell by the information presented                   | I believe the traffic representation of Quinlan Park Road is in serious error. I've lived in the southern part of Quinlan Park Road and have never seen congestion, except minor congestion during school start up and dismissal. Even this is minor. I've almost never had to wait two traffic lights. Also, the congestion that is asserted is backwards. Your map shows the highest congestion at the south end, which is absurd. The very south end is a boat launch. The north end is where the traffic light to get onto 620 is located. This too is a fairly light traffic area as far as congestion. The idea of building bridges across the Colorado River is absurd, would ruin the quality of life in Steiner Ranch and create arterial(s) next to four schools. |
| Very little impact traveling from Pflugerville down I-35 to Riverside/Barton Springs area                                                                                                                                                                                                                                                                                                                                                                                                                                    | Potential for small improvement if vehicles shift off of I-35 on to improved arterials           | Reverse Lanes in South Austin                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| It will make it worse with more traffic.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | No, due to increasing traffic in the suburbs and disrupting natural environment of Pflugerville. |                                                           | No MoKan through downtown Pflugerville!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |



CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

# 2045 Regional Arterials Study



## Regional Arterials Study Methodology

**DRAFT - August 2019**



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## »» Purpose of the Study

The Capital Area MPO 2045 Regional Arterials Study is a planning effort that is part of the 2045 Regional Transportation Plan. The purpose of the Capital Area MPO Regional Arterials Study is to:

- Create a hierarchy of roads that provide options for different travel-needs
- Establish a well-connected variety of roads that work together within the hierarchy that can exist flexibly to move people and goods
- Establish a proper road spacing within the hierarchy and provide a menu of street cross sections
- Identify policy tools that empower local entities within the region to work to achieve regional connectivity goals

The study is overseen by a 15-member Steering Committee of representatives from local governments and implementing agencies from around the region. Steering Committee Members represented the following communities and entities:

- City of Elgin
- City of Marble Falls
- Williamson County
- Travis County
- City of Lakeway
- Urban Land Institute
- City of Cedar Park
- City of Austin
- City of Bee Cave
- City of Georgetown
- CARTS
- City of Pflugerville
- Central Texas Regional Mobility Authority
- City of Round Rock
- City of San Marcos
- Caldwell County
- City of Kyle
- Capital Metro
- TxDOT
- Hays County

The role of the Steering Committee is to provide direction and feedback regarding the Study's process and deliverables. This committee reports to the CAMPO Technical Advisory Committee, which reports to the CAMPO Transportation Policy Board. The findings and reports produced for this Study will be presented to each of these bodies for approval.

As defined by the Steering Committee, the 2045 Regional Arterials Study sets a vision and describes a series of goals and objectives<sup>1</sup> for the region's arterial roadway network.

**Vision:** The Capital Area's world-class Regional arterial network provides a broad set of transportation choices that improves multi-modal and inter-modal mobility, that are safe, convenient, reliable, resilient, and efficient. They will also promote equitable prosperity, region-wide connectivity, economic development, and healthy communities.

### Goals:

**1. Safety:** Improve Safety for arterial road users.

a. Objectives:

- i. Reduce severity and number of crashes for all modes to assist local governments and other transportation agencies reach vision zero metrics.
- ii. Reduce emergency response times.
- iii. Enhance evacuation routes.

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<sup>1</sup> Vision, Goals, and Objectives approved by the Steering Committee at the June 20, 2018 meeting.

## 2. **Mobility:** Improve network efficiency and flexibility to reduce travel times and distance.

- a. Objectives:
  - i. Expand the network to reduce congestion and increase capacity.
  - ii. Decrease network gaps to add connectivity, reduce bottlenecks, and remove barriers.
  - iii. Improve network redundancy to reduce reliance on the limited access roadway network for short trips.
  - iv. Unlock economic development/redevelopment potential by allowing for opportunities to live, work, and play in close proximity.
  - v. Utilize improved technology to increase efficiency of travel.

## 3. **Growth:** Plan for growth more effectively.

- a. Objectives:
  - i. Plan for and leverage growth through a more comprehensive network to accommodate different development types.
  - ii. Prepare for future land use and development opportunities.
  - iii. Identify right of way, for preservation and reservation for future or redeveloping corridors.
  - iv. Use available policy tools creatively to achieve community objectives.
  - v. Promote a network that supports a wide range of housing choice near employment.

## 4. **Multimodal:** Design multimodally to provide more transportation choices to move people and goods.

- a. Objectives:
  - i. Design the roadway network for all modes.
  - ii. Design arterials for all ages and abilities.
  - iii. Design roadway network with flexibility for all modes.
  - iv. Design arterials that are freight and transit supportive.

## 5. **Environment:** Protect and preserve the environment.

- a. Objectives:
  - i. Develop roadway design that limits negative impact to water and air quality.
  - ii. Consider design elements and aesthetic treatments that are context appropriate.
  - iii. Consider environmental factors and the impacts of materials on the environment and roadway lifecycle costs.

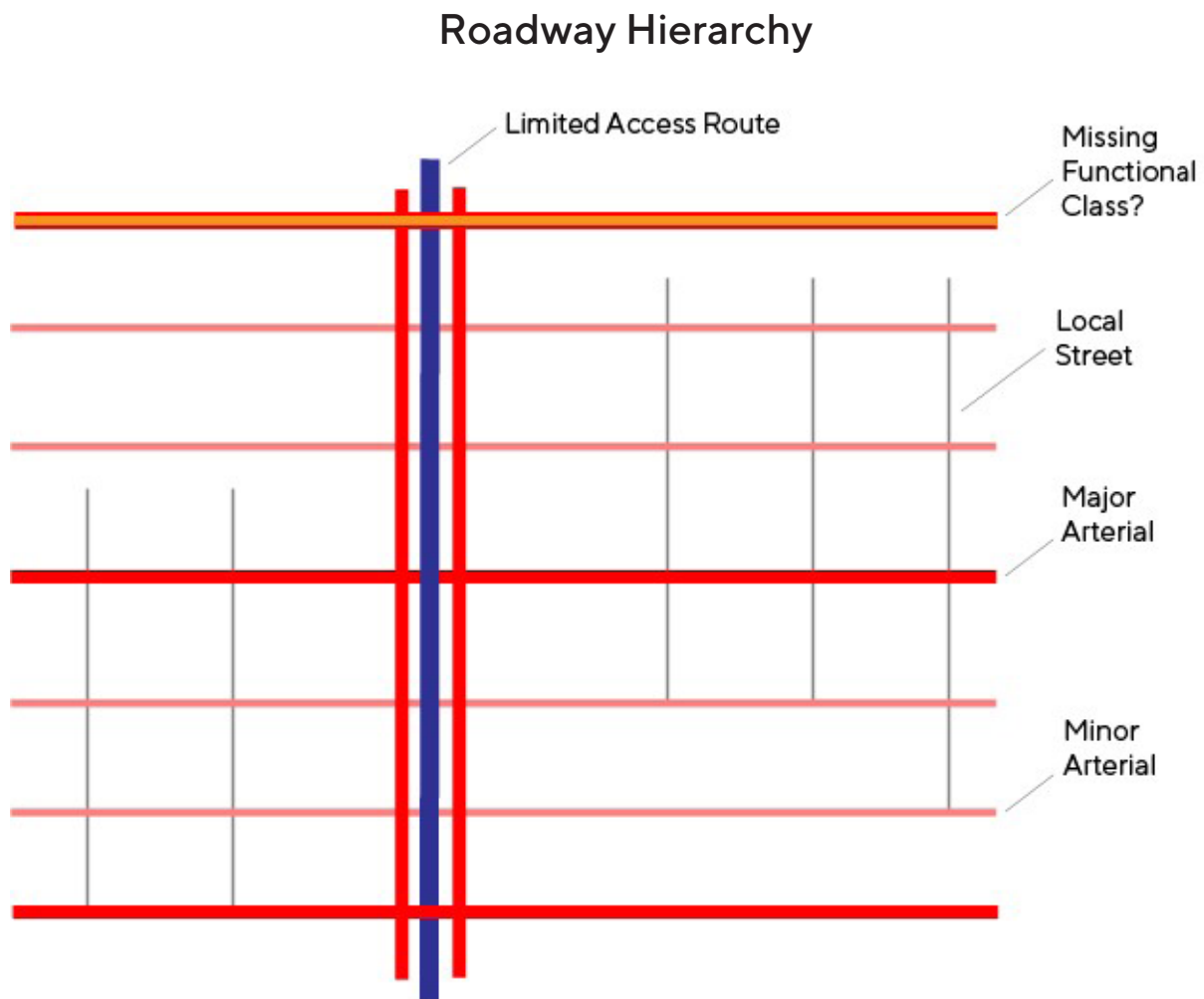
## 6. **Economy, Equity, and Health:** Foster a system that promotes prosperity and vitality for our region.

- a. Objectives:
  - i. Align road functionality with evolving road character and design to community and environmental standards.
  - ii. Consider freight and delivery needs.
  - iii. Provide equitable access to support economic development.
  - iv. Improve public health outcomes through air quality, active mobility, and enhance quality of life.

The goals and objectives provide a framework for planning for a better arterial network. They serve as guideposts for the planning effort and the impetus for the recommendations of the Study. One initial undertaking was to determine how to define an “arterial” roadway. FHWA offers a definition, and along with TxDOT, classify individual roadways within our region according to a prescribed framework of uses and contexts.

Generally, arterials are roadways that are somewhere between freeway/highways and collector or local streets in terms of total vehicles moved through the roadway. FHWA also sets out a hierarchy within the arterial classification, with much of the distinction being determined by access control and trip purpose. Limited Access facilities, also known as Freeways or Highways, typically serve trips over five miles, whereas, local streets serve trips no longer than a mile. Arterials, being somewhere in the middle of these two kinds of roadways, serve trips in between. Principal Arterials typically serve trips of three to five miles and Minor Arterials serve trips one to three miles in distance.

An initial observation that was gleaned in the early phases of the Study was that the CAMPO region's network is missing a class of arterial that might allow for the same amount of movement but that has generally less access to adjacent driveways and lower-functioning roadways. The figure below depicts how these types of arterials may function within the wider roadway network.

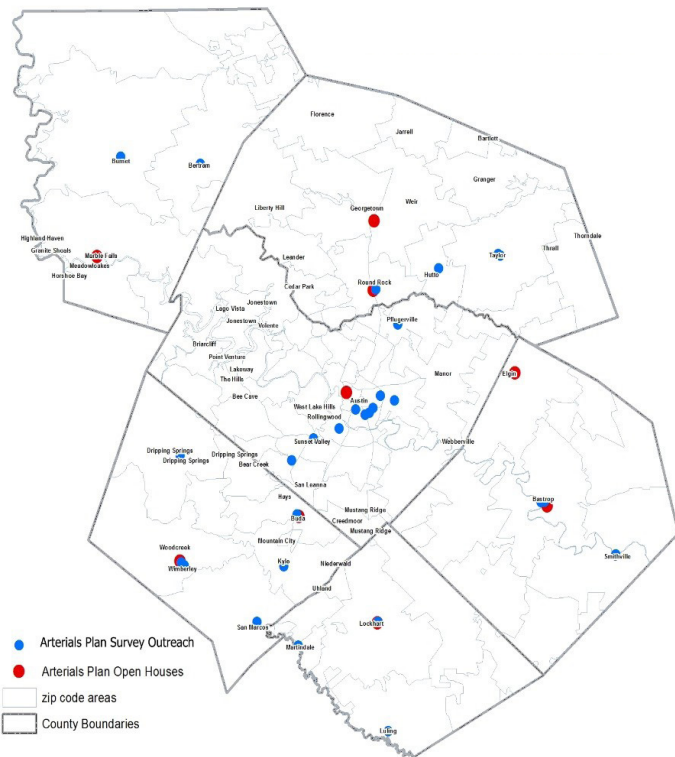


## Initial Planning and Analysis Methodology

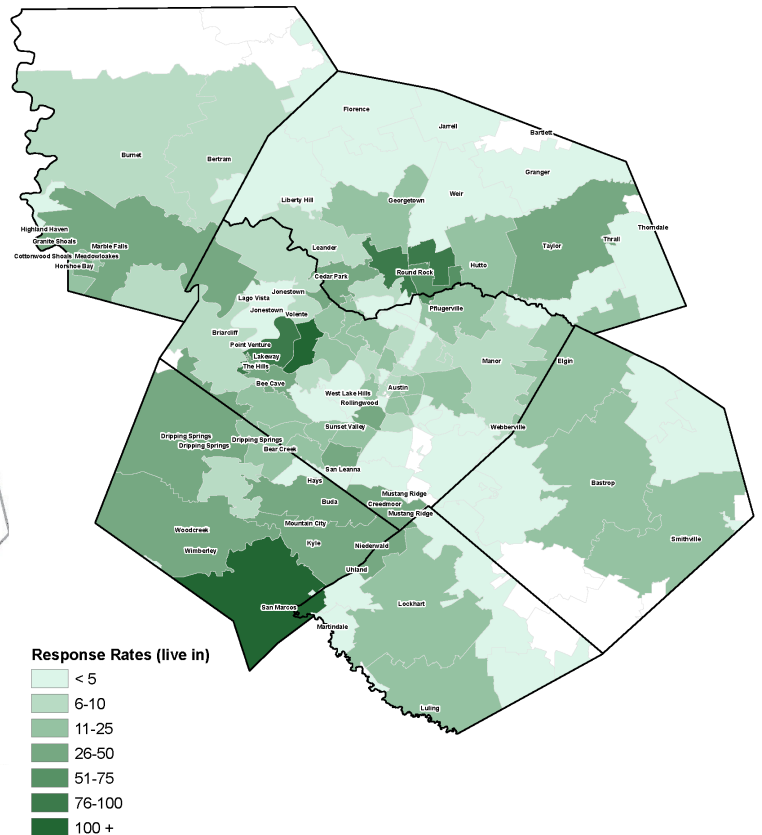
An investigation of the existing conditions was the first step in the process, which provided a greater understanding of the supply and demand for arterial roads and the major hurdles to developing a more comprehensive network. This stage of the study also included a steering committee meeting<sup>2</sup> to begin to develop the vision and goals, meetings with local governments<sup>3</sup> to better understand local needs, and public open houses.<sup>4</sup> The local government meetings included representatives from local governments, school districts, transit providers, CTRMA and TxDOT. A second steering committee meeting<sup>5</sup> approved the vision and goals.

CAMPO also surveyed the region to better understand key issues relevant to the arterial network and the degree of satisfaction residents have with the current network. The maps below depict where outreach took place and the distribution of responses by zip code. To ensure a broad breadth of input for our diverse region, staff pulled GIS data each week to determine which zip codes and groups were underrepresented in the surveying. The CAMPO “iPad Army” was deployed to target those areas to garner additional feedback.

Regional Arterials Outreach Locations



Survey Responses by Zipcode

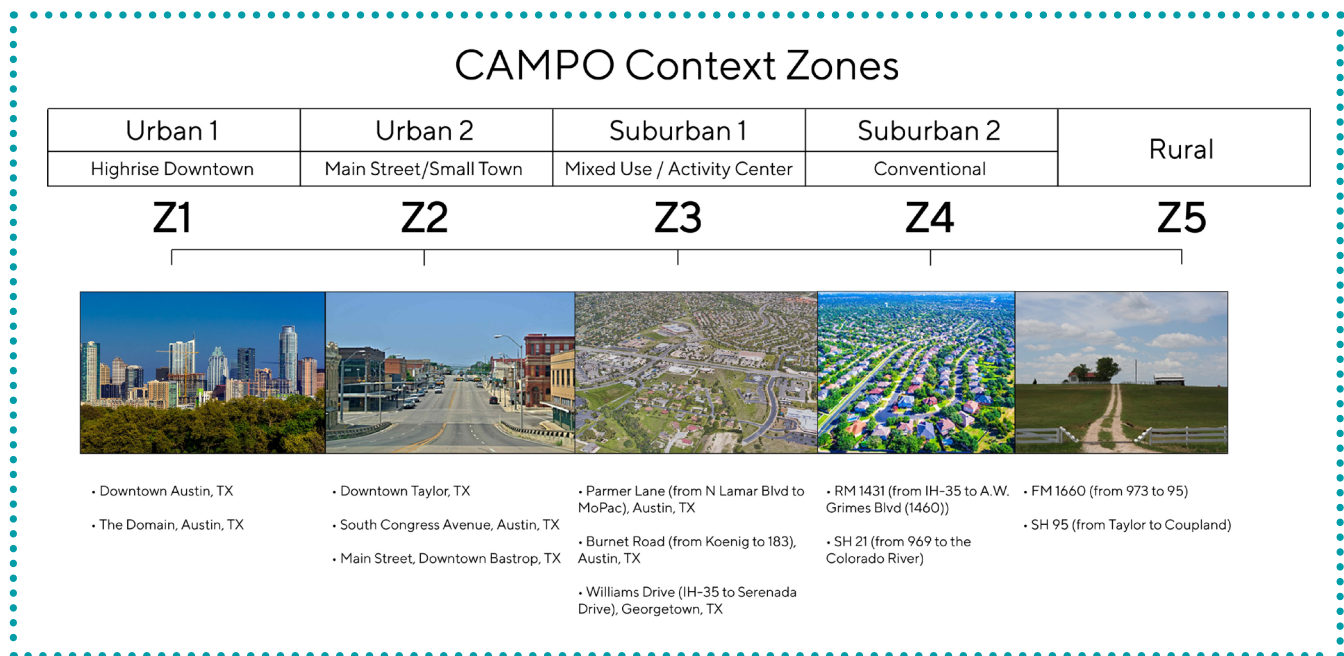


- 2 February 28, 2018
- 3 April 2-17, 2018
- 4 April 2-17, 2018
- 5 June 20, 2018

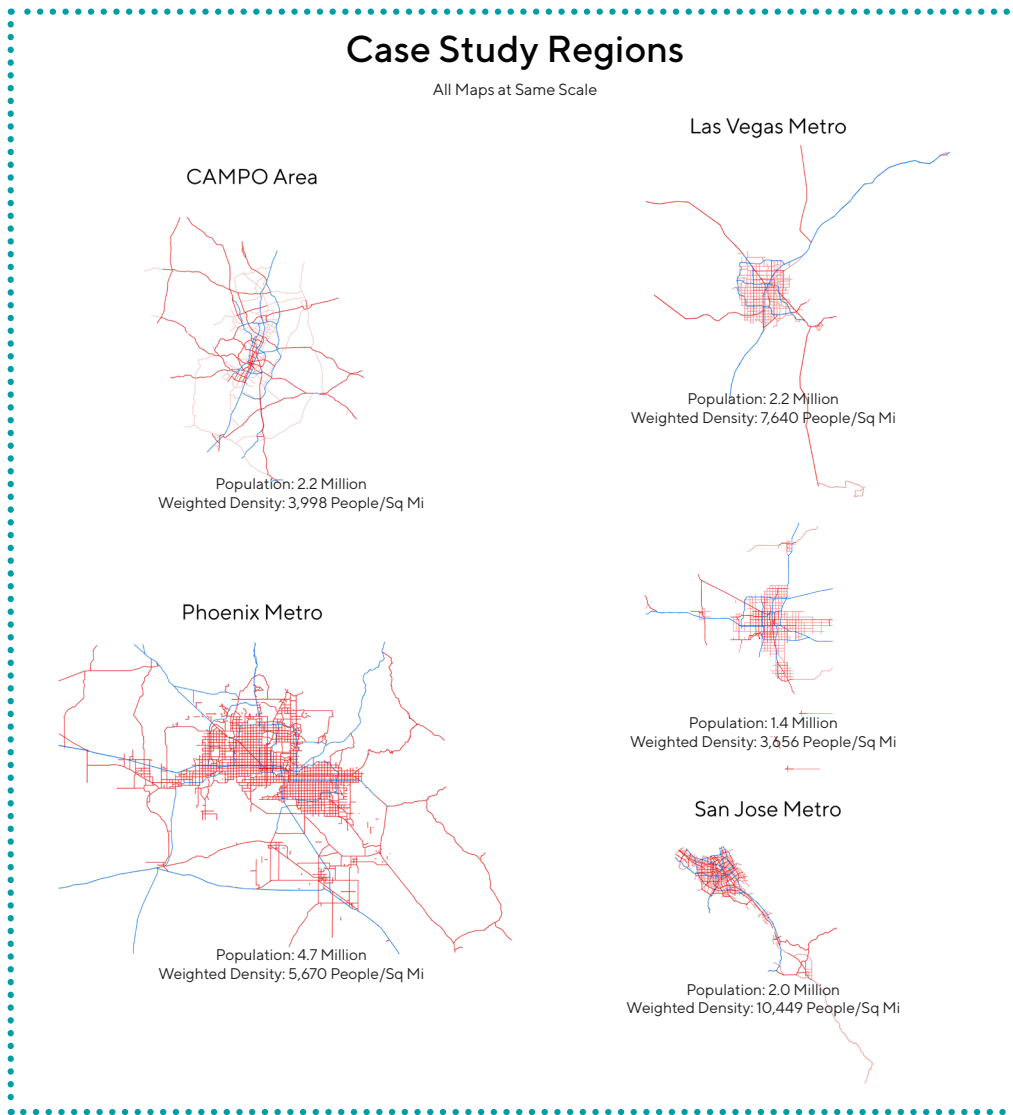
## Pattern Book Findings

The third Steering Committee meeting<sup>6</sup> included a presentation of the initial existing network map, findings from case studies of four peer regions similar to the CAMPO region, and best practices gathered from case study corridors. Both types of case studies are offered in full in the Pattern Book report.

Regional planning should still focus on context, but the gradations may be broader. Thus, in the Pattern Book chapter of the study, we have identified five context zones that range from high-rise downtown districts to rural areas with a scattered built form. This means that the functional classification of the roadway can change as it moves through the region due to this change in context. Similarly, context can also impact the design choices for a roadway since changes in built form often mirror changes in population densities and activities. A full menu of possible treatments is found in the Pattern Book and is organized by context zone.



In total, the Pattern Book includes regional case studies, corridor case studies, cross sections, and other best practice design treatments that have successfully improved the overall operation of arterial roadways in other areas of the country. In each of the four regional case studies we sought to understand the proportional breakdown of roadways by functional class in addition to how each of the functional classes are spaced. This peer region review also revealed that these regions have a functional class of roadway that our region is missing, as introduced on page 6 of the report. In addition, staff analyzed economic functions, mode split, how these peer networks cross barriers, and other performance metrics. Staff also examined the percentage of roadways by FHWA functional class to compare the mix to best practices.



We then sought to develop a more robust understanding of successful case study corridors and how they operate within their networks. Ten corridors from around the country were analyzed to uncover best practices. Particular attention was given to safety treatments (i.e. crash barriers & medians), operational improvements (i.e. light timing & flexible lane management), and efficient arterial cross sections, including those that integrate design types that mitigate negative environmental impacts. Moreover, we sought to incorporate design treatments that provided aesthetic amenity and improved the seamless integration of the arterials into each context. These findings helped develop a variety of options that may prove to be appropriate in our region.



