



July 12, 2024

Central Texas Regional Mobility Authority  
MoPac South Team  
3300 N. IH-35  
Austin, TX 78705

**RE: Rollingwood Technical Working Group Official Comment Submission**

Dear MoPac South Team:

We appreciate the opportunity to participate in the Technical Working Group meetings related to the MoPac South Environmental Study and to give our input on the Project Goals & Objectives and the proposed Evaluation Criteria. Based on discussions and presentations throughout the various Technical Working Group meetings, please accept the following comments.

**Comments Regarding the *Technical Working Group Topic Specific Meeting Highlights Document***

We acknowledge and appreciate the acceptance of various comments made throughout the Technical Working Group meetings by the City of Rollingwood, specifically:

*Improve safety illumination and consider light pollution in design.* We continue to believe that this is an important criterion to include in the project environmental analysis.

*Widen SUP/Sidewalks where possible.* We are supportive of this consideration and encourage that this be applied specifically to locations adjacent to Rollingwood.

*The Mobility Authority is committed to initiating interagency coordination for Bee Cave Intersection.* We are appreciative of this commitment by the Mobility Authority and we request continued coordination to optimize the safety of the entrance ramps from Bee Cave Road and exit ramps to Bee Cave Road.

*Coordinate with TXDOT regarding crossing at Rollingwood Drive.* We continue to advocate for this important safety concern and appreciate the commitment to coordinating with involved agencies on the safety of this intersection.

**2045 Traffic Forecast Update and “All Roadway Users”**

The City of Rollingwood believes that the proposed Project Goals & Objectives and Evaluation Criteria should be revisited in light of the 2045 Traffic Forecast Update. In the previous iteration of the plan, the future travel times on MoPac from Slaughter Lane to Cesar Chavez under the “no build” scenario were estimated to be as much as 52 minutes, but based on updated 2045 Traffic Forecast Update, the impacts to future travel times are estimated to be much less. With the substantial difference in the future travel

times between the 2035 data and the 2045 data, we believe there is a need to go back and review the goals, objectives and criteria, as they should no longer be solely focused on north/south traffic.

This project currently focuses on those traveling north and south between Cesar Chavez and Slaughter Lane, and vice versa, using MoPac. While the proposed improvements are projected to save those future roadway users 6-9 minutes, if ALL roadway users are not considered, including those that originate from eastern or western arterial roads and ultimately utilize MoPac, those east/west users may see their travel times increase much more than 6-9 minutes. We request additions to the proposed Project Goals & Objectives and Evaluation Criteria that properly include and weight considerations for east/west traffic that may ultimately connect to or be coming from MoPac.

### **Elevated Lanes & Ramps, and Light & Noise Pollution**

The City of Rollingwood continues to oppose elevated lanes as proposed in alternatives 1A and 2A and elevated ramps as proposed in alternatives 2C and 3. Rollingwood is choosing to move toward becoming designated as a Dark Sky Community and the additional lighting that would accompany elevated lanes or elevated ramps would detract from that endeavor. Additionally, the City of Rollingwood already deals with significant noise pollution from nearby roadways, particularly MoPac. Elevated lanes or elevated ramps would increase the noise directed toward the city. The City of Rollingwood asks that both noise and light mitigation to be included as evaluation criteria for this environmental study, and when selecting an alternative. The City of Rollingwood also notes that alternatives 1B and 2B do not utilize elevated lanes or elevated ramps proximate to the City and the City of Rollingwood has continually asked that alternatives 1B and 2B be more fully studied and optimized.

### **Bee Cave Road Intersection**

We are appreciative of CTRMA's commitment to keeping this project on the table and considering it apart from the MoPac South Project, however the City of Rollingwood requests that any changes made to the MoPac configuration are made with this intersection in mind. The City of Rollingwood considers the intersection of Bee Cave Road and MoPac to also include the entrance and exit ramps to and from MoPac nearest the intersection. What is done at this intersection is crucial for traffic patterns in this area. Rollingwood has always been focused on both east/west and north/south traffic including those utilizing the access road and asking for CTRMA to include east/west traffic, while CTRMA continues to focus on north/south traffic only. Rollingwood has continued to ask for a study of this intersection and continues to advocate for all existing operational access points at the Bee Cave Road intersection to be maintained.

### **North Bound Toll Lane Access**

In addition to the City of Rollingwood's continued safety concerns with proposed alternatives 1A, 2A, and 2C, access to the northbound toll lane for users originating in Rollingwood or other western areas is also a primary concern. Under the configuration in proposed alternatives 2C, drivers originating from Bee Cave Road or Rollingwood Drive would have no access point to the northbound toll road until the FM 2222 entry point, or would be required to travel southbound past 360 in order to turn around and access the

northbound toll lane. Rollingwood continues to argue that “All roadway users” should include east/west travelers that endeavor to use the toll lane traveling north.

### **Proposed Revisions to Project Goals & Objectives and Evaluation Criteria**

Pursuant to the previous comments, the City of Rollingwood proposes the following revisions to the Project Goals & Objectives and Evaluation Criteria (suggested revisions underlined):

#### Project Goals and Objectives

- Provide consistency with local and regional plans
- Be constructible while minimizing impacts to the natural and human environment
- Reduce congestion delays and provide travel time savings for all roadway users, including those that originate from eastern or western arterial roads and ultimately utilize MoPac
- Support water quality by treating 100% of TSS annual loading for all new Impervious Cover
- During project development work to exceed above goal
- Deliver relief in a timely manner
- Facilitate congestion management
- Increase opportunities for transit and ridesharing
- Increase opportunities for pedestrians and bicyclists

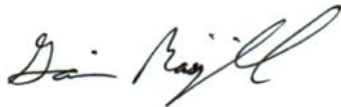
#### Evaluation Criteria

- Reduce Congestion Delays
- Optimize corridor utilization (throughput)
- Maximize travel savings
- Serve all roadway users, including those that originate from eastern or western arterial roads and ultimately utilize MoPac
- Provide opportunity for reliable travel times for all users, including those that originate from eastern or western arterial roads and ultimately utilize MoPac
- Facilitate reliable emergency response
- Create a dependable and consistent route for transit
- Stakeholder input
- Facilitate congestion management by increasing safe and connected opportunities for pedestrians and bicycles
- Deliver relief in a timely manner
- Avoid and minimize impacts to water quality
- Be constructible without unnecessary impacts to the human and natural environment
  - Mitigate or minimize noise or lighting impacts to neighboring communities
  - Maintain access to business districts
  - Maintain access to existing primary general-purpose routes and toll lanes
  - Preserve future construction and improvement options at existing intersections
- Provide consistency with local and regional plans

Additionally, at your earliest convenience, please provide supplemental information regarding: (1) Any preliminary drafts of the scoring/criteria matrix that will be used; and (2) How the criteria will be weighted.

Thank you again for the opportunity to participate in the Technical Working Group meetings related to the MoPac South Environmental Study and to give our input. We look forward to the opportunity to continue to work through the City of Rollingwood's comments and suggested additions to the Project Goals & Objectives and the proposed Evaluation Criteria.

Respectfully,

A handwritten signature in black ink, appearing to read "Gavin Massingill". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Gavin Massingill  
Mayor