From the San Jose regional case study

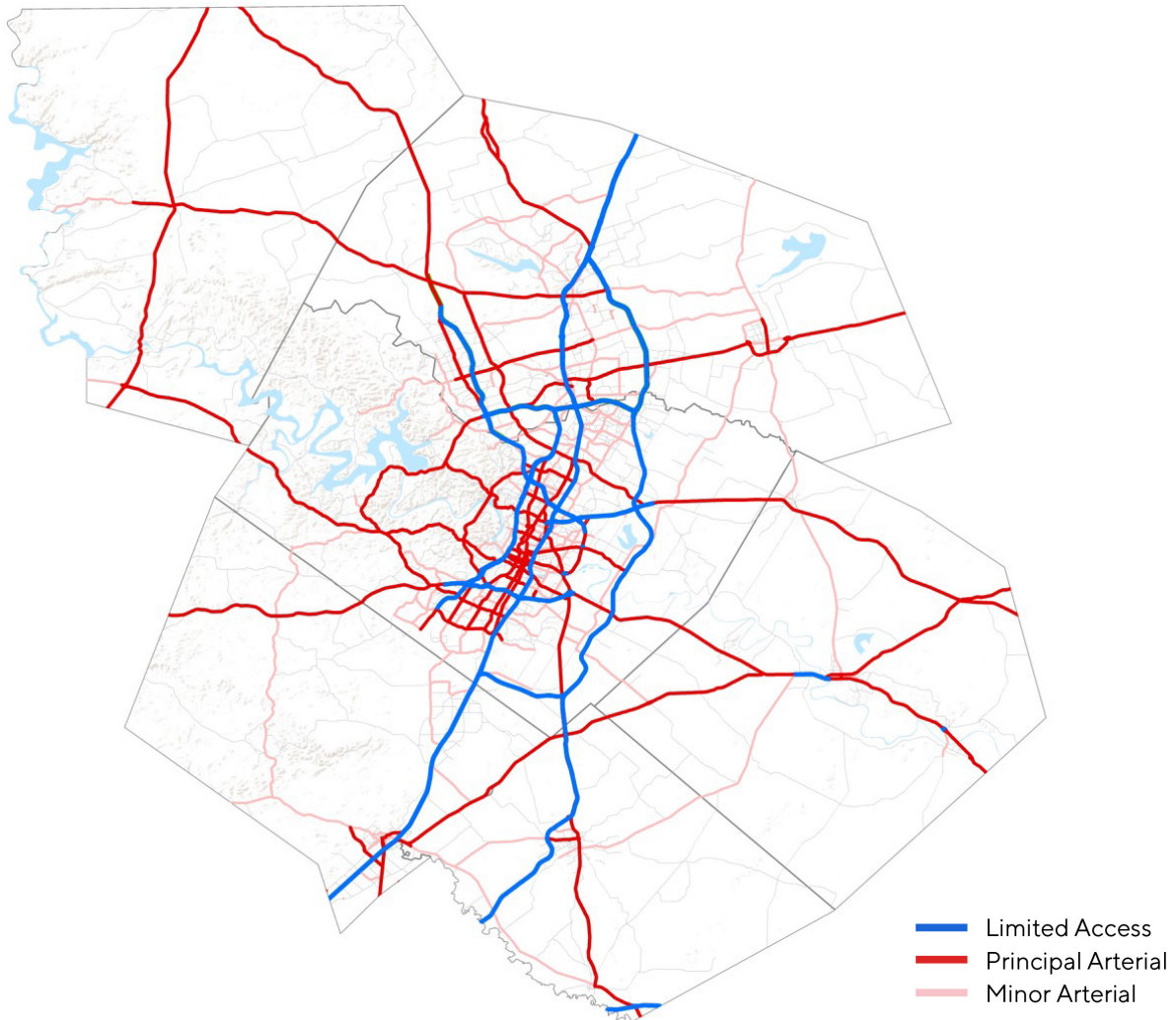
## Building the Existing Network

An immediate task for the study was to create an inventory of the existing arterial network. Recognizing that most jurisdictions use their own functional classification definitions, staff worked to standardize or group up each jurisdiction’s functional classes into standard categories following FHWA and TxDOT standards. This provided an “apples to apples” framing of the network at the regional scale. The existing roadway network is comprised of facilities that are currently in operation in the region. CAMPO generally followed the guidance of FHWA to determine the definitions of roadways in the region, but combined major and minor collectors, grouped together freeway/expressways and interstates as Limited Access, and developed a new subgrouping of principal arterials to be classified as Regional Connector/Expressway, with the other principal arterials being defined as Major Arterials. In cases where local plans defined existing roadways as a different functional class than TxDOT, CAMPO deferred to TxDOT’s classification.

| Functional Classification Key                                                                                                          |          |                                |                             | CAMPO Counties/Cities | TxDOT                | CAMPO Functional Classification                               |
|----------------------------------------------------------------------------------------------------------------------------------------|----------|--------------------------------|-----------------------------|-----------------------|----------------------|---------------------------------------------------------------|
| Classification                                                                                                                         | Existing | Adopted/Planned New Facilities | Adopted/Planned Improvement | Toll                  | Toll                 | <b>Limited Access (Non-tolled/tolled)</b>                     |
| Limited Access Route                                                                                                                   |          |                                |                             | Freeway               | Interstate           |                                                               |
| Tolled Limited Access Route                                                                                                            |          |                                |                             | Interstate            | Freeway / Expressway |                                                               |
| Expressway / Regional Connector (Principal/Major)                                                                                      |          |                                |                             | Highway               |                      |                                                               |
| Principal / Major                                                                                                                      |          |                                |                             | Limited Access State  | Controlled Access    | <b>Principal Arterial</b>                                     |
| Minor                                                                                                                                  |          |                                |                             | Principal Arterial    | Principal Arterial   |                                                               |
| Collector                                                                                                                              |          |                                |                             | Major Arterial        |                      |                                                               |
| Local                                                                                                                                  |          |                                |                             | Parkway               |                      | <b>Major Arterial</b><br><b>Regional Connector/Expressway</b> |
| Desire / Need (Charrette)<br>New Facility/Gap<br>Improvement to Existing Facility<br>Intersection/Grade Separation<br>Transit Corridor |          |                                |                             | Minor Arterial        | Minor Arterial       | Minor Arterial                                                |
| CAMPO Identified Gap<br>New Facility<br>Improvement                                                                                    |          |                                |                             | Farm to Market        | Minor Arterial       | Minor Arterial                                                |
|                                                                                                                                        |          |                                |                             | Major Collector       | Major Collector      | Collector                                                     |
|                                                                                                                                        |          |                                |                             | Minor Collector       | Minor Collector      | Collector                                                     |
|                                                                                                                                        |          |                                |                             | Local                 | Local                | Local                                                         |

The following map displays the arterial network, along with limited access facilities and collector roads. This gives us a sense of the existing supply of arterials, their location within the region, and how they serve the limited access network. This map was presented to the Steering Committee originally at the September 2018 meeting.

## Regional Arterials Existing Conditions



### Creating a Planned, Desired, and CAMPO Gaps Network

Once the existing network was assembled, the network of planned improvements and new facilities was added. CAMPO received locally-adopted plans from regional partners that defined new and improved arterials. These individual plans were combined to display the full regional network of planned and existing facilities.

CAMPO received partner plans from the following local entities:

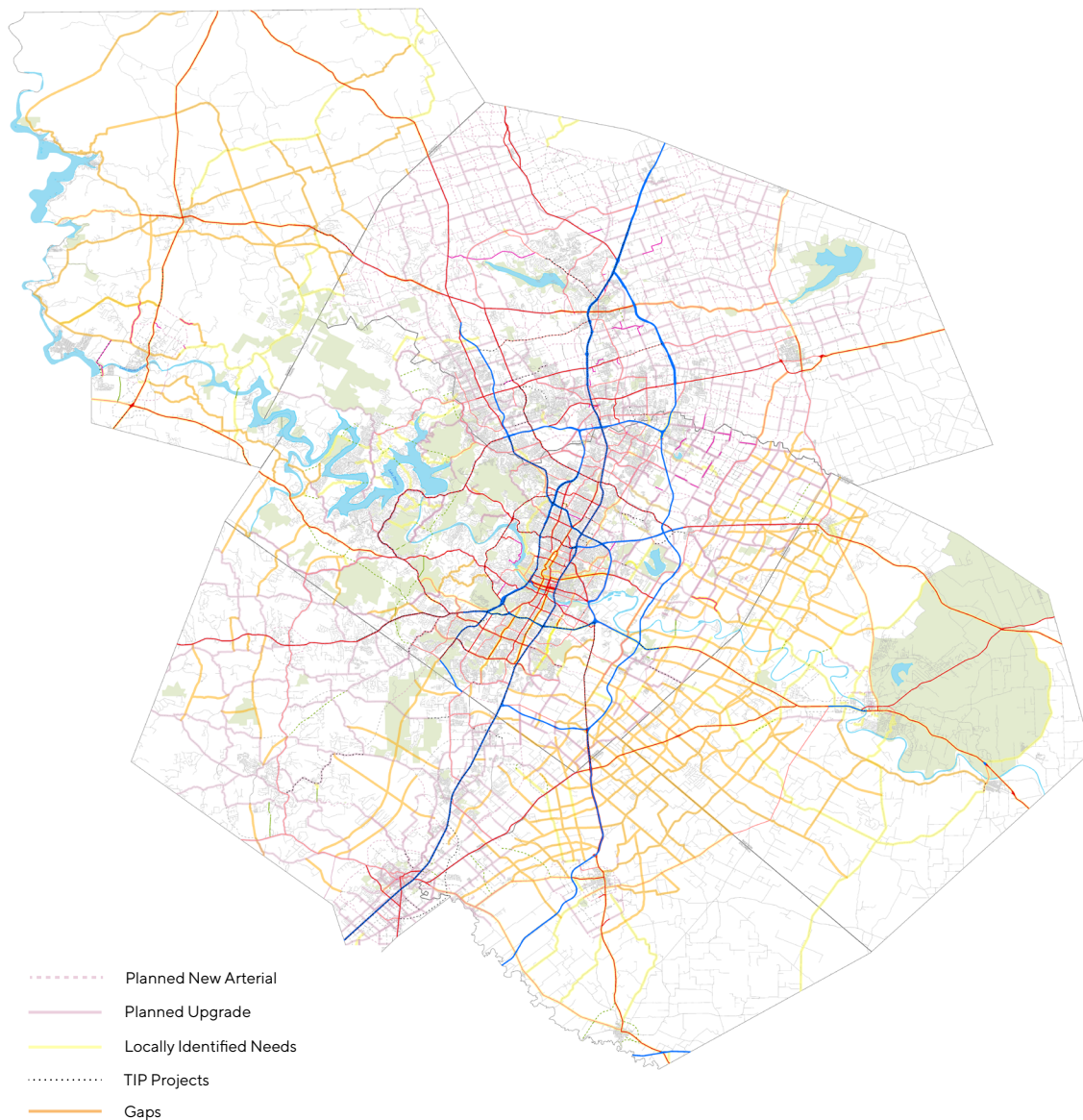
- Travis Co
- City of Austin
- City of Leander
- City of Georgetown
- City of San Marcos
- TxDOT
- CTRMA
- City of Bastrop
- Hays Co
- City of Lockhart
- City of Round Rock
- Williamson Co
- City of Marble Falls
- City of Cedar Park
- City of Kyle
- City of Buda
- City of Hutto



In addition to adopted local plans, as part of the local government meetings CAMPO staff asked local government representatives to vet their plan data displayed on the maps. At the first round of meetings, local governments were also asked to provide insight to additional needs beyond the plans shown on the map, which were generally new connections or improvements. This allowed the needs assessment to reflect needs from communities that may not have locally adopted plans and additional needs beyond adopted plans. These new or improved facilities were further refined in the second round of local government meetings.

With locally planned and locally desired facilities mapped, CAMPO staff undertook a “gap” analysis to determine where missing connections between planned and existing facilities may be or where demographic forecasts show a lack in the supply of arterial roadways. The result of this analysis was the identification of gaps that recommend additional roadway improvements or new facilities to enhance connectivity. A map depicting these three types of new or improved facilities, along with the existing arterial network is shown below. This map was presented to local governments in the second round of meetings.

### Gap Analysis



### Forming the Concept Plan

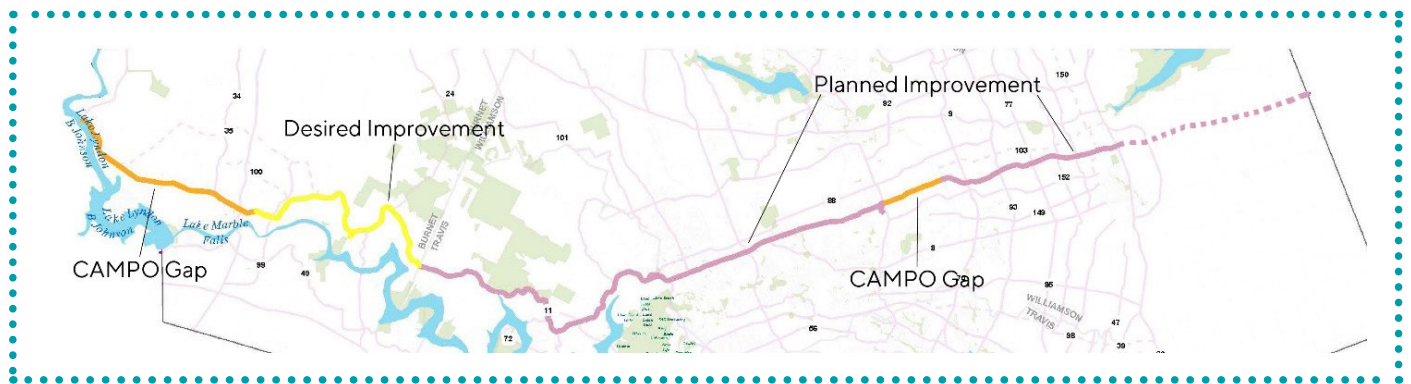
The next step in the planning process involved the building of the Concept Plan for the 2045 arterial network. The Concept Plan is comprised of multiple scenarios and began in earnest with the process described above to combine all locally-planned networks. This allowed us to better understand where there may be gaps between new or upgraded facilities.

To assess the proper design and capacity for each facility, CAMPO created longer-distance Regional Corridors from the existing, planned, desired, and gaps network facilities. This provided the planning team with all the information to develop an inventory of improvements and new facilities and to begin scenario planning work to better understand the impact of potential improvements. CAMPO also analyzed four test case corridors – SH 21, FM 734, FM 1431, and RM 12. For each, we looked at specific treatments and cross sections, as featured in the Pattern Book, to apply to the corridors and to provide additional analysis on improvements or policies that can help these corridors better meet the goals and objectives stated in the study.

### Establishing Regional Corridors

With a full map in place of planned, desired, and gap facilities, CAMPO identified areas where these individual pieces (typically on the same roadway) could create longer-distance, strategically connected “Regional Corridors.” This was done, in part, to help illustrate the impact that individual improvements may have on the mobility demands along a given corridor, and to provide truly regional connections to a wider variety of communities.

CAMPO combined individual improvements, as shown below, to form each Regional Corridor. Most of the Regional Corridors were comprised of multiple segments with improvements or new facilities planned by a local entity or identified through this process. The Regional Corridor below follows RM 1431 going east through the region, then following University Blvd, Chandler Rd, and a planned extension of that corridor to the eastern extent of the region. These corridors cross multiple jurisdictions from Kingsland to just north of Taylor.

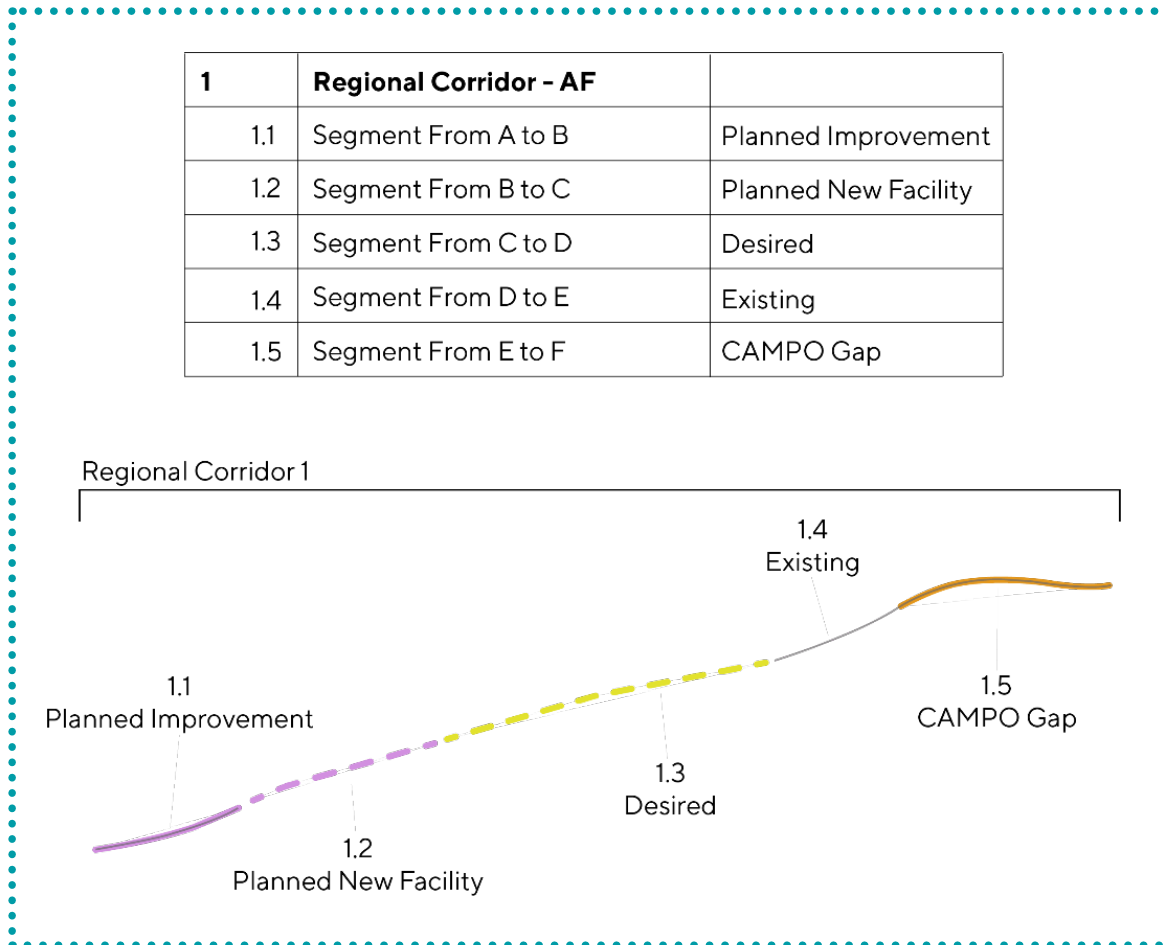


After the initial Regional Corridors were formed, a sample of them were mapped and presented to the Steering Committee in January 2019.

## » Constructing the Regional Corridor Inventory

The Regional Corridors were inventoried in a table to organize all the information previously collected regarding the improvements or proposed new facilities that form each one. The process of building the inventory followed the procedure illustrated below, with segments generally determined by a break in the source of the planned improvement or new facility.

| 1   | Regional Corridor - AF |                      |
|-----|------------------------|----------------------|
| 1.1 | Segment From A to B    | Planned Improvement  |
| 1.2 | Segment From B to C    | Planned New Facility |
| 1.3 | Segment From C to D    | Desired              |
| 1.4 | Segment From D to E    | Existing             |
| 1.5 | Segment From E to F    | CAMPO Gap            |



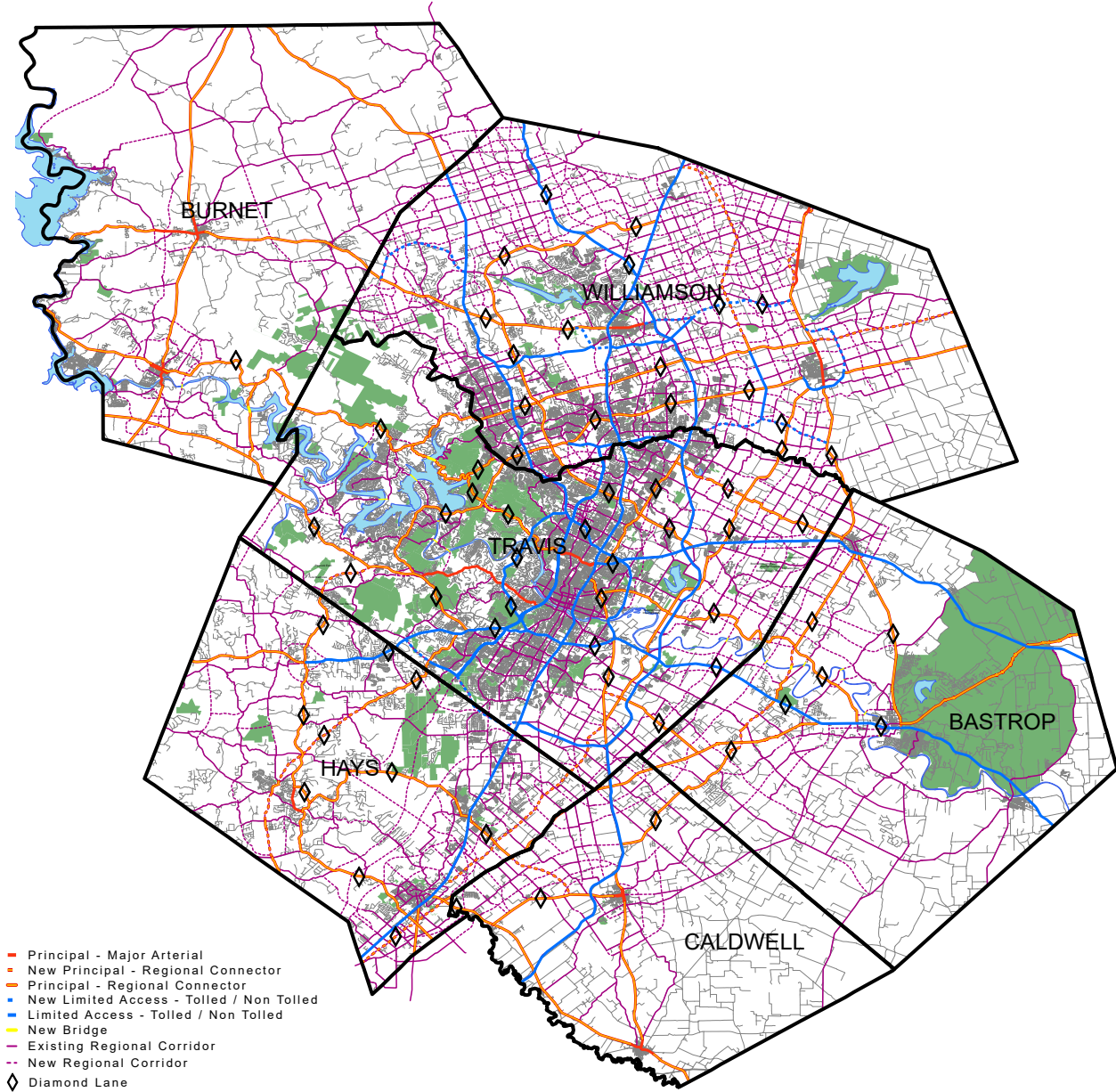
Each Regional Corridor was given a number, with each segment numbered as well. The sample below illustrates this and shows that each segment has been identified as either a new or improved facility, has been defined by source, and has limits.

### Combined Concepts

The Regional Arterial combined concepts is the integration of locally planned facilities, locally identified needs, and CAMPO-identified gaps for 2045. The map on the following page shows the combined concepts as Regional Corridors, as described previously. This is done to provide a better sense of the network coverage. In this analysis, we started by integrating each of the local transportation plans and locally identified needs. Given that these local plans include the entirety of local transportation improvements, the spectrum of projects were vast and included many projects that do not impact regional travel. For this reason, these projects were removed from the network. Specifically, CAMPO removed all facilities below the major collector functional class, as any lower functional classes would most likely not meet the minor arterial functional class by 2045. These reductions provided staff with the appropriate base of facilities needed for

the arterial analysis. From there, another analysis was undertaken using the 2040 model which yielded the results of a few additional corridors that would have a proportional increase in average daily traffic (ADT) that would need to be examined for improvements and potential upgrades to the minor arterial functional class.

### Combined Concept



The combined concepts were not only mapped but coded in terms of the number of lanes and the design types for the roadways. CAMPO followed local plans to determine the coding, but many plans either did not extend to 2045 or did not make determinations according to lanes or design types. In the case that local entities did not prescribe these elements, CAMPO based coding choices on local demand (based on the demographic forecast), projected and current volume/capacity (V/C) ratios, and arterial spacing guidelines gleaned from the findings of the case study analyses of the Pattern Book. These coding assumptions were vetted and edited by the steering committee and local entities before being finalized for the model.

## Modeling of Scenarios

To understand how these concepts would impact the arterial network, MPO staff, with guidance from the Steering Committee developed and tested five different modeled networks. Two additional improvement concepts were analyzed to understand the benefits of peak-period lane management. This exercise is intended to:

- Serve as a forum for local-governments and implementing entities to coordinate and collaborate regional arterial planning via a development of a regionally-connected network based on local plans and needs
- Provide the TPB with a data-driven analysis on potential impacts of creating a better connected arterial network
- Be used as a resource document for local governments, especially smaller or under-resourced communities
- Provide insight into potential regional significance of new and improved corridors
- Document and test best practices in corridor design to accommodate multiple modes and improve aesthetic quality

## Baseline Scenario

The existing network with 2020 demographics will serve as a baseline scenario to provide an understanding of the current performance of the arterial network.

## Scenario Z: Future No Build

The next scenario will use the 2040 existing model network as a means of approximating the existing plus committed (built prior to 2025) network. The role of this scenario is to understand the impact to regional transportation if no additional facilities are improved or built given the significant amount of additional growth forecasted for the region. This scenario and the remaining scenarios will be run with 2040 demographic projections found in the current approved Transportation Demand Model.

## Scenario Z 1/2: Interim Reversible

This scenario includes reversible lane improvements on three roadways with directional flows in the morning and evening peak periods. It is intended to increase throughput without impacting the level of service by converting a center turn lane into a reversible lane. These alterations would require significant operational and access considerations.

## Scenario A: Regional Connectors

As previous analysis has made clear, it is apparent that not all arterial roadways within the network function the same or are used the same by residents and visitors to the CAMPO region. Thus, it was determined that for the purposes of analysis, a network of the highest functioning roadways should be developed to better understand how these new and improved facilities might benefit the region as the only improvements. The Scenario A roadway network includes all limited access and higher functioning principal arterials in the CAMPO region.

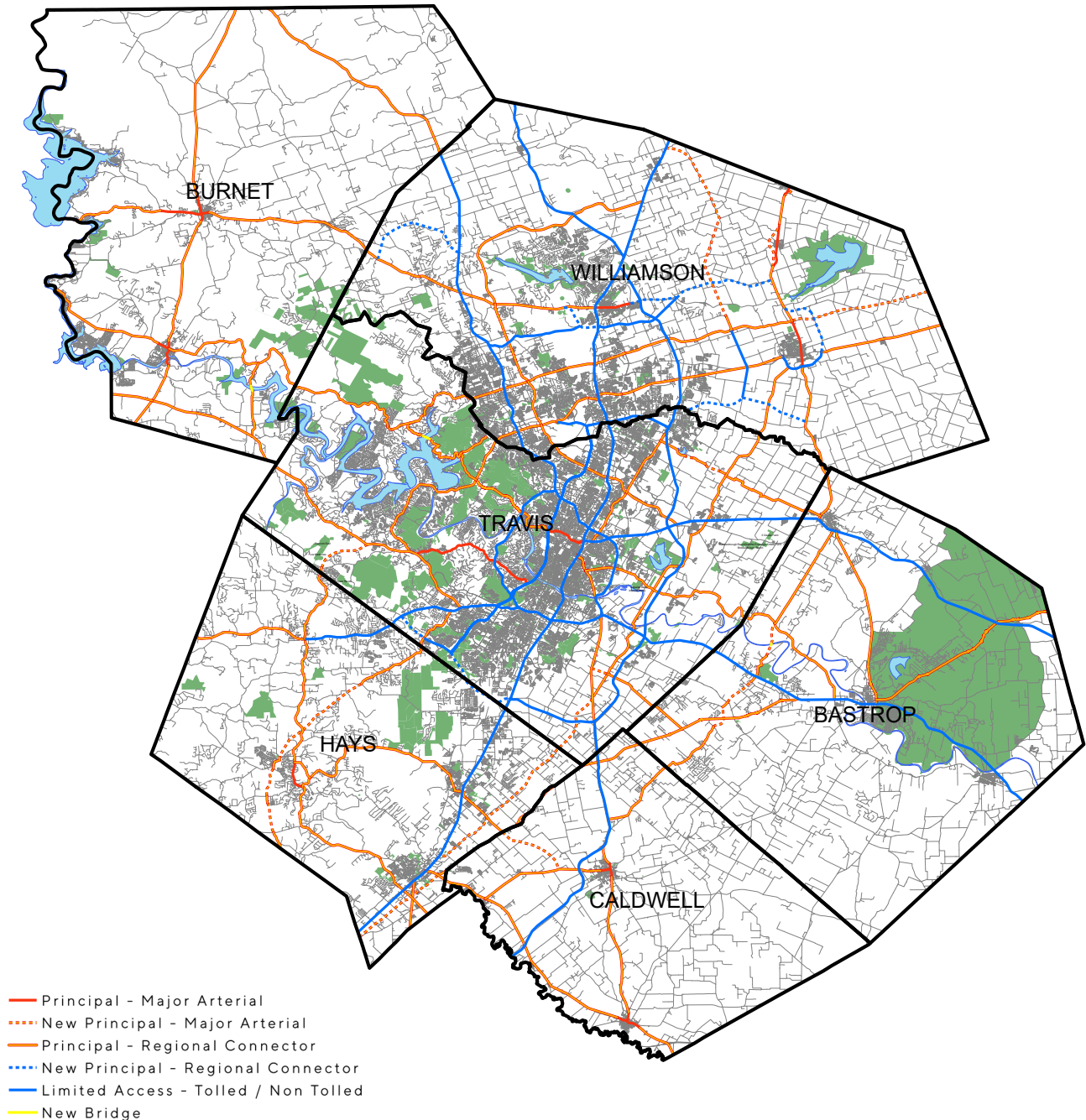
This also includes a missing functional class, as postulated in the initial phases of the study, that have been identified as Regional Connectors. These facilities provide long-distance connections and allow for greater mobility due to tighter access control. Along with the limited access facilities and a few strategically located major arterials, the Regional Connectors form an integrated system of multi-lane high-capacity principal arterials. More specifically they feature:

- Tight Access Management
  - Right turns in/out only
  - Left turns at signalize intersections only
- Intersections typically spaced no less than ½ mile apart (all signaled)

- Grade separated intersections with all other regional connectors and limited access roads
- Timed/Synchronized lights
- Dedicated separated pedestrian/bike facilities
- Bus pullouts

The network is spaced appropriately for higher functional class roadways (3 to 5 miles or more). This was based on best practices developed by the case study regions examined in the Pattern Book. Additionally, this network connects multiple centers and many generally provide mobility around the core.

### Regional Connectors

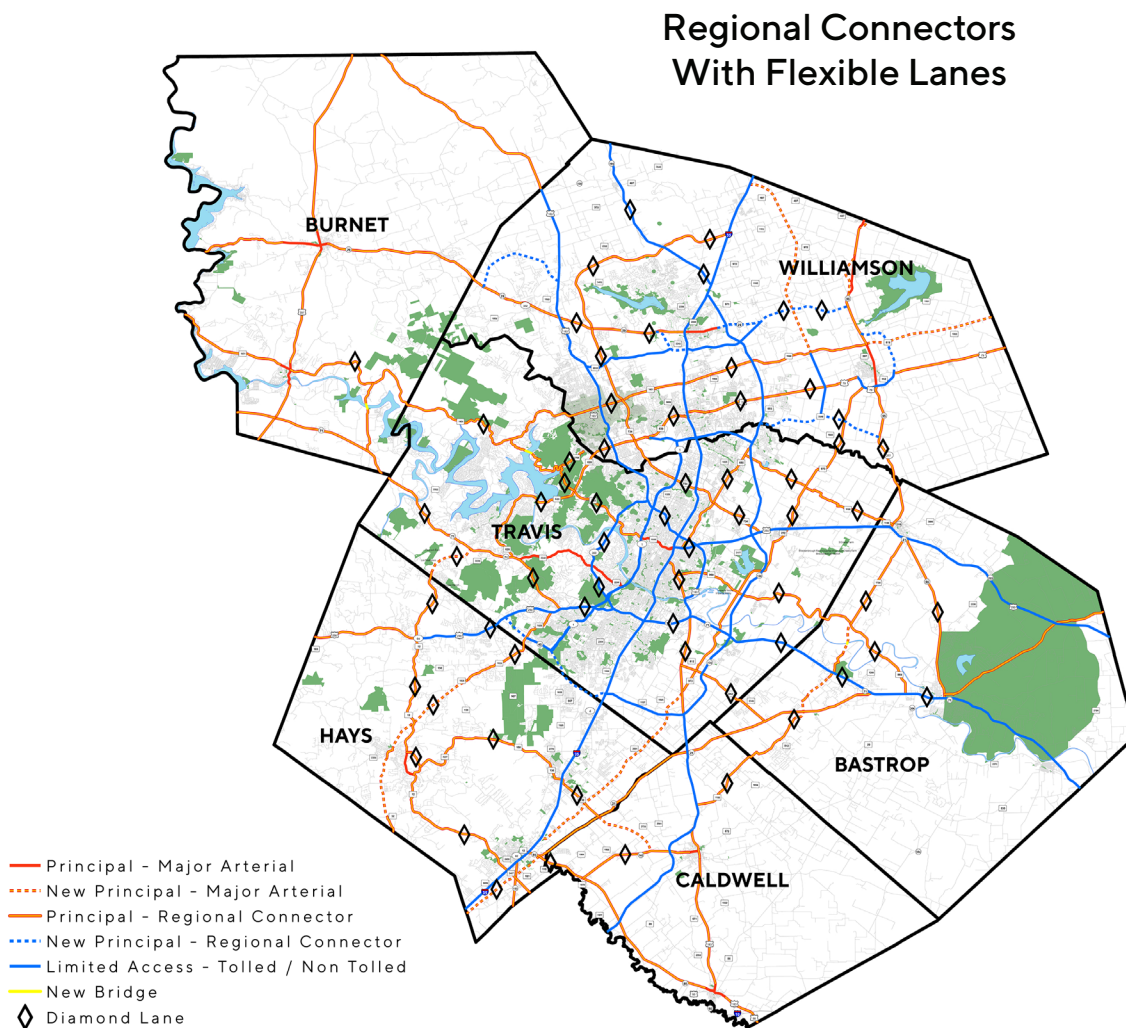


## Scenario B: Regional Connectors with Flexible Lanes (off model)

Scenario B was developed to qualitatively illustrate how facilities could increase person throughput by utilizing lane management techniques. This scenario includes the addition of a flexible lane type, diamond / non-tolled managed lanes, for a select number of the top tier roadways identified in Scenario A. Diamond lanes are special-use lanes that are managed, or their use is limited. These flexible lanes could be used for transit, high-occupancy vehicles (HOV) and motorcycles, be limited to parking during off-peak times, be used to support reversible lanes, or be used as variable priced facilities. The flexible uses on arterials in the study would be assumed in the right lane in each direction or using shoulders—shoulder use would require additional legislation at the state level.

Diamond lanes are thought to be an alternative that may increase mode shift; i.e. from single occupancy vehicles (SOV) to HOV or to transit. Shifting drivers from single occupant vehicles to buses or other HOV vehicles can increase person throughput with less vehicles. Analyzing the impacts of diamond lanes can be accomplished by postprocessing model results from the Scenario A model run. The primary assumptions for postprocessing impacts of diamond lanes include:

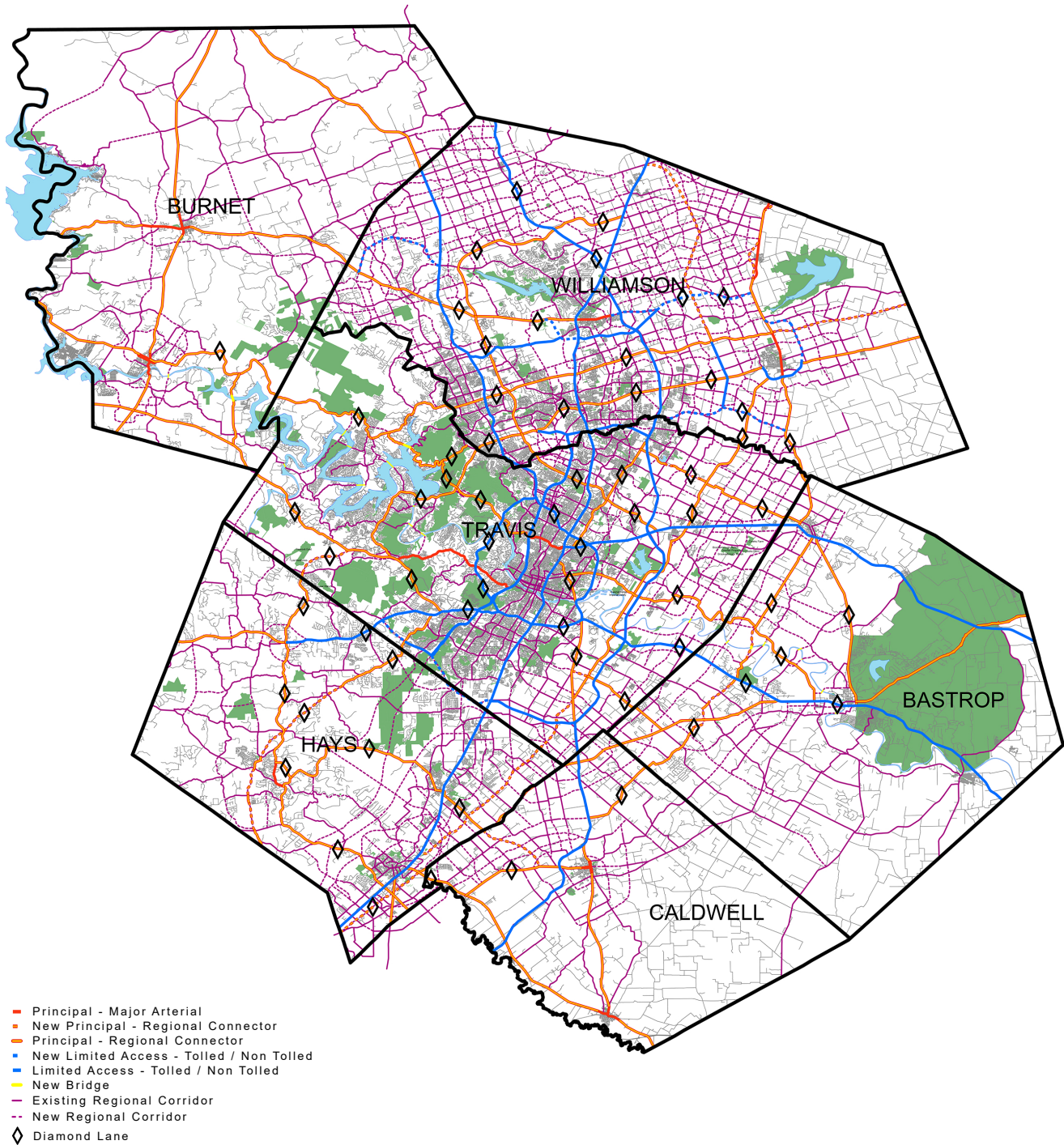
- Vehicle occupancy rates for SOV, HOV, and transit bus
- Travel demand by time of day
- Vehicle capacity of a diamond lane
- Bus frequency
- Bus Passenger Car Equivalent (PCE)
- Mode shift from SOVs to HOV vehicles.



**Scenario C: Ideas Network**

This scenario includes a roadway network containing the Regional Connector and Limited Access projects from Scenario A, all planned potential minor arterial and above projects from the 6-county region, and gap projects identified by CAMPO. It is a fiscally unconstrained scenario that attempts to increase network connectivity by assuming the full build-out of locally-planned facilities and those identified through the Regional Arterials Study process.

**Ideas Network**

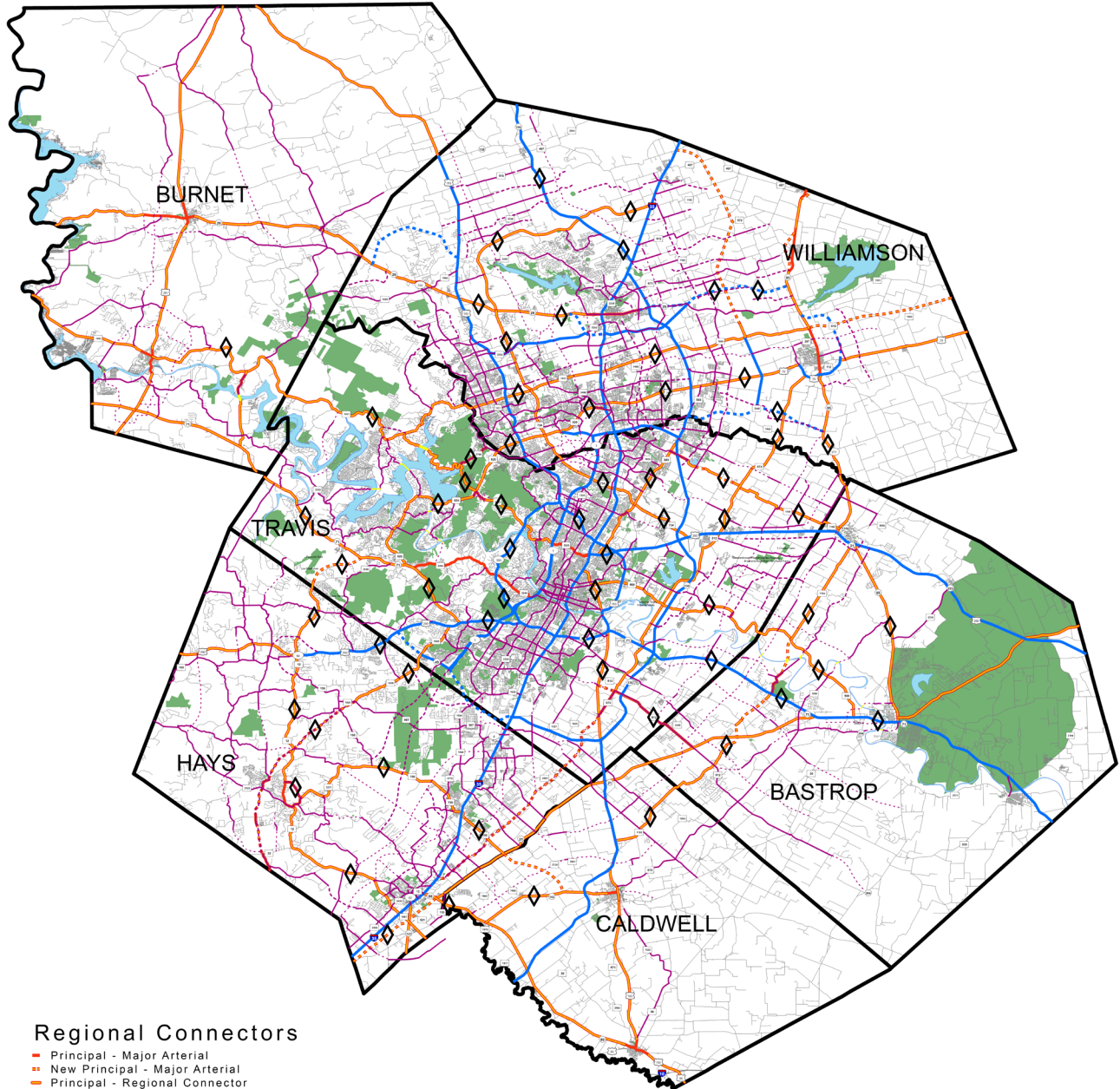




## Scenario D: Regional and Supporting Connections Network

Finally, an additional scenario was developed that includes the Scenario A network with selected supporting arterials from Scenario C. The initial Scenario D arterials were selected to provide parallel routes and/or add critical redundancy to Scenario A corridors, thus benefiting the safety and resiliency of the overall network. To complete the priority network, arterials that had a volume to capacity ratio over 0.45 in Scenario C were also added. The ratio of 0.45 was chosen because it was the average congestion rate from Scenario D, thereby demonstrating corridors carrying beyond the regional average of trips.

### Regional and Supporting Connections



#### Regional Connectors

- Principal - Major Arterial
- New Principal - Major Arterial
- Principal - Regional Connector
- New Principal - Regional Connector
- Limited Access - Tolled / Non Tolled
- New Bridge
- Diamond Lane

#### Regional and Supporting Connections

- Existing
- New Facility
- New Bridge

## Model Results

Scenario Z shows increases in nearly all the metrics modeled with the exception of lane mileage. Unsurprisingly, this scenario performed relatively poorly in the model due to the significant increase in population and the lack of increase in roadways to serve the change in demand. The population is anticipated to roughly double by 2040, which in this scenario means more people would be using the same number of roads, thereby increasing the VMT and VHT numbers significantly. The results from Scenario A show that lane miles were only increased by 16% but the improvements had a 1.4% reduction on regional VMT and a 13% reduction on regional VHT as compared to Scenario Z. This proves that we can benefit the efficiency of our arterial system by making improvements to a modest number of roadways.

Scenario B was developed to envision how facilities can be used more flexibly and tailored to their individual contexts. Evidence of mode shift has been found in our region since the implementation of the MoPac Express Lanes. The MoPac express lanes enable drivers to travel up to 21 mph faster than those on the non-tolled lanes which equates to roughly 25 minutes of travel time savings on the route.<sup>7</sup> The model also demonstrated in Scenario B that capacity could increase by 30% to 50% on select roadways using management techniques. The results confirm that enabling more nuanced utilization of facilities can generate a significant impact.

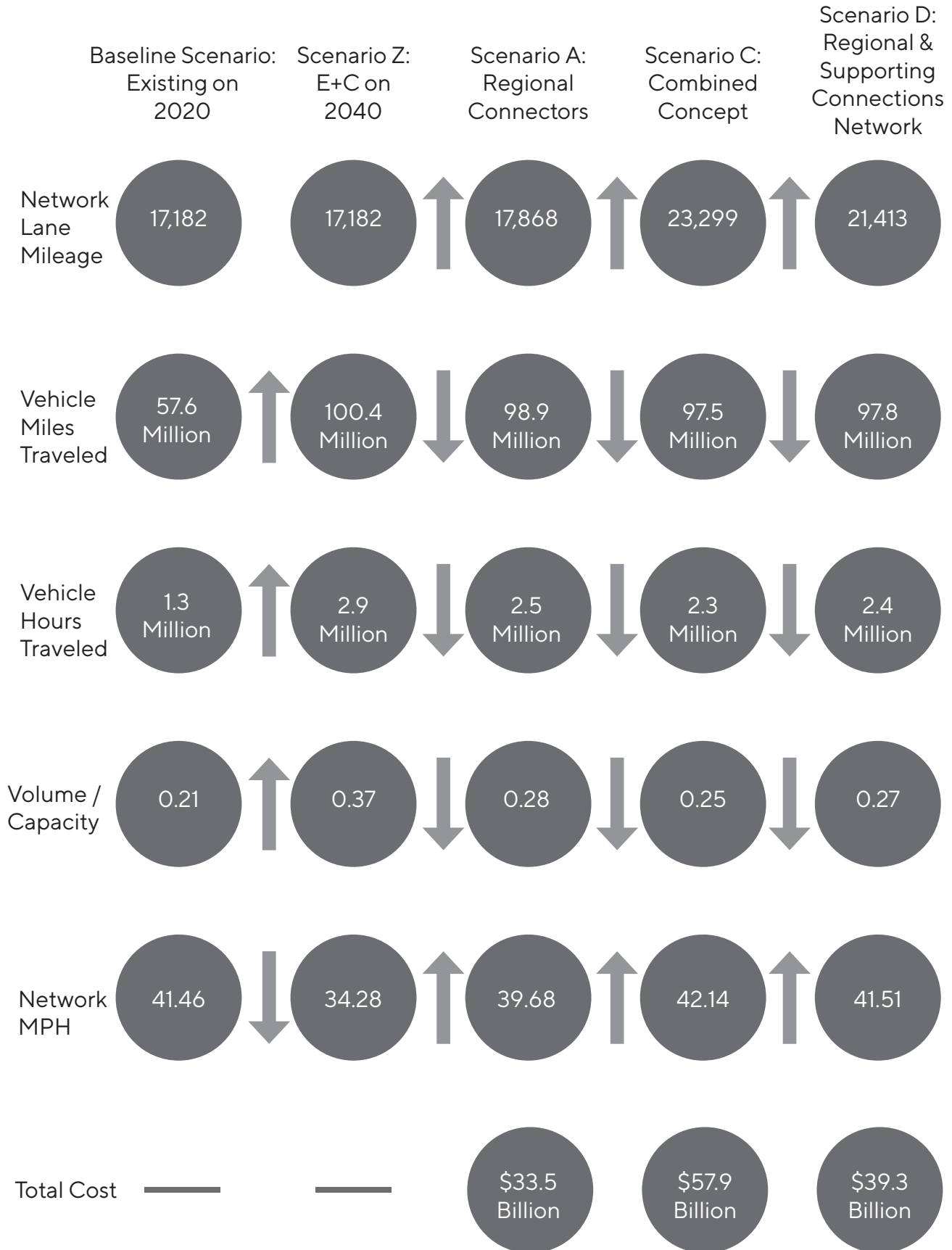
Scenario C also improved the performance of the network as compared to Scenario Z “No-Build”. Regional VMT is reduced due to more direct routes associated with a more connected network of roadways. Short trips that might otherwise be relegated to limited access roads or principal arterials would then be shifted to minor arterials. This enables the network to work more efficiently by distributing different trip types to more appropriate functional classes. While this scenario does elicit a reduction in VMT and VHT, it does also include a significant increase in lane miles (37%). Consequently, this increase in lane miles is another factor contributing to the reductions in VMT and VHT by enabling more direct, shorter trips. The 37% increase in lane miles correlates to a 3% reduction in VMT and a 20% reduction in VHT.

Lastly, the results for Scenario D show that the same network efficiency improvements generated in Scenario A can be realized, and even amplified, with this expanded network as well. With this network which increases the lane miles by 26% over Scenario Z, we see that VMT is reduced by 3% and VHT is reduced by 22%. Moreover, when comparing Scenario D with Scenario A, we see a 1.5% reduction in VMT and a 10% reduction in VHT with an 8% increase in lane miles. These results show that with strategic improvements we have the potential to improve safety, connectivity, and congestion all while also reducing the miles and amount of time driven.

These results illustrate how the improvements assumed in each scenario benefit the network as a whole. It is clear that if nothing is done, network performance will worsen as the CAMPO region grows. However, these results also show that strategic improvements can have substantial impacts on the regional network.

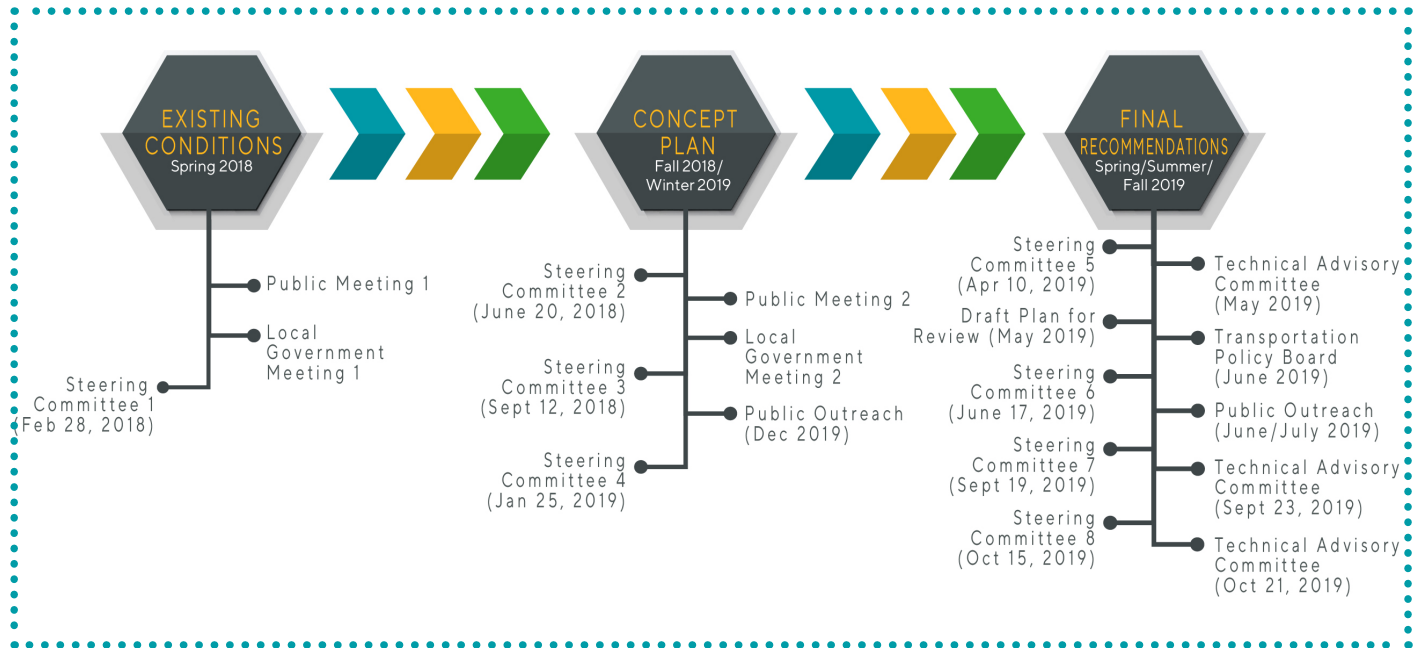
<sup>7</sup> <https://bit.ly/2HAK4QE>

# Concept Plan Methodology - 2019



## »» Next Steps

As the final recommendations were being prepared for review, additional outreach to the Steering Committee, local governments, and the public also took place to ensure the plan met the needs and concerns of the region. The full project timeline is shown in the figure below.



Finally, CAMPO presented a full draft study for review that included the two draft chapters already delivered to the Steering Committee (Existing Conditions and Pattern Book), as well as a full Concept Plan including the findings from the transportation demand modeling analyses.



[www.campotexas.org](http://www.campotexas.org)

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- E** [campo@campotexas.org](mailto:campo@campotexas.org)

 Capital Area Metropolitan Planning Organization

 @CampoTexas

 Capital Area Metropolitan Planning Organization

 @CampoTexas

 Capital Area MPO





## Regional Arterials Study

### Committee Comments from May 2019 Draft

#### Amy Miller (Elgin):

*We'd like to confirm that Avenue C and Main Street (Loop 109) are not being made one way or expanded, in the study or in the model.*

**CAMPO Response: The study does not feature this concept and it was not included in the model.**

*How was dashed line from 1100 put in the model – what function and size of road?*

**CAMPO Response: This Regional Connector was modeled as it is shown in the MoKan-Northeast Subregional Plan, as a 6 to 4 lane divided principal arterial.**

*FM 1100 is that a regional arterial for TXDOT Bastrop county plan shows 1100 as minor arterial undivided.*

**CAMPO Response: Currently, the FM 1100 in Bastrop County is classified as a major collector by TxDOT, but since the Regional Arterials Study is tasked with determining the sort of improvements will be needed for the network in 2045 it was analyzed as a principal arterial to support the population growth in the area and to serve as a redundant route along the US 290 E corridor.**

#### Cole Kitten (Austin):

*Concept Plan: While the name of the study has been updated to reflect concerns of the Steering Committee, from Regional Arterials Plan to Regional Arterials Study, "Concept Plan" was added to the title and is used throughout the document. We feel this name does not accurately reflect the content of the document, the process, nor the intended outcome. There is inherent confusion about using the word Plan, especially when it is not adopted by CAMPO and may only eventually be "accepted/concurred with" by the TPB. Additionally, anything that has not received buy-in or consensus from the Steering Committee or TAC should not be perceived as a Plan.*

**CAMPO Response: As noted, the title of this document has changed to the Regional Arterials Study. The Concept Plan chapter has been retitled "Arterials Concept."**

*Vision Network: The study should clearly communicate that the vision network was developed by CAMPO based on a set of criteria and not the local jurisdictions. The document is misleading and should be clear about who identified local needs and whether there was consensus around the results. The map on page 134 is evidence of this confusion. There are errors in the map and it is unclear of who is proposing what (e.g. Escarpment extension from SH 45 south into Hays County is identified as a planned new arterial but it is in the City's jurisdiction. This project carries through into the Vision Network). A vision implies that there is buy-in around a common idea, when in reality this network is only a concept and does not represent the ideal network as agreed upon by a collective body. It, and the networks based of it, would be more accurately depicted as a conceptual alternative based on roadway spacing and connectivity criteria.*



a. *It should be noted that the City of Austin was unable to provide its draft Roadway Capacity Plan as part of the Austin Strategic Mobility Plan until after the second round of local government meetings. The ASMP was adopted on April 11, 2019 which included amendments to the street network on that day. This caveat of not including the ASMP should be noted in the document for clarity.*

b. *The City of Austin has not had the opportunity to fully vet the details of the transportation networks used in the scenarios. This information is not provided in the document and hasn't been provided separately.*

**CAMPO Response: As explained previously to all Steering Committee members most of the facilities identified in the vision network are derived from local transportation plans. The first round of local government meetings in April 2019 allowed for the identification of additional needs by local governments. These locally identified needs were presented at the second round of local government meetings in early December where local officials, Steering Committee members, and local staff were able to discuss and suggest any changes. Apart from the planned facilities and locally identified needs, CAMPO staff identified potential regional gaps and associated improvements to close those gaps. These gaps were presented at the second round of local government meetings where, like the locally identified needs, comments and recommendations were made which led to these arterial concepts being removed, added, or amended. Overall, the purpose of a "vision" network, now termed the "Combined Concept," is to identify possibilities for improvement and not serve as an assignment of roles and responsibilities to a particular agency.**

*Modeling Process and Results: The document lacks the details behind the modeling assumptions and appropriate caveats to let the reader know how to interpret the data. A critical element of modeling travel behavior is mode choice and the document does not explain that it was not part of the scenario modeling process. The scenario modeling was based only on re-running vehicle assignments which leaves out the impact of induced demand or mode shift, by only assuming the same number of vehicles are taking different routes in each scenario. The public will not be able to react to trade-offs between building roads versus other transportation improvements as all metrics improve for vehicles when more capacity is provided under these assumptions.*

**CAMPO Response: Thank you for this feedback. The modeling featured as part of this study used trend line analysis, as examining land use and behavior patterns were beyond the scope of this report. We did include a scenario which analyzed the benefits of a system of HOV lanes. We also worked with Capital Metro and CARTS to refine assumptions used to determine modal shift in this scenario. We expect a more robust analysis of multi-modal possibilities as part of the 2045 Long-Range Plan.**

*Maps: It is difficult to see and differentiate the line types in the maps. The size and quality is particularly the reason, but it may also be the colors chosen (they may also not be color-blind friendly). Also, advanced symbology should be used to make sure symbolized layers are drawn in the proper order (such as the VC ratio maps) so that the most important layer/color is shown on top (e.g. High VC ratios to low VC ratios). Not all map legends include all layers and layer names could be more descriptive.*

**CAMPO Response: Thank you for this feedback.**

*Typographical and Writing Concerns: There are many typographical errors that need to be fixed. There are also writing structure/style concerns that we should have been given the opportunity to provide*

*feedback on as part of the Steering Committee before the document was finalized. Readability is a major factor in the public's ability to understand such a complicated subject.*

**CAMPO Response: Thank you for this feedback.**

*Use of Non-Tolled Managed Lanes: Steering Committee and TAC members have been clear in the preference for using the umbrella term "managed lanes" rather than specifying non-tolled (including concurrence/no objection with TxDOT representatives). The assumptions that went into the off-model analysis are not calibrated and sophisticated enough to require the study to continue to use the term non-tolled. The base assumption of vehicle capacity of an NML has not been shared with the Steering Committee nor have the other transit and occupancy rate assumptions.*

**CAMPO Response: The current draft of the study attempts to discuss lane management in both broad terms, as a operational strategy, and as a specific strategy on the Regional Connector network. In general, the discussion of Scenario B makes reference to HOV lanes since the purpose of that specific scenario was to illustrate where additional gains in "person-throughput" could be made.**

*Reversible Lanes: The feasibility of reversible lanes and the many points/caveats brought up by the Steering Committee in earlier review meetings have not been incorporated. There are still concerns with how these results will be perceived without proper explanation.*

**CAMPO Response: Thank you for the feedback. Changes to the text have been added to better outline considerations with this type of improvement.**

*Conclusion: It is unclear if the expectation is that there is or will be a conclusion presented to the public. We are uncomfortable not knowing what is going to go out to the public without having had the opportunity to provide feedback. Additionally, the relative cost of each scenario is not mentioned which would provide meaningful information in a conclusion. Building more roadways and expanding roadways is expensive, and the document does not reflect this reality, which is something that community members should be given as information when forming their opinion and giving their feedback on the RAS.*


**CAMPO Response: Updated and detailed cost will be provided as part of the final report.**

# Summary of Comments on DRAFT - Regional Arterials Study - Concept Plan TC comment.pdf

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Page: 144

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 Author: wattsc    Subject: Sticky Note    Date: 6/6/2019 4:57:42 PM  
Parking?

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Status

nsamuel Completed    8/27/2019 9:15:59 AM  
 Author: nsamuel    Subject: Sticky Note    Date: 8/12/2019 12:40:22 PM

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Additional clarifying statement added to this paragraph so the reader understands the context of where parking would be allowed.

Status

nsamuel Completed    8/27/2019 9:16:02 AM

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Author: wattsc      Subject: Sticky Note      Date: 6/6/2019 4:25:18 PM  
Explain why the VHT remains the same when there are changes in Lane miles?

Status

nsamuel Completed      8/27/2019 9:16:34 AM

Author: nsamuel      Subject: Sticky Note      Date: 8/13/2019 10:05:44 AM

There is a difference in VHT between Scenario C and Scenario D (formerly Scenario 4 and 5 respectively), but it is small and the chart does not provide that level of detail. The final draft of the Study shows the two VHT results as 2.3 million and 2.4 million based on the final scenario runs.

Status

nsamuel Completed      8/27/2019 9:16:31 AM

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Author: wattsc Subject: Sticky Note Date: 6/6/2019 4:16:34 PM

Is this the recommended Tier I and II Network

Status

nsamuel Completed 8/27/2019 9:21:08 AM

Author: nsamuel Subject: Sticky Note Date: 8/12/2019 12:41:18 PM

Only full Scenario D network shown in final draft of the Study.

Status

nsamuel Completed 8/27/2019 9:21:10 AM

Author: wattsc Subject: Sticky Note Date: 6/6/2019 4:46:01 PM

Check with Williamson County on the FM 3349 alignment, it is Travis Co. understanding the Will. Co. Court has taken action on this and this does not seem to represent that action.

Author: nsamuel Subject: Sticky Note Date: 9/6/2019 3:29:01 PM

We have made this change. Final draft reflects this.

---

Author: wattsc Subject: Sticky Note Date: 6/6/2019 4:48:30 PM

I am unsure what new facility means, sometimes road exists and its dotted other times no road exists and it is dotted.

Status

nsamuel Completed 8/27/2019 9:23:38 AM

Author: nsamuel Subject: Sticky Note Date: 8/12/2019 12:56:51 PM

CAMPO staff and project team have reviewed map symbology to ensure that each corridor is being displayed correctly.

Status

nsamuel Completed 8/27/2019 9:23:40 AM

Author: wattsc Subject: Sticky Note Date: 6/6/2019 4:11:22 PM

Some corridors do not have a terminus into another regional corridor or Major Arterial

Status

nsamuel Completed 8/27/2019 9:23:50 AM

Author: nsamuel Subject: Sticky Note Date: 8/13/2019 12:01:20 PM

The supporting and resiliency concepts should extend to another regional corridor or a Major Arterial. The corridors with higher than average v/c ratio include only the segments that meet that requirement and end at an existing corridor.

Status

nsamuel Completed 8/27/2019 9:23:47 AM

Author: wattsc Subject: Sticky Note Date: 6/6/2019 4:44:22 PM

SH 45 (1826- US 290) is not in CAMPO 2040, should be shown as a new facility such as 45 SE was shown. This is not in draft Blueprint.

Status

nsamuel Completed 8/27/2019 9:24:36 AM

Author: nsamuel Subject: Sticky Note Date: 8/12/2019 10:14:42 AM

This segment has been corrected in the current draft of the Study.

Status

nsamuel Completed 8/27/2019 9:24:38 AM

Author: wattsc Subject: Sticky Note Date: 6/6/2019 4:36:14 PM

The SH 45 SW alignment (FM 1626- I35) is shown in Travis Co. The CAMPO Plan had it mostly in Hays. This is not in the draft Travis County Blueprint and was sponsored by Buda and Hays. Show alignment in Hays.

Status

nsamuel Completed 8/27/2019 9:24:45 AM

Author: nsamuel Subject: Sticky Note Date: 8/12/2019 10:30:50 AM

Segment has been redrawn to reflect this change.

Status

nsamuel Completed 8/27/2019 9:24:48 AM

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Author: wattsc    Subject: Sticky Note    Date: 6/6/2019 4:24:07 PM

Or is this the recommended Tier I and Tier II network? The previous page looks to be the recommendation but then additional network seems to be added through the analysis.

Status

nsamuel Completed    8/27/2019 9:24:54 AM

Author: nsamuel    Subject: Sticky Note    Date: 8/12/2019 12:37:11 PM

Final draft of the Study only features one map to identify Scenario D segments.

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Status

nsamuel Completed    8/27/2019 9:24:57 AM

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Author: wattsc Subject: Sticky Note Date: 6/6/2019 4:28:49 PM  
Without this complete, hard to provide meaningful comment

Status

nsamuel Completed 8/27/2019 9:25:02 AM  
Author: nsamuel Subject: Sticky Note Date: 8/12/2019 1:07:44 PM  
Final draft of the Study includes conclusion to this chapter.

Status

nsamuel Completed 8/27/2019 9:25:05 AM  
Author: wattsc Subject: Sticky Note Date: 6/6/2019 5:00:52 PM  
For Public Open Houses, Maps will need to be at scale where roads are discernible, these are too small to allow for meaningful public comment.

Status

nsamuel Completed 8/27/2019 9:26:08 AM  
Author: nsamuel Subject: Sticky Note Date: 8/12/2019 1:15:20 PM  
Posters featured at the public open houses provided greater detail to the concepts and ideas presented in this Study.

Status

nsamuel Completed 8/27/2019 9:26:10 AM

## Regional Arterials Study

### Committee Comments from June 2019 Steering Committee Meeting

*Need to use ROW cost to be able to show any meaningful cost, need to have some order of magnitude, need to understand what room for error there is*

*Need to understand what cost is made up of*

**CAMPO Response:** The final draft of the Study adds additional clarity to how the cost estimates were determined, what they are reflective of, and how they should be viewed as only part of the overall cost to implement the concepts presented in the Study. As discussed at the June meeting, costs associated with ROW are highly variable and it is difficult to provide an estimate for an individual corridor that is meaningful to policy makers and the public.

*Where would we have grade seps?*

**CAMPO Response:** The final draft of the Study will include greater detail on potential intersection and interchange improvements. In general, Regional Connectors will feature grade separated interchanges with other Regional Connectors and Limited Access facilities.

*Do the scenarios or costs include the new IH-35 improvement concepts?*

**CAMPO Response:** The scenarios included the improvement concept to IH-35 as was presented to the TPB. The final draft of the Study will show costs for each individual corridor.





To Whom It May Concern:

The Real Estate Council of Austin's (RECA) Transportation Committee would like to express its support for the Capital Area Metropolitan Planning Organization's (CAMPO) 2045 Regional Arterial Study that will help inform CAMPO's 2045 Regional Transportation Plan.

One of RECA's top priorities is improved mobility as transportation and land development go hand-in-hand in creating a more affordable, connected and opportunity-rich Austin. This requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious response to our region's growing mobility challenges.

RECA strives to have an active and collaborative role alongside our partners in tackling regional transportation issues and, specifically, RECA's Transportation Committee supports the 2045 Regional Arterial Study's goals to:

- Improve safety for arterial road users
- Improve network efficiency and flexibility to reduce travel times and distance
- Plan for growth more effectively
- Design multi-modally to provide more transportation choices to move people and goods
- Protect and preserve the environment, and
- Foster a system that promotes prosperity and vitality for our region

RECA's Transportation Committee and our more than 1,700 members stand at the ready to provide our subject-matter expertise to CAMPO and other agencies as they continue working on solutions to our region's mobility challenges.

Sincerely,

Dianne Bangle  
Chief Executive Officer  
RECA

Patrick Rose  
RECA Board Chair  
Corridor Title

Peter Cesaro  
Chair-Elect  
Graves Dougherty Hearon & Moody

Scott Carr  
Carr Development, Inc.

Brian Cassidy  
Locke Lord LLP

Arnold Gonzales  
BGE, Inc.

Pam Madere  
Jackson Walker

Kathy Smith  
HDR Engineering

Bobak Tehrani  
BOE Consulting Services



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4/10/2019

Mr. Ashby Johnson  
Executive Director  
Capitol Area Metropolitan Planning Organization  
3300 N. Interstate 35, Suite 630  
Austin, TX 78705

Re: Coordination Meeting with Killeen-Temple Metropolitan Planning Organization

Mr. Johnson,

On June 15, 2018, staff from the Killeen-Temple Metropolitan Planning Organization (KTMPO) and Capitol Area Metropolitan Planning Organization (CAMPO) met to discuss existing and future roadways along shared boundaries to ensure coordination of planning efforts for the CAMPO 2045 Regional Arterials Plan. On April 9, 2019, staff reconvened to discuss progress of the plan update, methodologies for roadway selections, proposed roadway designs, rights of way, and other items necessary for comprehensive planning between our metropolitan planning areas.

Coordination between KTMPO and CAMPO is value-added for the development of both organizations' 2045-year horizon plans and supplemental plans. We look forward to continued meetings with your staff as we progress towards future growth and achievement of regional goals.

Sincerely,

A handwritten signature in blue ink, appearing to read "Uryan Nelson", is written over a horizontal line.

Uryan Nelson  
Director of Planning and Regional Services  
Killeen-Temple Metropolitan Planning Organization

## **Regional Arterials Study Minority Report (Travis County)**

**Date:** October 24, 2019  
**To:** CAMPO Transportation Policy Board Members  
**From:** Travis County Technical Advisory Committee Members

Travis County staff acknowledges there is good information in the Regional Arterials Study in both the Existing Conditions section and the Pattern book. Parts of the Existing Conditions section should be included in the 2045 Regional Transportation Plan. However, County staff has identified numerous issues with the Study that include: how the Study will be used, inclusion of unsupported projects, potential misinterpretation of project information that ultimately will lead to unrealistic expectations by member jurisdictions, conflicts with County adopted Plans (specifically the County's *Land Water & Transportation Plan* and the *Transportation Blueprint*) and the lack of a consistent and equal planning process.

The Regional Arterials Study Minority Report is in response to the Technical Advisory Committee's vote of concurrence on the Regional Arterials Study at the October 21, 2019 Technical Advisory Committee meeting. Both Travis County's TAC representative and Travis County's Small Cities TAC representative voted "No" on concurrence of the Study for the following reasons.

**Project identification lists have been confusing throughout the process.** As with all studies and plans, stakeholders and the public will evaluate the document by the potential projects that they contain. Our main concerns regarding potential projects identified in the Study and the process for inclusion are:

- **All project concepts requested by elected officials, jurisdiction staff, and the public were included without vetting or screening before ensuring that the concepts were viable, realistic, and supported by the jurisdiction(s) in which they are contained.** This causes unrealistic expectations and undue concerns as shown by the inclusion of nine Lake Travis/Colorado River crossings in western Travis County. Some crossings were identified and proposed by other jurisdictions without Travis County's knowledge, many including problems that would prohibit implementation. County staff requested many of the crossings to be removed before public comment since Travis County does not believe many of these crossings are realistic and viable. That request was denied by CAMPO staff. (County staff feels that the issue of mobility at many of the proposed river/lake crossings specifically will be addressed by a future comprehensive western Travis County River/Lake crossing feasibility study as proposed in the County's adopted *Transportation Blueprint*.)
- **Confusing Project List.** The public and users of this document will find it difficult to understand what the potential projects are because they are grouped into extremely long corridors in the Arterials Concept List.
  - The project list does not include a project ID map and is difficult to understand without knowing the geographic location making it extremely challenging to identify the project limits.
  - A footnote on each page of the Arterials Concept List states that "Details on each subsegment can be found in the comprehensive Arterials Concept List with Subsegments shown in the Appendices", yet subsegment details are not included in the Appendices. The Technical Steering Committee was provided a subsegment list to review before the document went out for public comment; however, neither the public

nor the TAC have ever seen or reviewed the subsegment list. Lack of the subsegment details leaves the stakeholders and public without sufficient information to understand the corridor list, which, coupled with the lack of the map, further confuses matters.

- The study includes nine potential Lake Travis/Colorado River crossings in western Travis County. These are not specifically identified in the Corridor List descriptions so it is hard for the public to visually identify where these are located and how they are described. Also, corridor cost estimates did not account for specific costs associated with the needed bridge structures at those locations leading to woefully inaccurate project cost estimates.
- **Modeling results are not realistic.** Scenario C and D modeling for the Study is not realistic because the modeled scenarios include either all or most of the potential project concepts. The results reflect conditions that would occur if all or most project concepts were implemented, which is not at all realistic. Results do not provide the benefits of any single potential project or allow for realistic comparisons between potential project concepts.

**Study is in conflict with its Environmental Goals.** The Study states that “Environmental stewardship and protection is a guiding goal of the Arterial Study” (see page 63), however, the application of these guiding goals is not clear. For example, the scenario maps do not consistently show natural resource protected lands and the scenario maps show proposed regional corridors crossing protected lands in the Balcones Canyonlands Preserve (BCP).

- Some scenario maps show less protected lands than others and some scenarios have potential projects going through protected lands. All maps showing protected lands should be consistent, and no projects or project concepts should go through BCP lands.
- Travis County has requested a legal opinion be made regarding whether showing a road through a BCP area as a potential "Regional Corridor" in the Regional Arterials Study would violate any provisions of the federal BCP license.

**Study Foreword does not sufficiently state that a potential project from the Study cannot be implemented in a jurisdiction without that jurisdiction’s consent.** In the early phases of Study development, concerns from many members of the Technical Steering Committee and Technical Advisory Committee led to the Regional Arterial “Plan” to be retitled as a “Study”. Additionally, after CAMPO staff sought a Scenario recommendation from the Technical Steering Committee, which the Committee refused to do, a recommendation to include a Foreword was requested to help alleviate concerns over the use of the Study and potential development of projects that conflict with another jurisdiction’s adopted Plans. Travis County staff continues to believe the Foreword lacks clarity in that it does not sufficiently state that a potential project from the Study cannot be implemented in a jurisdiction without that jurisdiction’s consent. Again, this leads to unrealistic expectations and undue concerns for stakeholders and the public. For example, the nine potential Lake Travis/Colorado River crossings in western Travis County may be expected by other jurisdictions and residents to be included as projects in the upcoming CAMPO 2045 Regional Transportation Plan. While Executive Director Johnson stated during the Special TAC meeting on October 16, 2019 and the Regular TAC meeting on October 21, 2019 that project submissions for the 2045 RTP by someone outside the jurisdiction the project is located in would not be allowed, the Foreword to the Regional Arterial Study should also include this type of clarification.

**Study process is not consistent among jurisdictions.** Requests for including and deleting projects in the Study are being treated differently. Since the last Steering Committee meeting, Travis County learned that CAMPO is changing the alignment of one river crossing and adding one other river crossing, both in

Travis County, at the request of an elected official outside of Travis County, so that the Study scenarios would be consistent with what was originally proposed by that elected official. The original proposals were not included in the materials for the public engagement period. CAMPO accommodated that request; however, it did not accommodate a request from other elected officials from small cities within Travis County to remove reversible lanes on Bee Caves Rd. (RM 2244) from the Study (CAMPO staff generated the reversible lane scenario including RM 2244). Public feedback during the public engagement period includes 135+ individual comments from stakeholders along RM 2244 opposing the use of reversible lanes on RM 2244, along with similar letters from the mayors of the City of Westlake Hills and the City of Rollingwood. Elected officials should be treated equally and consistently; the lack of consistency in treatment of comments by elected officials raises concerns and further undermines confidence in the Regional Arterial Study.



## **RESOLUTION 2019-11-11**

### **Acceptance of the 2045 Regional Arterials Study**

**WHEREAS**, the Governor of the State of Texas has designated CAMPO (formerly the Austin Transportation Study) acting through its Transportation Policy Board to be the Metropolitan Planning Organization (MPO) for the Austin urbanized area(s); and

**WHEREAS**, CAMPO is the designated lead agency for the region's Metropolitan Planning process;

**WHEREAS**, the Metropolitan Planning process addresses requirements under state and Federal law that promote efficient system management and operation;

**WHEREAS**, CAMPO's Platinum Planning Program seeks to generate comprehensive and detailed multimodal planning at the local level that will generate regionally significant benefits through projects and policies;

**WHEREAS**, the 2045 Regional Arterials Study Steering Committee included a diverse group of interests consisting of local governments, transit agencies, CTRMA, and TxDOT to steer and guide the development of the Study;

**WHEREAS**, CAMPO partnered with local governments, transit agencies, school districts, TxDOT, CTRMA, the public, and other groups to develop the 2045 Regional Arterials Study based on regional needs, local priorities, and multi-modal connections;

**WHEREAS**, the 2045 Regional Arterials Study developed a coordinated collection of arterial concepts referenced from local and regional plans, ideas from local governments, a regional gap analysis, and public feedback;

**WHEREAS**, the 2045 Regional Arterials Study developed a suite of high-level cost estimates, best practices, and modeled outcomes of potentials impacts;

**NOW, THEREFORE, BE IT RESOLVED**, that the CAMPO Transportation Policy Board hereby votes to accept the recommendations of the 2045 Regional Arterials Study as part of CAMPO's regional planning work as reflected in this Resolution; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

**BE IT FURTHER RESOLVED** that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to accept the 2045 Regional Arterial Study as reflected was made on November 4, 2019 by \_\_\_\_\_ and duly seconded by \_\_\_\_\_.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 4<sup>th</sup> day of November 2019.

\_\_\_\_\_  
**Chair, CAMPO Board**

Attest:

\_\_\_\_\_  
**Executive Director, CAMPO**



**Date:** November 4, 2019  
**Continued From:** N/A  
**Action Requested:** Approval

**To:** Transportation Policy Board  
**From:** Mr. Kelly Porter, Regional Planning Manager  
**Agenda Item:** 12  
**Subject:** Discussion and Approval for CAMPO Executive Director to Begin Negotiation of San Marcos Platinum Planning Study Contract

**RECOMMENDATION**

CAMPO staff recommends that the Transportation Policy Board authorize the CAMPO Executive Director to negotiate and execute a planning services contract, for a total amount not to exceed \$1,000,000, for the top ranked consultant to aid CAMPO in the development of the San Marcos Platinum Planning Study with further direction that if a satisfactory contract cannot be negotiated, the Executive Director may then negotiate with the successively ranked firms. The consultant scores and rankings are reflected in Table 2 below.

**PURPOSE AND EXECUTIVE SUMMARY**

On August 8, 2019, CAMPO issued a Request for Proposals (RFP) to solicit planning services to support development of the San Marcos Platinum Planning Study. The San Marcos Platinum Planning Study will address the immediate and future mobility issues which stem from population growth and development pressures prevalent in the region, with specific emphasis on multiple centers and corridors within the City of San Marcos. The proposals were due on September 4, 2019.

Proposals were received from the following four (4) firms:

- Half Associates
- HDR
- Kimley-Horn
- Nelson\Nygaard

Proposals were reviewed and scored, using the selection criteria in **Table 1**, by an evaluation team that consisted of representatives from TxDOT, the City of San Marcos, and CAMPO staff.

**Table 1. Selection Criteria**

| Criteria                                                                                                                                                                                                                                                                                                                                                                                     | Points Available |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| Submissions will be assessed on prior experience of the firm in the subject areas covered in Section III of this RFP.                                                                                                                                                                                                                                                                        | 20               |
| The responding consultant team must present their team’s approach through further clarification and understanding of all tasks involved in this study and the project. Any work on similar type projects may be listed to validate this understanding. The proposal should also include a project timeline/schedule demonstrating completion of tasks within the allotted project timeframe. | 25               |
| Availability of Consultant – This project involves many simultaneous tasks; the consultant team must demonstrate its ability to meet the project schedule. The                                                                                                                                                                                                                               | 15               |



| Criteria                                                                                                                                                                                                                                                                                                                                                      | Points Available |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| consultant team should indicate other significant projects being worked on by the principals, % of involvement, and probable completion dates.                                                                                                                                                                                                                |                  |
| The responding consultant team should include individuals that have relevant and effective project management experience. This includes a strong project manager, if applicable, deputy project manager, and strong subconsultants. Strong proposals will demonstrate how each team member, including any subconsultants, will be utilized in relevant tasks. | 20               |
| The Consultant must have a demonstrated track record of timely performance, quality, and integrity, as evidenced by a list of client references.                                                                                                                                                                                                              | 10               |
| Any additional services, innovative ideas, graphic design, cost-saving measures, safety-measures, products, DBE/WBE/MBE/HUB usage, etc. will be considered for their usefulness to CAMPO or their contribution to the project.                                                                                                                                | 10               |
| <b>Proposal Points</b>                                                                                                                                                                                                                                                                                                                                        | <b>100</b>       |
| <b>Interview Points</b>                                                                                                                                                                                                                                                                                                                                       | <b>50</b>        |

Interviews with the consultants were held on October 4, 2019. Consultant scores (**Table 2**) are provided below.

**Table 2. Consultant Scores**

| Firm Name        | Proposals<br>(100 max.) | Interviews<br>(50 max.) | Total<br>(150 max) |
|------------------|-------------------------|-------------------------|--------------------|
| Halff Associates | 84.6                    | 41.3                    | <b>125.9</b>       |
| Nelson\Nygaard   | 80                      | 37.6                    | <b>117.6</b>       |
| Kimley-Horn      | 74.4                    | Not Interviewed         | <b>74.4</b>        |
| HDR              | 68.4                    | Not Interviewed         | <b>68.4</b>        |

**FINANCIAL IMPACT**

In May of 2018 the Transportation Policy Board approved \$800,000 of Surface Transportation Block Grant (STBG) funds for the completion of the San Marcos Platinum Planning Study. Subsequently, the City of San Marcos approved \$200,000 in local matching funds in support of the development of the Study. The total project cost for the San Marcos Platinum Planning Study is \$1,000,000.

**BACKGROUND AND DISCUSSION**

San Marcos is a rapidly growing community about 30 miles south of Austin. The city has a population of over 60,000 people and serves as the county seat for Hays County. As the southern gateway for the Capital Area, this study seeks to help San Marcos and the region manage its growth challenges by creating environments that promote multiple travel options, enhance economic development and housing options near high-quality transportation investments, and position the urban core to become a premier center for the City of San Marcos and the Capital Area region.

The San Marcos Platinum Planning Study includes multiple corridors and centers:

- Corridor Plan – Development of a set of context-sensitive corridor concepts and strategies for several miles on Guadalupe Street (SH 123 / SH 82 Loop), Hopkins Street, and a future north/south connector corridor east of IH-35 (possible SH 21 extension), which addresses access management strategies, multi-modal transportation elements, safety improvements, operational improvements, and recommendations for a private realm built-form that supports different modes of transportation and a sense of place.
- Centers Plan – Development of concepts and strategies for a vibrant mixed-use center oriented around the Downtown and Midtown Neighborhoods, as well as other key nodes in the study area such as the proposed redevelopment of the City Government complex.
- This includes development concepts for a dense mixed-use core (Downtown and Midtown) and catalytic sites (City Government complex, SH 21 extension/SH 123 intersection, NW Corner of IH 35/Hopkins Street intersection), providing services and amenities which encourage the use of multiple modes of transportation.

**SUPPORTING DOCUMENTS**

None.



**Date:** November 4, 2019  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Transportation Policy Board  
**From:** Mr. Ashby Johnson, Executive Director  
**Agenda Item:** 13  
**Subject:** Discussion of the Regional Infrastructure Fund

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**RECOMMENDATION**

None. Information only.

**PURPOSE AND EXECUTIVE SUMMARY**

On June 27, 2012, CTRMA and CAMPO entered into an Interlocal Agreement whereby CAMPO provided CTRMA with \$130 million of funding for the development of the Loop 1 North MOPAC Project (MOPAC). CTRMA agreed to establish and maintain a Regional Infrastructure Fund (RIF) with funds from MOPAC Net Revenues over a 22-year period that totaled \$230 million. (See attached schedule) Except for a \$25 million allowance, CTRMA agreed not to encumber MOPAC revenues to secure any other third-party financing unless it is subordinate to the payments into the RIF. In essence, the RIF payment obligation is a priority lien encumbrance and therefore prevents CTRMA from including MOPAC in the CTRMA System. CTRMA would like to include MOPAC in the System and provide flexibility to enhance MOPAC with further improvements as well as provide added capacity to develop other CTRMA projects.

To that end, CTRMA has presented the following options to the CAMPO Executive Committee for satisfying and releasing its payment obligations to the RIF:

**Option 1-** CTRMA will fund the RIF with a one-time deposit in the amount of \$144.0 million. The funds consist of the present value of future RIF payments discounted at 4.0% in the amount of \$136.9 million plus \$7.1 million already in the RIF account, including the \$3 million September 1, 2019 payment.

**Option 2 -** CTRMA will fund \$158 million into an escrow account for the benefit of CAMPO invested in Treasury securities or similar that will provide funds sufficient to make the scheduled deposits into the RIF in accordance with the Interlocal Agreement through 2041.

**Option 3 -** CTRMA will put MOPAC into the System and CAMPO will agree to subordinate their position to existing System debt and the agreement stays in place until the RIF is fully funded in 2041.

In all options, MOPAC would be added to the System and MOPAC revenues would follow the waterfall outlined in the Master Indenture. In all options, CAMPO has full control of the RIF account and full access to the funds at any time.

CTRMA has indicated that this is very important to them for the following reasons:

1. In order for CTRMA to pledge the MOPAC revenues, the CAMPO lien must be released. Including MOPAC revenues as part of the CTRMA System will provide CTRMA additional capacity to finance additional system improvements, including the 183A Phase III and 183 North projects without impacting its credit worthiness.
2. Current interest rates are historically low and advantageous for issuing debt. CTRMA would like to take advantage of the current market, fund MOPAC improvements and complete any one of the options outlined above.

**SUPPORTING DOCUMENTS**

**Attachment A** – *Interlocal Agreement (Original)*

**Attachment B** – *Interlocal Agreement (Amended)*

## INTERLOCAL AGREEMENT

**THIS INTERLOCAL AGREEMENT** (the "Agreement") is made and entered into effective as of the 27<sup>th</sup> day of June, 2012, by and between the CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION ("CAMPO"), the designated metropolitan planning organization for the Austin metropolitan area, and the CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY (the "Mobility Authority"), a political subdivision of the State of Texas (each a "Party", and collectively, the "Parties").

### WITNESSETH:

**WHEREAS**, 23 U.S.C. §134 requires the Governor, by agreement with units of general purpose local government in the affected area, to designate a metropolitan planning organization ("MPO") for each metropolitan planning area in the state; and

**WHEREAS**, 23 U.S.C. §134 requires each MPO so designated, in cooperation with the state, to develop long-range transportation plans and transportation improvement programs for the metropolitan planning area; and

**WHEREAS**, the Governor of Texas has designated CAMPO as the MPO for Bastrop, Caldwell, Hays, Travis, and Williamson Counties in accordance with the requirements of 23 U.S.C. §134; and

**WHEREAS**, the Mobility Authority is a regional mobility authority created pursuant to the request of Travis and Williamson Counties and operating pursuant to Chapter 370 of the Texas Transportation Code (the "RMA Act") and 43 TEX. ADMIN. CODE §§26.1 *et seq.*; and

**WHEREAS**, Chapter 791 of the Texas Government Code provides that any one or more public agencies may contract with each other for the performance of governmental functions or services in which the contracting parties are mutually interested; and

**WHEREAS**, Section 370.033 of the RMA Act provides that a regional mobility authority may enter into contracts or agreements with another governmental entity; and

**WHEREAS**, the Mobility Authority's goals include improving mobility within Travis and Williamson counties, and to further that goal, the Mobility Authority has exercised its option, pursuant to state law, to develop, construct, and operate a proposed managed lane project in the City of Austin, Travis County, along an 11-mile portion of Loop 1 (MoPac) south of Parmer Lane to Cesar Chavez Street (the "MoPac Improvement Project" or "Project"); and

**WHEREAS**, the Texas Department of Transportation ("TxDOT") recently identified approximately \$2 billion in unanticipated funding for highway projects, resulting primarily from additional federal funding and lower than expected borrowing and construction costs for current projects; and

**WHEREAS**, TxDOT has notified CAMPO that \$136,583,000.00 of the unanticipated funding (the “New Funds”) will be made available for transportation projects in the Austin metropolitan area and has asked CAMPO to allocate the New Funds for appropriate projects; and

**WHEREAS**, the New Funds must be primarily allocated to projects which have progressed through the planning and development process to a point where Federal funds may be obligated to the project by September 30, 2012; and

**WHEREAS**, the MoPac Improvement Project is expected to receive environmental clearance on or before August 31, 2012, and has otherwise advanced through the planning and development process such that it is anticipated to be eligible for the obligation of funds prior to September 30, 2012; and

**WHEREAS**, CAMPO has determined that it is in the best interest of the region to allocate \$130 million in New Funds to the development and construction of the MoPac Improvement Project by the Mobility Authority; and

**WHEREAS**, the allocation of \$130 million in New Funds to the MoPac Improvement Project makes it possible for the Mobility Authority to fund construction of the Project without issuing toll revenue bonds, and thus reduces the total cost of constructing and operating the Project by the projected cost of issuing and repaying toll revenue bonds; and

**WHEREAS**, because the Mobility Authority will not have debt service requirements for the MoPac Improvement Project, the Project will generate “Surplus Revenue” (as defined below) sooner than if debt were issued; and

**WHEREAS**, to assure that the region shares in the benefits resulting from the use of New Funds for the MoPac Improvement Project, and in accordance with the requirements of Section 370.174 of the RMA Act, the Mobility Authority has agreed to establish a Regional Infrastructure Fund (“RIF”) created from a portion of the Surplus Revenue from the MoPac Improvement Project to be used to fund other transportation projects in the region; and

**WHEREAS**, in accordance with the terms of this Agreement and provisions of the RMA Act, the RIF will be available for use on transportation projects identified by CAMPO; and

**WHEREAS**, the Mobility Authority has agreed to deposit and hold the RIF in a dedicated interest-bearing account for the benefit of CAMPO;

**NOW, THEREFORE**, in consideration of the mutual covenants and agreements herein contained, the undersigned Parties agree as follows:

## **I. FINDINGS**

**Recitals.** The recitals set forth above are incorporated herein for all purposes and are found by the Parties to be true and correct. It is further found and determined that the Parties

have authorized and approved the Agreement by resolution and that this Agreement will be in full force and effect when approved by each party.

## II. ACTION

- A. **Allocation of New Funds to the MoPac Improvement Project.** CAMPO shall amend its Transportation Improvement Program (“TIP”) to allocate to the Mobility Authority \$130 million in New Funds, to be used to pay or provide reimbursement for the costs of (1) constructing the MoPac Improvement Project, including without limitation costs of right-of-way acquisition and utility relocation; and (2) other costs associated with project financing and implementation. This funding allocation is committed by CAMPO and is not subject to future discretionary actions of CAMPO. The Parties recognize and acknowledge that, subject to applicable law, a portion of the New Funds committed by this paragraph may be applied to reimburse costs incurred prior to, and in anticipation of, receipt of New Funds. The Parties further recognize and acknowledge that the New Funds shall be made available to the Mobility Authority by TxDOT pursuant to the terms of a separate financial assistance agreement. A copy of the financial assistance agreement will be provided to CAMPO upon execution by the Mobility Authority and TxDOT.
- B. **Maintenance of Regional Infrastructure Fund.** In order to share the financial benefits derived from using New Funds for the MoPac Improvement Project, the Mobility Authority will establish and maintain a RIF. The RIF will be held in a dedicated interest-bearing account into which the Mobility Authority will deposit a portion of the Surplus Revenue generated by the Project (the “RIF Account”). The amounts of, and projected schedule for, contributions to the RIF Account are set forth on Exhibit “A”, attached hereto and incorporated herein.
- C. **Use of Funds Held in the RIF Account.** The proceeds deposited to the RIF Account (and interest earned thereon) shall be used to assist governmental entities (which may include the Mobility Authority) in funding eligible toll or toll-free transportation projects. CAMPO shall have the sole responsibility for designating the transportation projects to which funds in the RIF Account will be allocated and determining the amount of available RIF proceeds to be allocated to each project. The Mobility Authority shall distribute funds in the RIF Account to governmental entities as designated by CAMPO for transportation projects included in the approved TIP (and any other required planning document). Notwithstanding the foregoing, unless otherwise permitted by federal law, funds in the RIF Account may only be used for a transportation project as defined in Title 23 of the United States Code (23 U.S.C.).

If, in the future, state and federal law permits CAMPO to directly fund projects through loans and grants, and state law permits a regional mobility authority to transfer Surplus Revenue directly to a metropolitan planning organization, the Parties agree that the RIF contributions and account shall, upon receipt of a written request from CAMPO, be transferred from the Mobility Authority to CAMPO.

- D. Mobility Authority Commitment Contingent on Surplus Revenue.** The Mobility Authority shall deposit Surplus Revenue to the RIF Account only to the extent Surplus Revenue exists and in accordance with the general schedule set forth in Exhibit "A", which was derived based on projected revenues, operations and maintenance expenses, necessary reserves, and other project expenditures developed by the Mobility Authority and its consultants. For purposes of this Agreement, the phrase "Surplus Revenue" shall have the meaning set forth in Section 370.003(12) of the RMA Act, provided that neither (1) feasibility fund expenditures; nor (2) debt service and other expenses associated with any borrowing as described in Section II.E(2) shall be deducted from Project revenues in computing Surplus Revenue. If the Project does not generate Surplus Revenue at the time or in the amounts projected on Exhibit "A", the parties will confer and will work in good faith to revise the terms hereof to accommodate the changed circumstances while preserving the benefits for the region of the RIF and recognizing the value of the designated contribution schedule.
- E. Encumbrance of Project Revenues.** The Mobility Authority agrees not to encumber Project revenues to secure borrowing from third parties except in either of the following circumstances:
- (1) The Mobility Authority determines that funds are needed to support Project construction or operations or to reimburse previously-incurred Project expenditures. If the funds needed are less than \$25 million, the Mobility Authority may take such actions as are necessary to secure the funding, including entering into a loan agreement with a third party to provide the funding on commercially reasonable terms (which may include a pledge of Project revenues).
  - (2) If the Mobility Authority has made contributions to the RIF in accordance with the schedule reflected on Exhibit "A", it may pledge that portion of Surplus Revenue which exceeds scheduled RIF contributions ("Additional Surplus Revenue") to secure third party borrowing. In accordance with Section II.D, all debt service and other expenses associated with such borrowing shall be excluded from the definition of Surplus Revenue available for contribution to the RIF (i.e., debt service and expenses related to such borrowing will not be deducted from Project revenues for purposes of calculating Surplus Revenue available for contribution to the RIF). In the event the Mobility Authority intends to borrow money and pledge the Additional Surplus Revenue to secure such borrowing, the Mobility Authority shall: (1) provide notice of its intent to engage in such borrowing at least thirty (30) calendar days prior to consummating such loan; (2) assure that any documents evidencing the loan recognize the obligations to make the RIF contributions prior to satisfying any loan obligations; and (3) provide documents evidencing the loan to CAMPO at least ten (10) business days prior to funding.
- F. Advance Funding of RIF.** At its option and depending on Project performance, the Mobility Authority may fund the entire contribution to the RIF earlier than is otherwise projected on Exhibit "A".



- G. **Audit of Project.** The Mobility Authority will provide a copy of its annual audit to CAMPO until such time that the RIF contributions have been fully funded in accordance with Exhibit "A". In addition, CAMPO may, at its expense, secure an independent audit of the Project to verify the computation and availability of Surplus Revenue for contribution to the RIF in accordance with the projected schedule reflected on Exhibit "A".

### III. GENERAL AND MISCELLANEOUS

- A. **Prior Written Agreements.** This Agreement is the complete agreement by and between the Parties on the subject matter of the Agreement. This Agreement is without regard to any and all prior written contracts or agreements between the Parties regarding any other subject matter and does not modify, amend, ratify, confirm, or renew any such other prior contract or agreement between the Parties.
- B. **Other Services.** Nothing in this Agreement shall be deemed to create, by implication or otherwise, any duty or responsibility of either of the Parties to undertake or not to undertake any other service, or to provide or not to provide any service, except as specifically set forth in this Agreement or in a separate written instrument executed by both Parties.
- C. **Governmental Immunity.** Nothing in this Agreement shall be deemed to waive, modify, or amend any legal defense available at law or in equity to either of the Parties nor to create any legal rights or claims on behalf of any third party. Neither of the Parties waives, modifies, or alters to any extent whatsoever the availability of the defense of governmental immunity under the laws of the State of Texas and of the United States.
- D. **Amendments and Modifications.** This Agreement may not be amended or modified except in writing and executed by both Parties to this Agreement and authorized by their respective governing bodies.
- E. **Severability.** If any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof, but rather this entire Agreement will be construed as if not containing the particular invalid or unenforceable provision(s), and the rights and obligations of the Parties shall be construed and enforced in accordance therewith. The Parties acknowledge that if any provision of this Agreement is determined to be invalid or unenforceable, it is their desire and intention that such provision be reformed and construed in such a manner that it will, to the maximum extent practicable, give effect to the intent of this Agreement and be deemed to be validated and enforceable.
- F. **Execution in Counterparts.** This Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall be considered fully executed as of the date first written above, when both Parties have executed an identical counterpart, notwithstanding that all signatures may not appear on the same counterpart.

IN WITNESS WHEREOF, the Parties have executed and attested this Agreement by their officers thereunto duly authorized.

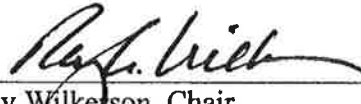
**Capital Area Metropolitan Planning  
Organization Transportation Policy Board**



By: Will Conley, Chair

Date: 6-28-12

**Central Texas Regional Mobility  
Authority**



By: Ray Wilkerson, Chair

Date: 6-27-12

EXHIBIT "A"

PROJECTED  
REGIONAL INFRASTRUCTURE FUND  
CONTRIBUTION SCHEDULE

(Contributions to be made on or before September 1 of the year indicated)

| <b>Year</b>  | <b>Annual Amount</b> |
|--------------|----------------------|
| 2017         | \$2,000,000          |
| 2018         | \$2,000,000          |
| 2019         | \$3,000,000          |
| 2020         | \$4,000,000          |
| 2021         | \$5,000,000          |
| 2022         | \$5,000,000          |
| 2023         | \$6,000,000          |
| 2024         | \$10,000,000         |
| 2025         | \$10,000,000         |
| 2026         | \$10,000,000         |
| 2027         | \$10,000,000         |
| 2028         | \$10,000,000         |
| 2029         | \$11,000,000         |
| 2030         | \$11,000,000         |
| 2031         | \$11,000,000         |
| 2032         | \$11,000,000         |
| 2033         | \$11,000,000         |
| 2034         | \$11,000,000         |
| 2035         | \$11,000,000         |
| 2036         | \$12,000,000         |
| 2037         | \$12,000,000         |
| 2038         | \$12,000,000         |
| 2039         | \$12,000,000         |
| 2040         | \$12,000,000         |
| 2041         | \$16,000,000         |
| <b>TOTAL</b> | <b>\$230,000,000</b> |



## FIRST AMENDMENT TO INTERLOCAL AGREEMENT

**THIS FIRST AMENDMENT TO INTERLOCAL AGREEMENT** (this "Amendment") is made and entered effective as of the \_\_\_ day of \_\_\_\_\_, 2019, by and between the CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION ("CAMPO"), the designated metropolitan planning organization for the Austin metropolitan area, and the CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY (the "Mobility Authority"), a political subdivision of the State of Texas (each a "Party", and collectively, the "Parties").

### WITNESSETH:

**WHEREAS**, this Amendment amends and modifies that certain Interlocal Agreement entered into by the Parties and effective as of June 27, 2012 (the "Original Agreement"), relating to the MoPac Improvement Project (the "Project"); and

**WHEREAS**, pursuant to its terms, the Original Agreement may not be amended or modified except in writing and executed by both Parties and authorized by their respective governing bodies; and

**WHEREAS**, capitalized terms used in this Amendment and not otherwise defined herein shall have the meaning given to such terms in the Original Agreement; and

**WHEREAS**, the Mobility Authority has established the Regional Infrastructure Fund (the "RIF") and made deposits therein from Surplus Revenue of the Project in the amounts and at the times required by the Original Agreement, and the Mobility Authority is obligated to continue making deposits to the RIF from Surplus Revenue in the amounts and at the times set forth in the Original Agreement; and

**WHEREAS**, the Mobility Authority has established and designated certain transportation projects as part of its "CTRMA Turnpike System" (the "System"), and the Mobility Authority desires to designate and add the Project as part of the System, which will provide the Mobility Authority with increased flexibility to make further improvements to the Project and will provide additional capacity to develop other transportation projects as part of the System; and

**WHEREAS**, to facilitate the designation and addition of the Project as part of the Mobility Authority's System, the Parties desire to amend the Original Agreement as set forth herein;

**NOW, THEREFORE**, in consideration of the mutual covenants and agreements herein contained, the undersigned Parties agree as follows:

### I. FINDINGS

**Recitals.** The recitals set forth above are incorporated herein for all purposes and are found by the Parties to be true and correct. It is further found and determined that the Parties have authorized and approved this Amendment by resolution of their respective governing body and that this Amendment will be in full force and effect when executed by each Party.

**II.**  
**AMENDMENTS**

- A. Notwithstanding any other provision of the Original Agreement to the contrary, including but not limited to, Section II.D and Section II.E:
- (1) The Mobility Authority may designate and add the Project as part of the Mobility Authority's System; and
  - (2) Following the Mobility Authority's designation and addition of the Project as part of the System:
    - (a) All deposits to be made by the Mobility Authority to the RIF shall be made solely from funds on deposit in the Mobility Authority's General Fund established pursuant to the terms of that certain Master Trust Indenture dated as of February 1, 2005, between the Mobility Authority and the trustee named therein (as currently amended and as it may be further amended in the future, the "CTRMA Trust Indenture"); provided, that the Mobility Authority reserves the right, at its sole discretion, to make such deposits from other funds of the Mobility Authority (being funds that do not constitute Revenues under the CTRMA Trust Indenture), to the extent such funds are determined to be available for such purposes and are appropriated for such purposes;
    - (b) If funds are not on deposit in the General Fund and available for deposit to the RIF at the times or in the amounts projected on the general schedule set forth in Exhibit "A" attached to the Original Agreement, the Parties will confer and will work in good faith to revise the terms of the Original Agreement, as amended by this Amendment, to accommodate the changed circumstances while preserving the benefits for the region of the RIF and recognizing the value of the designated contribution schedule;
    - (c) The Mobility Authority may encumber, pledge and grant a security interest in Project revenues, subject to the terms of the CTRMA Trust Indenture; and
    - (d) For the avoidance of doubt, Project revenues shall constitute Revenues under the CTRMA Trust Indenture and shall be subject in all respects to the terms and provisions of the CTRMA Trust Indenture.
- B. Except as amended by this Amendment, the Original Agreement shall remain in full force and effect.

**III.**  
**GENERAL AND MISCELLANEOUS**

- A. **Prior Written Agreements.** The Original Agreement, as amended by this Amendment (the "Amended Agreement"), is the complete agreement by and between the Parties on the subject matter of the Amended Agreement. The Amended Agreement is without regard to any and all prior written contracts or agreements between the Parties regarding any other subject matter and does not modify, amend, ratify, confirm, or renew any such other prior contract or agreement between the Parties.
- B. **Other Services.** Nothing in the Amended Agreement shall be deemed to create, by implication or otherwise, any duty or responsibility of either of the Parties to undertake or not to undertake any other service, or to provide or not to provide any service, except as specifically set forth in the Amended Agreement or in a separate written instrument executed by other Parties.
- C. **Governmental Immunity.** Nothing in the Amended Agreement shall be deemed to waive, modify, or amend any legal defense available at law or in equity either of the Parties nor to create any legal rights or claims on behalf of any third party. Neither of the Parties waives, modifies, or alters to any extent whatsoever the availability of the defense of governmental immunity under the laws of the State of Texas and the United States.
- D. **Amendments and Modifications.** The Amended Agreement may not be amended or modified except in writing and executed by both Parties to the Amended Agreement and authorized by their respective governing bodies.
- E. **Severability.** If any provision of the Amended Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof, but rather the entire Amended Agreement will be construed as if not containing the particular invalid or unenforceable provision(s), and the rights and obligations of the Parties shall be construed and enforced in accordance therewith. The Parties acknowledge that if any provision of the Amended Agreement is determined to be invalid or unenforceable, it is their desire and intention that such provision be reformed and construed in such a manner that it will, to the maximum extent practicable, give effect to the intent of the Amended Agreement and be deemed to be validated and enforceable.
- F. **Execution in Counterparts.** This Amendment may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall be considered fully executed as of the date first written above, when both Parties have executed an identical counterpart, notwithstanding that all signatures may not appear on the same counterpart.

[EXECUTION PAGE FOLLOWS]

IN WITNESS WHEREOF, the Parties have executed and delivered this Amendment by their officers thereunto duly authorized.

**Capital Area Metropolitan Planning  
Organization Transportation Policy Board**

**Central Texas Regional Mobility Authority**

\_\_\_\_\_  
By: Steve Adler, Chair

\_\_\_\_\_  
By: Robert Jenkins, Jr., Chair

Date: \_\_\_\_\_

Date: \_\_\_\_\_





**Date:** November 4, 2019  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Transportation Policy Board  
**From:** Mr. Kelly Porter, Regional Planning Manager  
**Agenda Item:** 14a  
**Subject:** Update on 2045 Regional Transportation Plan (RTP)

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**RECOMMENDATION**

None. This item is for informational purposes only.

**PURPOSE AND EXECUTIVE SUMMARY**

Every five years, CAMPO is required to develop a long-range planning document that forecasts traffic and demographics at least 20 years into the future. The purpose of the long-range plan is to coordinate regional transportation planning activities, prioritize a comprehensive list of projects, activities, and programs, and a develop fiscal constraint analysis that estimates the region's capacity to fund projects in the Plan. CAMPO is currently operating under the CAMPO 2040 Long-Range Plan which was adopted by the Transportation Policy Board in May 2015. CAMPO is now working on the development of the 2045 Long-Range Plan that must be adopted no later than May 2020 if the region is to remain in compliance with federal rules.

As part of the development of the 2045 Long-Range Plan, CAMPO has been working under the Platinum Planning Program which seeks to develop regional special studies, subregional, and locally driven plans and studies to create a comprehensive bottom up approach to CAMPO's long-range planning work. As part of this program, CAMPO has developed the 2045 Regional Active Transportation Plan, the Regional Incident Management Plan, the Luling Transportation Study, Congestion Management Process, and the Georgetown Williams Drive Study; and the 2045 Regional Arterials Study and the MoKan/Northeast Subregional Plan have been presented to the TAC for recommendation.

Staff has worked closely with a subcommittee of the TPB to develop goals and objective for the plan. Staff has also worked with the Technical Advisory Committee and local partners in the development of the 2045 demographic forecast and Travel Demand Model update.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for the development and maintenance of the long-range transportation plan for the six-county region. The transportation plan, with a horizon at least 20 years in the future, is reviewed and updated every five years to ensure the plan's validity and consistency with current and forecasted transportation and land use conditions and trends.

The chair of the Transportation Policy Board (TPB), Mayor Steve Adler, established a committee of CAMPO TPB members to work with staff on the draft goals and objectives for the 2045 Regional Transportation Plan (RTP) at the February 2, 2019 scheduled meeting. The committee included Vice-chair Commissioner Cynthia Long, Councilmember Alison Alter, Judge Sarah Eckhardt, Mayor Craig Morgan, Councilmember Jimmy Flannigan, Commissioner Clara Beckett, and Mayor Jane Hughson. Commissioner Long was to lead the discussions with supporting material from staff.

The committee met three times, on April 18, May 22, and August 13, 2019, and had two tasks conveyed by Mayor Adler:

- 1) Craft the goals and objectives for the update to the CAMPO RTP, and
- 2) Identify and flag additional discussion topics for further deliberation by the full board

The first meeting of the committee included initial discussion of RTP purpose, content and structure. They proposed that the RTP should focus on federally required elements and regional discussion items, with reference elements and local character included as supporting appendix material.

The second meeting was a conference call of the committee that introduced them to the draft goals and objectives.

The third meeting included review by staff of the revised draft goals and objectives, which expanded their breadth and added context from the ongoing regional studies. Committee members proceeded to ask questions and generally discuss the intent of topics such as fiscal constraint, regional aspirations, crash reduction, and challenges of managing systems. The committee reached consensus on revisions to several objectives, with minor edits to others. The committee concluded with general agreement on the revised text, and the direction to refer the revised list on to the full Board for review and direction to staff for next steps in development of the RTP.

At the July TAC meeting, CAMPO staff discussed the project submission process for the RTP. Criteria for assessing projects submitted to CAMPO for the RTP is attached. There was a special meeting of the TAC called in October to help refine these criteria so that they can be utilized in scoring and developing a financially constrained project listing. In addition, the TAC was presented information on a fiscal constraint analysis in February 2019. CAMPO has worked with local governments to estimate fiscal constraint and continues to develop Federal and State fiscal constraint figures. CAMPO is working to further to develop other potential local funding capacity through incorporating local bonding capacity and other sources to flesh out the final fiscal number.

The draft project selection criteria were presented at the September TAC meeting. The draft criteria mirror the goals and objectives developed for the 2045 RTP. Comments from TAC members led to an updated draft of both the selection criteria and the application for projects. Both items were discussed at a special meeting of the TAC on October 16<sup>th</sup>. The TAC concurred with the project evaluation criteria at their October 21<sup>st</sup> meeting.

The process of developing an understanding of fiscal constraint has been discussed at previous TAC meetings and the assumptions and process for developing a federal and state figure was discussed at the October TAC meeting.

Below is a high-level milestone timeline for the 2045 RTP:

|                                  |                                                                           |
|----------------------------------|---------------------------------------------------------------------------|
| October 16, 2019                 | TAC Workshop on project selection criteria                                |
| October 21, 2019                 | TAC Concurrence on criteria                                               |
| October 2019                     | Local Government webinar regarding RTP project call                       |
| November 2019 -<br>December 2019 | RTP Call for Projects Application Intake                                  |
| November 2019                    | 1 <sup>st</sup> Round of Public Outreach (existing conditions)            |
| December 2019                    | TAC informational item regarding RTP project applications received        |
| December 2019 -<br>January 2020  | Constrained Plan and Compiled RTP Report Completion (draft plan)          |
| January 13, 2020                 | TPB Presentation on Project List                                          |
| January 27, 2020                 | TAC information presentation on draft plan of constrained project list    |
| February 10, 2020                | TPB informational item regarding constrained project list                 |
| February 2020 -<br>March 2020    | 2 <sup>nd</sup> Round Public Outreach – Constrained Plan – Comment Period |
| March 9, 2020                    | Informational item for TPB                                                |
| March 23, 2020                   | TAC recommendation                                                        |
| April 6, 2020                    | TPB Action                                                                |

*\*Dates are subject to change.*

**SUPPORTING DOCUMENTS**

**Attachment A – Project Evaluation Criteria**

# **Capital Area Metropolitan Planning Organization**

## **2045 Regional Transportation Plan**

Project Submittal Instructions

And

Evaluation Criteria

Fall 2019



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## Overview

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for the development and maintenance of the long-range regional transportation plan (RTP) for the six-county region. The RTP, with a forecast year of at least 20-years, is reviewed and updated every five years to ensure the plan's validity and consistency with current and forecasted transportation and land use conditions and trends.

CAMPO is currently developing the next five-year update of the 2045 Regional Transportation Plan (RTP). In addition to providing goals, policies and performance measures to guide the development of transportation in the region, the RTP includes a fiscally constrained project list of regionally significant activities that will be developed and implemented over the next 20 years. In order to create the project list, CAMPO has developed a submission process through which sponsors can submit their regionally significant projects for inclusion in the RTP.

In the CAMPO region, the Metropolitan Transportation Plan (MTP) as it is described in the Code of Federal Regulations (CFR) is referred to as the Regional Transportation Plan (RTP).

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## Schedule

| Date                             |                                                                           |
|----------------------------------|---------------------------------------------------------------------------|
| October 16, 2019                 | TAC Workshop on Project Selection Criteria                                |
| October 2019                     | TAC Concurrence on criteria                                               |
| October 2019                     | Local Government webinar regarding RTP project call                       |
| November 2019 –<br>December 2019 | RTP Call for Projects Application Intake                                  |
| November 2019                    | 1 <sup>st</sup> round of public outreach (existing conditions)            |
| December 2019                    | TAC informational item regarding RTP project applications received        |
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| February 10, 2020                | TPB informational item regarding constrained project list                 |
| February - March 2020            | 2 <sup>nd</sup> Round Public Outreach – Constrained Plan – Comment Period |
| March 9, 2020                    | Informational item for TPB                                                |
| March 23, 2020                   | TAC recommendation                                                        |
| April 6, 2020                    | TPB Action                                                                |

## Application and Submittal Process

The project listing in the Regional Transportation Plan (RTP) outlines the implementation of the vision and goals of the Transportation Policy Board (TPB) and guides and facilitates the expenditure of federal and state transportation funds.

The listing is comprised of regionally significant projects that are sponsored by federal, state and local transportation agencies and governments. These sponsors may submit projects during the submission period for consideration using the 2045 RTP Application spreadsheet and this guide through the online portal located at [www.campotexas.org](http://www.campotexas.org). Sponsors are required to fill out the application spreadsheet. Applicants are encouraged to include a GIS shapefile with their submittals, as many of the criteria can be answered via GIS analysis. CAMPO will have a shapefile (map package) available on the agency website for use by local governments with relevant geospatial data needed for the application. CAMPO will review the submittals and will coordinate as needed with sponsors. Additional instructions are provided in the application spreadsheet.

All projects submitted in the plan call should be for 2025 to 2045. Any projects before this time period will need to go through the Transportation Improvement Program process.



## Application Workbook

The 2045 RTP project application is how project sponsors will submit projects to be considered for the fiscally constrained project listing. The application spreadsheet (Excel-based) is divided by project type: Roadway, Transit, Intelligent Transportation System (ITS), Active Transportation, Transportation Demand Management (TDM) and Other. Sponsors should select the appropriate project tab and fill out the required fields detailed below. Once completed, sponsors must attach the worksheet to the application for submittal.

### Application Workbook Information

|                                  |                                                                                                                                                                                                                                                                                                                                               |
|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Instructions</b>              | This tab contains detailed instructions on how to use to Application Workbook and how to submit projects for consideration.                                                                                                                                                                                                                   |
| <b>Definitions and Resources</b> | To be able to answer questions, we have created a list of need to know definitions and where to look up data. Near the bottom, this tab features tables that explain how to best access information to support the answers that sponsors provide for their projects. Please refer to these tables while filling out the project scoring tabs. |
| <b>Project Information</b>       | This tab asks for basic information of the project sponsor, such as address, contact information, and organization type. Please list each project here and the project score will be automatically populated from the criteria tabs when sponsors self-score projects.                                                                        |
| <b>Illustrative Projects</b>     | If the project is considered illustrative, sponsors will include the project here instead of the specific funding category tab.                                                                                                                                                                                                               |
| <b>Roadway Scoring</b>           | For all Roadway Projects, please use this tab to complete each scoring criteria questions.                                                                                                                                                                                                                                                    |
| <b>Transit Scoring</b>           | For all Transit Projects, please use this tab to complete each scoring criteria questions.                                                                                                                                                                                                                                                    |
| <b>ITS Scoring</b>               | For all ITS/Operational Projects, please use this tab to complete each scoring criteria questions.                                                                                                                                                                                                                                            |
| <b>Active Scoring</b>            | For all Active Transportation Projects, please use this tab to complete each scoring criteria questions.                                                                                                                                                                                                                                      |
| <b>TDM Scoring</b>               | For all TDM Projects, please use this tab to complete each scoring criteria questions.                                                                                                                                                                                                                                                        |
| <b>Other Scoring</b>             | For all Other Projects, please use this tab to complete each scoring criteria questions.                                                                                                                                                                                                                                                      |

## Instructions

1. Complete all columns for each project within the Project Information worksheet. Sponsors can use the Project Information Definitions as a guide. Many cells in the top row have upper right corners highlighted in purple to signify additional information.
2. Number the Projects in ascending order and ensure they correspond to those listed in the Project Type tabs (Roadway, Transit, ITS, Active, TDM, or Other) as you work your way through the application.
3. Optional: Complete the Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.
4. Use the drop-down function to answer the yes/no performance measures and questions.
5. The Narrative Answer column, which may not be a simple yes or no, will be used to further explain how a sponsor addressed the performance measure.
6. Use the drop-down function to answer the Data Type (Shapefile, Narrative, or Both) that best addresses the performance measure. Both are encouraged, when feasible, to provide for a greater understand of the project.
7. Input where the sponsor obtained their data (Local Plans, State Plan, or Other) if other than a CAMPO plan. The relevant pages should be included in backup material sent in with the application and should denote (through highlights or other) where to find relevant graphics and text.
8. If the sponsor is using a data source other than one provided by CAMPO, explain where data was obtained to answer the performance measure question.
9. Objectively self-score how the project addresses the performance measure (total available points are in parentheses).
10. Ensure projects are on the appropriate tab (Roadway, Transit, ITS, Active Transportation, TDM, Other).

## Definitions and Resources

### Project Information

| Column      | Title                                     | Information                                                                                                                              |
|-------------|-------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A</b>    | <b>Project Number</b>                     | This is the number assigned to each project within this worksheet. Use this number throughout when scoring projects.                     |
| <b>B-H</b>  | <b>Sponsor Information</b>                | Primary sponsor of the project.<br><i>(Sometimes referred to as submitter)</i>                                                           |
| <b>I-P</b>  | <b>Sponsor Contact Information</b>        | Contact information for day-to-day manager of project.                                                                                   |
| <b>Q-W</b>  | <b>Co-Sponsor Information</b>             | Secondary sponsor of the project as applicable. Ensure that any needed documentation demonstrating concurrence is included in column AW. |
| <b>X-AE</b> | <b>Co-Sponsor Contact Information</b>     | Contact information for day-to-day manager of project for co-sponsor.                                                                    |
| <b>AF</b>   | <b>Project Type</b>                       | Roadway, Transit, ITS, Active, TDM, or Other                                                                                             |
| <b>AI</b>   | <b>Is this a Grouped Project?</b>         | See Appendix D for Group Project Information                                                                                             |
| <b>AJ</b>   | <b>If Grouped Project, what category?</b> | See Appendix D                                                                                                                           |
| <b>AK</b>   | <b>County(s)</b>                          | County or Counties where the project is located                                                                                          |
| <b>AL</b>   | <b>If Multiple counties, please list</b>  | Only use if in multiple counties                                                                                                         |
| <b>AM</b>   | <b>Roadway/Facility Name</b>              | Name of roadway or facility where the project will occur                                                                                 |
| <b>AN</b>   | <b>Limits (From)</b>                      | Indicates the physical location of the start of the project                                                                              |
| <b>AO</b>   | <b>Limits (To)</b>                        | Indicates the physical location of the end of the project                                                                                |

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|           |                                          |                                                                                                                                                                                                                                                                                                                                                         |
|-----------|------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>AP</b> | <b>Limits (At)</b>                       | Indicates point of project (intersection, interchange or other point specific projects only)                                                                                                                                                                                                                                                            |
| <b>AQ</b> | <b>Description (Short)</b>               | The description of the project should include a brief one to two sentence description that includes the current facility and anticipated facility upon completion of the project. Examples: <i>Upgrade current two-lane undivided facility to a four-lane divided facility with bike lanes</i> or <i>New location two-lane facility with shoulders.</i> |
| <b>AR</b> | <b>Estimated Project Cost</b>            | Estimated cost should be given at the anticipated year of expenditure. It can include any high-level estimate of construction, principal engineering, and other costs, as well as ROW and utility costs if available. A 4% per year rate of inflation should be used to calculate costs at the year of expenditure.                                     |
| <b>AS</b> | <b>Funding Source(s)</b>                 | Anticipated funding source if readily identifiable. Reference to back up material can be provided along with items in cell AW. Local funding includes all funding that comes from inside the region such as from cities, counties, CTRMA tolls, transit, etc. <i>If source is private, please show as local.</i>                                        |
| <b>AT</b> | <b>Explain Combination of Sources</b>    | Explain any combination of anticipated funding sources, local, state, or federal etc.                                                                                                                                                                                                                                                                   |
| <b>AU</b> | <b>Let Year</b>                          | Anticipated year of project implementation or construction (from 2025 to 2045).                                                                                                                                                                                                                                                                         |
| <b>AV</b> | <b>Exiting Facility</b>                  | Indicate if project is on an existing facility.                                                                                                                                                                                                                                                                                                         |
| <b>AW</b> | <b>Current Functional Classification</b> | Current functional classification of the facility as defined by FHWA if applicable                                                                                                                                                                                                                                                                      |

|           |                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------|----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>AX</b> | <b>Anticipated Function Classification</b>                           | Anticipated functional classification of the facility. <i>The 2045 Regional Arterials Study can be a guide as to the anticipated functional class. Regional Corridors not shown as Limited Access, Regional Connectors, or Principal Arterials in the Regional Arterials Study are assumed to be a future Minor Arterial. For other connections, not in the arterials study, please use <a href="#">FHWA methodology</a> for determining what the anticipated functional class may be. See Regional Significance definition found in next section for additional details.</i> |
| <b>AY</b> | <b>TxDOT On-System</b>                                               | Identify if project is on-system project ( <i>project submittals with on-system projects must have written state concurrence via a letter from or submitted by TXDOT correspondence</i> ).                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>AZ</b> | <b>Back-up Documentation of Planning Process and Public Outreach</b> | Please list all relevant back-up documentation, which could include pages from local plans to support performance measure scoring, minutes showing plan adoption, or any additional public outreach documentation or materials for the project. These documents will be uploaded with the application and used to validate or show projects submitted meet the various performance measures. It is okay to include multiples of documentation from other projects if projects overlap. Maps and text can be highlighted to show relevant project information if not clear.    |
| <b>BA</b> | <b>Sponsor Self-Score Total (100 Points Possible)</b>                | This is an automated score from the project's worksheet. This is for CAMPO staff use.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>BB</b> | <b>MPO Score Total (100 Points Possible)</b>                         | This is an automated score from the project's worksheet. This is for CAMPO staff use.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

## Regionally Significant Projects

**Regionally significant project** means a transportation project (other than an exempt project) on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all minor and principal arterial highways and regional high-capacity transit services.

### Roadway Regional Significance definition:

- Roadways and intermodal connectors included in the federally adopted National Highway System (NHS)
- Roadways identified as minor arterials or higher in the Federal Regional Functional Classification System or are expected to be re-classified as an arterial or higher when open for public use.
- Grade-separated interchange projects on regionally significant roadways
- Frontage and backage roads (up to ¼ mile from the corridor)
- Roadways that serve as a connection to/or between existing or planned regional activity centers and corridors. See Appendix C for further discussion on activity centers.

| Simplified Classification          | Typical Spacing | FHWA Classification Table |                                                                                                                                                                                                       |
|------------------------------------|-----------------|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Limited Access                     | 5 – 10 miles    | Interstate                | Interstates are the highest level of roadway and designed for long-distance travel offering limited access.                                                                                           |
|                                    |                 | Freeway                   | These roads have directional travel lanes and are separated by some type of physical barriers. Access is purely controlled by interchanges and on- and off-ramps to maximize their mobility function. |
|                                    |                 | Toll Road                 | Roadways (either public or private) where passengers pay a usage fee to use the roadway.                                                                                                              |
| Principal/Major/Regional Connector | 3 – 5 miles     | Expressway                | Roadways with directional travel lanes that are typically separated with controlled access to maximize mobility.                                                                                      |
|                                    |                 | Principal Arterials       | Roads serve major centers and provide a high level of mobility but abutting land uses can be served directly.                                                                                         |
| Minor Arterials                    | 1 – 3 miles     | Minor Arterials           | Provide service for trips of moderate length and offer connectivity to the higher arterial system.                                                                                                    |

For a detailed guide on how FHWA determines functional class, please reference the following report:

[https://www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications/fcauab.pdf](https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf)

**Transit Regionally Significance definition:**

- Rail Transit
- Commuter Routes
- Bus Rapid Transit
- Other limited or skip stop routes
- Park and Rides
- Vanpool Programs

**Active Transportation Regionally Significance definition:**

- Connections illustrated in the Tier I, Tier II, or Vision Network of the 2045 Regional Active Transportation Plan
- Projects that connect or serve regional activity centers and corridors
- Long-distance corridors that connect multiple communities and jurisdictions
- Safe Routes to School
- Safety and operation projects
- Other projects that allow active transportation connectivity to other regional modes

*Please note: Transportation Demand Management (TDM) and Intelligent Transportation System (ITS) and Operations Projects will be considered on a case by case basis. See Group Project Guidance in Appendix D.*

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## Roadway Project Selection

### Planning Factors

**Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)**

**Optional: Long Description**, if needed (maximum of 100 words). This allows a submitter to provide additional details.

| Goal Area       | Objective         | Value | Performance Measure                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------|-------------------|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Safety</b>   | C. G. J.          | 10    | The project connects to or forms a new hurricane or wildfire evacuation route.                                                                                                                                                                                                                                                                                                                               |
|                 | A. B.             | 10    | The project addresses safety issues. Documentation for this measure can include crash rates and the inclusion of features addressing safety, such as lighting, rumble strips, or others.                                                                                                                                                                                                                     |
|                 | A. B. H. P.       | 10    | The project includes access management features such as raised median, turning movement improvements, driveway consolidations, and other operational/safety features.                                                                                                                                                                                                                                        |
| <b>Mobility</b> | C. E.             | 10    | The project fills in a gap by creating a new consistent or improved facility.                                                                                                                                                                                                                                                                                                                                |
|                 | C. E.             | 5     | The project provides parallel capacity on corridors with higher than average V/C ratios (those with a 0.45 V/C ratio or higher) to supplement existing arterials and limited access roadways.                                                                                                                                                                                                                |
|                 | C. E.             | 10    | The project crosses a physical barrier and enhances network connectivity. One (1) point will be awarded for each barrier traversed, types of barriers include (up to 10 points):<br><ul style="list-style-type: none"> <li>- Railroads (including grade separations)</li> <li>- Limited Access Roads</li> <li>- Major Waterways (e.g. direct branch of the Brazos, Colorado, or Guadalupe Rivers)</li> </ul> |
|                 | C. E. M.          | 5     | The project connects to one or more roadways of a high functional class (principal arterial or limited access).                                                                                                                                                                                                                                                                                              |
|                 | B. E. J. N. P. I. | 10    | The project improves person throughput by including transit elements or service routes and/or identifying needs as part of the 2045 Regional Active                                                                                                                                                                                                                                                          |

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|                     |       |     |                                                                                                                                                                                                               |
|---------------------|-------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |       |     | Transportation Plan, CapMetro Project Connect, or another local or regional transportation plan.                                                                                                              |
| <b>Stewardship</b>  | K. P. | 5   | The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources. See Appendix A for full list of environmental factors and cultural resources. |
| <b>Economy</b>      | M.    | 5   | The project is located along a major freight or hazardous materials route.                                                                                                                                    |
|                     | L.    | 5   | The project supports local, regional or state development plans and strategies.                                                                                                                               |
|                     | L. M. | 5   | The project connects to or serves a regional activity center(s) or corridors. See Appendix C for additional detail.                                                                                           |
| <b>Equity</b>       | N. O. | 5   | The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.                |
| <b>Innovation</b>   | Q. R. | 5   | The project is adaptable to operational improvements (including TDM strategies), and new technologies such as connected/autonomous vehicles.                                                                  |
| <b>Total Points</b> |       | 100 |                                                                                                                                                                                                               |

## Transit Project Selection Criteria

### Planning Factors

**Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)**

**Optional: Long Description**, if needed (maximum of 100 words). This allows a submitter to provide additional details.

| Criteria            | Objectives                       | Value | Performance Measure                                                                                                                                                                            |
|---------------------|----------------------------------|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Safety</b>       | E. A. O.                         | 20    | The project enhances transit vehicle safety, safe transit stops and connections, and accessible facilities.                                                                                    |
| <b>Mobility</b>     | F.                               | 10    | The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan                                                           |
|                     | E. D. J.<br>M. N. O.<br>R.       | 10    | The project provides connections to other transit services and/or modes of transportation.                                                                                                     |
|                     | C. D. E.<br>M. N. O.<br>P.       | 15    | The project fills a service gap, expands coverage or increases frequency of a route.                                                                                                           |
|                     | D. E. H. J.<br>M. N. O.<br>P. R. | 5     | The project has documentation showing ridership potential, this can be a planning level estimate.                                                                                              |
| <b>Stewardship</b>  | D. E. H. I.                      | 10    | The project addresses maintenance needs to maintain state of good repair.                                                                                                                      |
| <b>Economy</b>      | E. N. O.<br>P.                   | 5     | The project integrates existing or planned transit-supportive land use and infrastructure.                                                                                                     |
|                     | L.                               | 5     | The project supports local, regional or state economic development plans and strategies.                                                                                                       |
| <b>Equity</b>       | N. O. P.                         | 15    | The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A. |
| <b>Innovation</b>   | E. Q. R.                         | 5     | The project demonstrates innovative design, technology, or service.                                                                                                                            |
| <b>Total Points</b> |                                  | 100   |                                                                                                                                                                                                |

## ITS/Operations Project Selection

### Planning Factors

**Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)**

**Optional: Long Description**, if needed (maximum of 100 words). This allows a submitter to provide additional details.

| Criteria            | Objectives              | Value | Performance Measure                                                                                                                                                                            |
|---------------------|-------------------------|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Safety</b>       | D. H. M.                | 15    | The project contributes to improvements in incident management.                                                                                                                                |
|                     | D. E. H. L.<br>M. Q. R. | 15    | The project can be used for management of special events or emergencies.                                                                                                                       |
| <b>Mobility</b>     | F.                      | 10    | The project is a part of an overall concept identified through a comprehensive local or regional transportation planning process                                                               |
|                     | C. E. M.                | 10    | The project will provide system and network redundancy to ensure continuity in operations.                                                                                                     |
| <b>Stewardship</b>  | D. I. M. Q.             | 5     | The project lifecycle is greater than five years.                                                                                                                                              |
|                     | D. I. Q.                | 5     | The project has a formal maintenance program in place.                                                                                                                                         |
| <b>Economy</b>      | D. M.                   | 5     | The project will help reduce delays and travel time in the network.                                                                                                                            |
| <b>Equity</b>       | O.                      | 15    | The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A. |
| <b>Innovation</b>   | D. H. Q. M.             | 5     | The project will improve or expand the regional transportation ITS network                                                                                                                     |
|                     | D. H. Q. R.<br>M.       | 5     | The project will utilize technology compatible with other relevant systems                                                                                                                     |
|                     | D. H. Q. M              | 5     | The project will tie into a centralized operations center.                                                                                                                                     |
|                     | D. H. Q. M.             | 5     | The project will collect and provide publicly accessible data.                                                                                                                                 |
| <b>Total Points</b> |                         | 100   |                                                                                                                                                                                                |

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## Active Transportation

### Planning Factors

**Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)**

**Optional: Long Description**, if needed (maximum of 100 words). This allows a submitter to provide additional details.

| Criteria            | Objective                                          | Value | Performance Measure                                                                                                                                                                                                                                                      |
|---------------------|----------------------------------------------------|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Safety</b>       | A. B.                                              | 25    | The project will enhance pedestrian and bicyclist safety.                                                                                                                                                                                                                |
|                     | F.                                                 | 10    | The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan, such as the 2045 Regional Active Transportation Plan                                                                               |
| <b>Mobility</b>     | A. B. C.<br>D.                                     | 5     | Project removes a barrier or provides a connection that did not exist previously.                                                                                                                                                                                        |
|                     | A. B. C.<br>E. J. M.<br>N. O. P.                   | 10    | Project connects to existing facilities such as schools, community facilities, residential, activity centers, etc.                                                                                                                                                       |
|                     | A. B. C.<br>J. M. N.<br>O. P.                      | 15    | The project directly links to a transit connection or is within:<br><i>15 points</i> , if .25 miles or less<br>or<br><i>10 points</i> , if .26 to .5 miles<br>or<br><i>5 points</i> , if the project demonstrates a potential for future connection to a transit system. |
|                     | A. B. J.                                           | 15    | The project improves public health through the provision of active transportation facilities that are safe and accessible.                                                                                                                                               |
| <b>Stewardship</b>  | K. O.                                              | 5     | The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources. See Appendix A.                                                                                                                          |
|                     | N. O. P.                                           | 10    | The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.                                                                           |
| <b>Equity</b>       | N. O. P.                                           | 10    | The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.                                                                           |
| <b>Innovation</b>   | A. B. C.<br>D. E. H.<br>I. J. M.<br>N. O. P.<br>R. | 5     | The project is innovative in design to address safety or other unique elements such as designing around transit, innovative intersection designs, or a pilot project.                                                                                                    |
| <b>Total Points</b> |                                                    | 100   |                                                                                                                                                                                                                                                                          |

## Transportation Demand Management

### Planning Factors

**Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)**

**Optional: Long Description**, if needed (maximum of 100 words). This allows a submitter to provide additional details.

| Criteria            | Objectives                 | Value | Performance Measure                                                                                                                                                                                                                                                                     |
|---------------------|----------------------------|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Mobility</b>     | F.                         | 15    | The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.                                                                                                                                                   |
|                     | G. P.                      | 10    | The planning process or document identifies an outreach component addressing commuting patterns and traveler engagement.                                                                                                                                                                |
|                     | A. D. E.<br>G. L. M.<br>N. | 10    | The project has a regional scope, impacts regional congested roadways, or impacts activity centers.                                                                                                                                                                                     |
|                     | A. D. E.<br>K. M. N.       | 15    | The project reduces vehicle miles traveled, single-occupant vehicle travel, or congested peak period travel.                                                                                                                                                                            |
|                     | A. B. C.<br>D. E. M.       | 15    | The project or activity reduces vehicle trips or manages demand through strategies such as carpools, vanpools, managed lanes, corridor improvements, ITS installation, signal optimization or park and rides.                                                                           |
|                     | G.                         | 10    | The project and/or activity includes the direct participation of other federal, state, or local jurisdictions.                                                                                                                                                                          |
|                     | G. L. M.                   | 10    | The project and/or activity includes participation from regional employers and other trip generators impacting travel patterns.                                                                                                                                                         |
| <b>Equity</b>       | M. N. O.<br>P.             | 15    | The project has a positive impact (e.g. reduction in transportation costs and emissions, improvements on public health) on underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. |
| <b>Total Points</b> |                            | 100   |                                                                                                                                                                                                                                                                                         |

## Other Projects

### Planning Factors

| Criteria                | Performance Measure                                                                                                   |
|-------------------------|-----------------------------------------------------------------------------------------------------------------------|
| <b>Sponsor Selected</b> | The project sponsor demonstrates how the selected criteria apply to the project and provide supporting documentation. |
|                         |                                                                                                                       |

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## Appendix A: Additional Planning Factor Information

### Roadway Projects

**Safety** – Describe how the project would be expected to improve safety. Include information on multimodal safety and proven safety countermeasures like access management and operational improvements that will be included in the project. Furthermore, include materials showing how the project connects to hurricane or wildfire evacuation routes.

**Mobility** – Provide detail on the current and forecast levels of congestion in the corridor and how this project will improve or manage congestion by filling gaps, crossing barriers, and connecting multiple functional classifications of roadways. Projects should be identified in locally or regionally adopted plans and should note if the project is designated on the National Highway System. Include documentation of the multijurisdictional nature of the project, the proposed design section, and its context in the corridor and region in addressing bottlenecks, gaps, or redundancy. If the roadway corridor serves existing or proposed transit or active transportation routes, include information on the route(s) from the transit provider or managing jurisdiction.

**Stewardship** – Describe how the project will incorporate context sensitive measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. Environmental factors include soil plasticity, aquifers, flood plains, protected lands, and urban-wildfire interface. Cultural resources include parks (state and local), cemeteries, schools, hospitals/health care offices, historic buildings, museums, and civic centers. Moreover, provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project.

**Economy** – Describe how the project relates to economic development plans. Include information on new developments, redevelopments, key industries, or commercial and freight interests that the roadway would be expected to serve.

**Equity** – Refer to CAMPO's map of Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. Provide information from the corridor's study that details how the project will minimize environmental impacts or improve current conditions.

**Innovation** – Describe how the project leverages innovative technologies, designs, or operations to improve transportation efficiency and safety. Include information about how the project can facilitate and incorporate future technological developments such as platooning of vehicles and connected/autonomous vehicles.



## ITS/Operations Projects

**Safety** – Describe how the project would be expected to improve safety. Include information on how the project will be used for the management of incidents, special events, and emergencies.

**Mobility** – Projects should be identified in locally or regionally adopted plans, including city or county thoroughfare plans, Regional ITS Architecture plans, and city, county or state ITS master or implementation plans. Provide information on how the project will provide system redundancy and identify conformity to the Regional ITS Architecture. Provide data on current operational deficiencies, including delays and crashes and describe how the project will address these.

**Stewardship** – Identify the expected lifecycle of the project including the technology and equipment proposed. Provide information that supports the expected lifecycle and identify when updates, if required, may be needed. Identify if a formal ITS maintenance plan exists and provide a brief explanation of the plan and how the project will be included and whether current maintenance funds can support the project or new funds will be required. Moreover, provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project.

**Economy** – Describe how the project relates to economic development plans. Include information on how the project can serve new developments, redevelopments, key industries, or commercial and freight interests in the region.

**Equity** – Demonstrate how the project will positively impact Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones.

**Innovation** – Describe how the project will adapt to and expand the regional transportation ITS network as defined in the Regional ITS Architecture Update (June 2015) or other ITS master plan document that references the regional architecture. Describe how the project will integrate with existing and proposed equipment and technology including field devices, communications, and traffic management center(s). Provide information on how data collected will provide benefit and how it will be shared with the public.

## Transit Projects

**Safety** – Note specific safety enhancements that the project will include to reduce the potential for crashes and create a safer, more secure experience for customers. If specific safety deficiencies exist on the corridor today, provide documentation to describe how they will be addressed.

**Mobility** – Describe how the project has undergone a comprehensive planning process or is identified in a local or regional transportation plan. Provide information on how the project has been coordinated with agencies maintaining roadways and how it provides connections to other transit services or modes of transportation. Projects should improve gaps in service, expand coverage, or increase frequency of a route to improve the overall operation of transit.

**Stewardship** – Provide documentation of anticipated ridership and potential growth due to the project. Include references to studies or analyses used to determine ridership figures and a description of the method or model used to forecast ridership. Refer to the life expectancy thresholds and state of good repair guidelines established by the Federal Transit Administration. Document how the project is expected to meet or exceed all relevant guidelines and make the most efficient use of the existing transit system through robust maintenance procedures.

**Economy** – Describe how the project relates to economic development plans. Include information on how the project provides new access to employment and integrates existing or planned transit-supportive lane use and infrastructure.

**Equity** – Refer to CAMPO's map of Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. Provide information from that details how the project will minimize environmental impacts or improve current conditions.

**Innovation** – If the project provides a new kind of service through technological advances, new types of vehicles or modes of travel, expansion of transit through pioneering partnerships, or other means, describe this innovation, any supporting studies or analyses, and the expected results.

## Active Transportation Projects

**Safety** – Describe how the project would be expected to improve active transportation safety. Include information on how the project will provide additional separation from travel lanes, illumination, all-weather surface treatment, and other best practice infrastructure design.

**Mobility** – Describe how the project has undergone a comprehensive planning process or is identified in a local or regional transportation plan, or CAMPO documents such as the 2017 Regional Active Transportation Plan (RATP) or 2040 Regional Transportation Plan (RTP). Provide information about how the project removes a barrier or provides connections to transit routes and/or existing facilities such as schools, community facilities, residential, residential, activity centers, etc.

**Stewardship** – Provide information demonstrating how the project improves public health through the provision of active transportation facilities that are safe and accessible. Moreover, describe how the project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.

**Equity** – Demonstrate how the project will minimize environmental impacts or improve current conditions for Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones.

**Innovation** – Describe how the project is innovative in design to address safety or other unique elements such as designing around transit, innovative intersection designs, or a pilot project.

## Transportation Demand Management

**Safety** – Describe how the project would be expected to address and improve safety.

**Mobility** – Describe how the project has undergone a comprehensive planning process and utilized a formal outreach component to address commuting patterns and traveler engagement. Provide information on how this project will encourage alternative forms of transportation while reducing vehicle miles traveled and single-occupant vehicle travel. Also detail how it will improve or manage congestion by filling gaps in service and providing new service. Include documentation of the multijurisdictional nature of the project and the ways in which the project utilizes the existing roadway network, bicycle network, and transit network.

**Stewardship** – Provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project. Also describe how the project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.

**Equity** – Demonstrate how the project will minimize environmental impacts or improve current conditions for Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones.

## Other Projects

Projects that do not readily fit the five traditional project categories will be provided opportunity to apply, however these projects will not be scored traditionally. The sponsor must detail how the project will benefit the region, how it meets applicable criteria, and provide supporting documentation for all criteria selected. From the criteria outlined in the five traditional categories, sponsor will determine which criteria apply to their projects. Using these selected criteria, the sponsor will demonstrate how the project addresses the criteria and provide supporting documentation.

Projects submitted under this category will not be scored as the other five categories but will be evaluated on the merits demonstrated by the project as proven by the selected criteria and supporting documentation. These projects will be presented separately alongside the scored projects during the evaluation and awarding process.

Below is a sample criterion that is mixed and matched from criteria in the four categories above. This example demonstrates how a sponsor can use the criteria that best fits the project.

### Example Criteria

| Criteria*           | Objectives  | Performance Measure**                                                                                                                                                                         |
|---------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Safety</b>       | A. B.       | The project addresses transportation safety.                                                                                                                                                  |
| <b>Mobility</b>     | D. E. H. L. | The project includes enhancements that improve mobility and congestion.                                                                                                                       |
|                     | G.          | The project is multijurisdictional.                                                                                                                                                           |
|                     | F.          | The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.                                                         |
|                     | E. G.       | The project includes multimodal elements.                                                                                                                                                     |
| <b>Stewardship</b>  | K. P.       | The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources.                                                               |
| <b>Economy</b>      | L.          | The project supports local, regional or state economic development plans and strategies.                                                                                                      |
| <b>Equity</b>       | N. O. P.    | The project serves traditionally underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. |
| <b>Innovation</b>   | E. Q. R.    | The project demonstrates innovative design, technology or service.                                                                                                                            |
| <b>Total Points</b> |             |                                                                                                                                                                                               |

\*Criteria is selected by the project sponsor as appropriate for the project.

\*\*There are no specific performance measures for the other category. The sponsor must demonstrate how the criteria applies to the project and provide supporting documentation.

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## Appendix B: 2045 Regional Transportation Plan Goals and Objectives

| 2045 Regional Transportation Plan Goals and Objectives |                                                                                                                                                                                                       |
|--------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Goals                                                  | Objectives                                                                                                                                                                                            |
| Safety                                                 | <b>A. Crash Reduction</b> – Reduce severity and number of crashes for all modes.                                                                                                                      |
|                                                        | <b>B. Vision Zero</b> - Support local government and transit agencies reaching vision zero metrics.                                                                                                   |
| Mobility                                               | <b>C. Connectivity</b> - Reduce network gaps to add connectivity, eliminate bottlenecks, and enhance seamless use across all modes.                                                                   |
|                                                        | <b>D. Reliability</b> - Improve the reliability of the transportation network through improved incident management, intelligent transportation systems (ITS), transportation demand management (TDM). |
|                                                        | <b>E. Travel Choices</b> - Offer time-competitive, accessible and integrated transportation options across the region.                                                                                |
|                                                        | <b>F. Implementation</b> – Plan and deliver networks for all transportation modes, with reduced project delivery delays.                                                                              |
| Stewardship                                            | <b>G. Regional Coordination</b> - Continue interagency collaboration between transportation planning, implementation, and development entities.                                                       |
|                                                        | <b>H. System Preservation</b> – Use operations, ITS, and optimization techniques to expand the useful lifecycle of the multimodal system elements.                                                    |
|                                                        | <b>I. Fiscal Constraint</b> - Strategically prioritize fiscally constrained investments to maximize benefits to the region.                                                                           |
|                                                        | <b>J. Public Health</b> - Improve public health outcomes through air and water quality protection and active mobility.                                                                                |
| Economy                                                | <b>K. Natural Environment</b> - Develop transportation designs that avoid, minimizes and mitigates negative impacts to water and air quality, as well as habitat.                                     |
|                                                        | <b>L. Economic Development</b> – Enhance economic development potential by increasing opportunities to live, work, and play in proximity.                                                             |
| Equity                                                 | <b>M. Value of Time</b> - Enable mode choice and system management to keep people and goods moving and reduce lost hours of productivity.                                                             |
|                                                        | <b>N. Access to Opportunity</b> - Develop a multimodal transportation system that allows all, including vulnerable populations, to access employment, education and services.                         |
|                                                        | <b>O. Impact on Human Environment</b> – Promote transportation investments that have positive impacts and avoid, minimize, and mitigate negative impacts to vulnerable populations.                   |
| Innovation                                             | <b>P. Valuing Communities</b> – Align system functionality with evolving character and design that is respectful to the community and environment for current and future generations.                 |
|                                                        | <b>Q. Technology</b> - Leverage technological advances to increase efficiency of travel across all modes and for users of the network.                                                                |
|                                                        | <b>R. Flexibility</b> – Develop a system that is adaptable and flexible to changing needs and conditions.                                                                                             |

Most of the above draft 2045 RTP goals and objectives were based on previously adopted or in-draft CAMPO regional plans as seen in the list to the right. Any newly developed draft objectives not found in an existing CAMPO study are highlighted in gray.

**Source:**

**RATP** - Regional Active Transportation Plan

**RIMP** - Regional Incident Management Plan

**RAS** - Regional Arterial Study

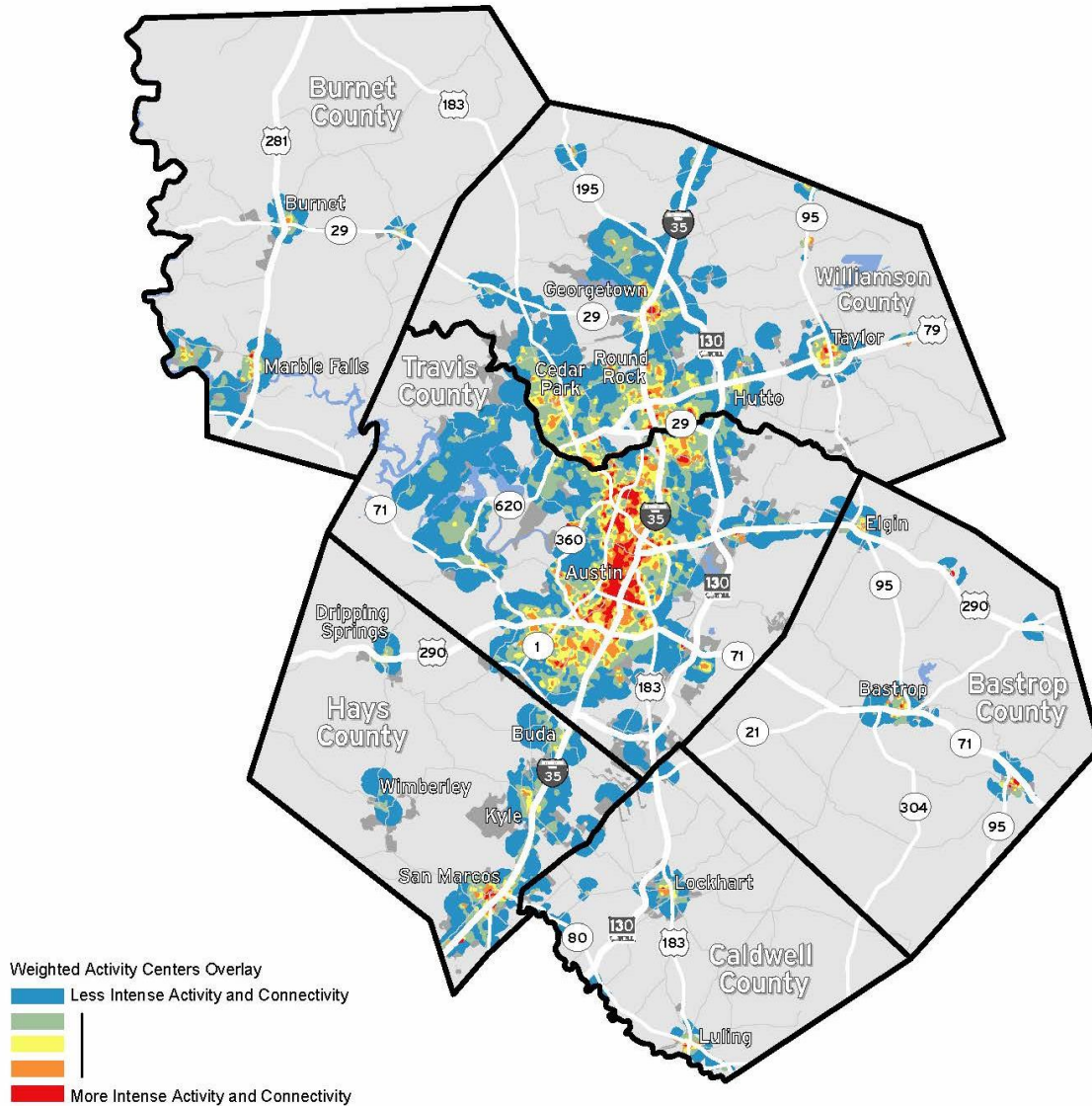
**TDMP** - Regional TDM Plan

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## Appendix C: Major Regional Activity Centers

This map can be used to define activity centers and corridors. This map takes an index of three factors which include employment, population, and street grid connectivity. Centers may range from less intensively developed places such as a rural community like Wimberley to large activity centers like Downtown Austin with a high intensity of uses. We recognize that by 2045 there may be other planned regional activity centers that are in the planning phase now but may be fully developed at that time. If an entity has a future center(s) identified through a planning process, please provide information through backup documentation from the referenced plan or policy.



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## Appendix D: Grouped Projects

The Texas Department of Transportation, in consultation with the Federal Highway Administration, developed 11 grouped project categories for use in the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Plan (STIP). As the TIP and the Regional Transportation Plan are coordinated, the Capital Area Metropolitan Planning Organization (CAMPO) is including these grouped project categories in the 2045 Regional Transportation Plan (RTP). Chapter 23 part 450.216 of the Code of Federal Regulations defines the general grouping of projects as:

Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.

In the development of the RTP, CAMPO uses project grouping categories to allow the plan to more appropriately focus on the most regionally significant projects. It also allows for a more streamlined process for projects undergoing development as it considerably reduces delays and allows for a more efficient method of scheduling and letting projects.

The Transportation Policy Board (TPB) has authorized the use of all 11 available grouped categories for use. CAMPO reviews each project submitted for inclusion in the RTP to determine project eligibility for grouping. Regardless of eligibility, selection for inclusion in the grouped listing is at the discretion of the TPB.

### Additional Notes

- Appendix D is for informational purposes only and is subject to change.
- Projects funded with Transportation Alternatives Set-Aside (TASA), Transportation Enhancement (TE), and Congestion Mitigation Air Quality (CMAQ) funding require a Federal eligibility determination and are not approved to be grouped.
- Projects funded as part of the Recreational Trails Program consistent with the revised grouped project category definitions may be grouped. Recreational Trail Program projects that are not consistent with the revised grouped project category definitions must be individually noted in the 2045 Regional Transportation Plan.

## Grouped Project Categories

| CSJ                                       | Group                                        | Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------------------------------|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5000-00-950                               | PE-Preliminary Engineering                   | Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.                                                                                                                                                                                   |
| 5000-00-951                               | Right of Way Acquisition                     | Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.                                                                                                                                                                                                                                                                                                                                                                                             |
| 5000-00-952<br>5000-00-957<br>5000-00-958 | Preventive Maintenance and Rehabilitation    | Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.                                                                                                                        |
| 5000-00-953                               | Bridge Replacement and Rehabilitation        | Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5000-00-954                               | Railroad Grade Separations                   | Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity                                                                                                                                                                                                                                                                                                                                                                                             |
| 5800-00-950                               | Safety                                       | Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity. |
| 5000-00-956                               | Landscaping                                  | Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.                                                                                                                                                                                                                                                                                                                                                                            |
| 5800-00-915                               | Intelligent Transportation System Deployment | Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.                                                                                                                                                                                                                                                                                                                                                          |
| 5000-00-916                               | Bicycle and Pedestrian                       | Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 5000-00-917                               | Safety Rest Areas and Truck Weigh Stations   | Construction and improvement of rest areas, and truck weigh stations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 5000-00-918                               | Transit Improvements and Programs            | Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination.                                                                            |

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See example below:

| Individual Projects |         |           |          |               |              |               |             |                                  |          |                        |
|---------------------|---------|-----------|----------|---------------|--------------|---------------|-------------|----------------------------------|----------|------------------------|
| ID                  | Sponsor | Cosponsor | County   | Facility Name | Project Type | Limits (From) | Limits (To) | Description                      | Let Year | YOE Cost (In Millions) |
| City2               | City    | City 2    | County 1 | Elm St        | Bike/Ped     | Avenue Z      | Avenue F    | Reconstruct sidewalk on one side | 2030     | \$0.80                 |
| City3               | City    | City 2    | County 1 | Cedar St      | Bike/Ped     | Main St       | Avenue C    | Add sidewalk on one side         | 2030     | \$0.40                 |
| City4               | City    | City 2    | County 1 | Market St     | Bike/Ped     | Main St       | Avenue C    | Reconstruct sidewalk on one side | 2030     | \$0.40                 |
| City5               | City    | City 2    | County 1 | Locust St     | Bike/Ped     | A Street      | B Street    | Add sidewalk on one side         | 2030     | \$0.20                 |

| Master Grouped Project |         |           |          |                               |              |                                                                                                   |             |                                                |          |                        |
|------------------------|---------|-----------|----------|-------------------------------|--------------|---------------------------------------------------------------------------------------------------|-------------|------------------------------------------------|----------|------------------------|
| ID                     | Sponsor | Cosponsor | County   | Facility Name                 | Project Type | Limits (From)                                                                                     | Limits (To) | Description                                    | Let Year | YOE Cost (In Millions) |
| City1 Grouped          | City    | City 2    | County 1 | City Downtown Sidewalk System | Bike/Ped     | 200S-200N Blocks of Elm St, 100 Block of Cedar St, 100 Block of Market St, 100 Block of Locust St | -           | Add and Reconstruct Sidewalks in Downtown City | 2030     | \$1.60                 |

**RESOLUTION NO. 2019-14**

**A RESOLUTION OF THE CITY OF MANOR, TEXAS, PROVIDING SUPPORT AND COMMENTS FOR EXTENDING US HIGHWAY 290 EAST TOLLWAY - PHASE IV, INTO THE CITY LIMITS AND EASTWARD; AND RECOGNIZING THE RECENT POPULATION INCREASES IN THE AREA, THE NUMBER OF MOTORISTS NOW UTILIZING US HIGHWAY 290 EAST AND THE EFFECTS ON LOCAL TRAFFIC AND CITIZENS OF THE CITY; AND PROVIDING FOR RELATED MATTERS.**

**WHEREAS**, population growth in central Texas has continued at historic levels and as a result, the City of Manor (the "City") has experienced unprecedented increases in traffic volume and the number of motorists navigating US Highway 290;

**WHEREAS**, as configured currently, US Highway 290 Tollway ends at or near the western limits of the City, requiring all eastbound motorists traveling along that portion of US Highway 290 to reduce speed, navigate intersections and stop lights as they proceed through the City; and

**WHEREAS**, the City Council of the City still supports this type roadway extension and traffic improvement design;

**WHEREAS**, the City Council of the City also supports and requests the initiation of the required environmental assessment process to begin in earnest to facilitate forward progress on this needed roadway project;

**WHEREAS**, the City Council finds the tollway design and extension of the US Highway 290 Tollway Phase IV, through the City, is beneficial to the health, safety, welfare of the City, it's citizens and the thousands of passing motorists utilizing that portion of roadway daily;

**WHEREAS**, the City Council of the City finds that it is in the best interest of the economic health and viability of City and the properties and developments located therein, which in turn benefits the economic health of the County, the region, and the State, that an extension of the current US Highway 290 Tollway Phase IV be considered, allowing for a more direct, expeditious route through the City and surrounding areas; and

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MANOR, TEXAS:**

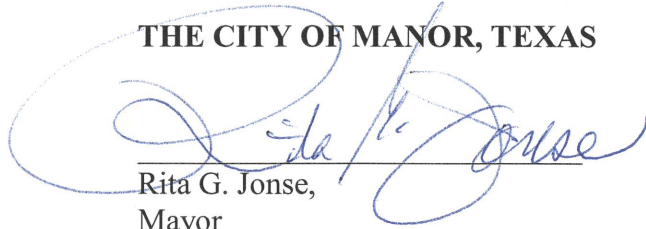
**SECTION 1.** The foregoing recitals are all true and correct and are hereby approved and adopted.

**SECTION 2.** The City Council of the City herein calls for the proper roadway authority to consider an extension of US Highway 290 Phase IV Tollway through the City.

**SECTION 3.** It is hereby officially found and determined that the meeting at which this Resolution is passed is open to the public and that public notice of the time, place, and purpose of said meeting was given as required by law.

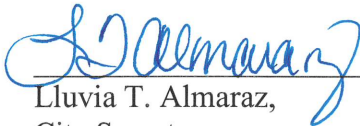
**PASSED AND APPROVED** this the 16<sup>th</sup> day of October 2019.

**THE CITY OF MANOR, TEXAS**



Rita G. Jonse,  
Mayor

**ATTEST:**

  
Luvia T. Almaraz,  
City Secretary



**KIRK WATSON**  
STATE SENATOR • DISTRICT 14

NOMINATIONS - VICE CHAIR  
EDUCATION  
FINANCE  
HIGHER EDUCATION

October 9, 2019

City of Manor  
Mayor and City Council  
P.O. Box 387  
Manor, TX 78653

Mayor Jonse and Manor City Council Members:

For well over a year now, my office has been hearing from enthusiastic residents about the need to extend the Manor Expressway. They are tired of dealing with the increased traffic through the heart of the City of Manor and want an option to get out of congestion. They are also concerned about new construction limiting future expansion.

As you might recall, this conversation started over a decade ago, when it was decided, as a result of significant opposition to the Expressway going through the City, that the Expressway would end west of town. Times have changed and congestion is much worse. With the rapid growth in Central Texas, and the increase in population that promises to continue multiplying in the years to come, now is the time to revisit the idea of extending the Expressway through the City of Manor.

I encourage you to take a stand for your constituents who are seeking relief from traffic and allow them the option to use a toll road. It is my understanding that you will consider passing a resolution calling for Phase IV of the Manor Expressway to be constructed, extending it to the east side of town. I encourage you to do this and ask that you then share this statement of commitment with the Texas Department of Transportation, the Central Texas Regional Mobility Authority and the Capital Area Metropolitan Planning Organization.

Please call on me if I may be of assistance to you.

Sincerely,

A handwritten signature in black ink that reads "Kirk Watson".

Kirk Watson

CC: Thomas M. Bolt, City Manager