



City of Rollingwood, Travis County, Texas

Resolution No. 2019-09-18-36

RESOLUTION SUPPORTING *NON-ELEVATED* DESIGN IMPROVEMENTS TO THE MOPAC SOUTH RAMP SYSTEM BETWEEN BEE CAVES ROAD AND LOOP 360

WHEREAS, the entire Eastern boundary of the City of Rollingwood is situated on hills adjacent to MoPac (Loop 1), South of Lady Bird Lake; and

WHEREAS, Bee Caves Road (FM 2244) is the main thoroughfare through the City of Rollingwood, and also connects the Greater Austin area with Western Travis County; and

WHEREAS, the Eastern boundary of Bee Caves Road terminates at the MoPac South/Bee Caves Road Intersection, with multiple connection points to the MoPac South frontage roads (the "MoPac South Ramp System"); and

WHEREAS, the design and construction of any changes to MoPac in the corridor spanning from Enfield to Loop 360 will either directly or indirectly affect the flow of traffic through the already strained intersection and MoPac South frontage roads at Bee Caves Road and MoPac; and

WHEREAS, the MoPac corridor between Lady Bird Lake and Loop 360 currently ranks as the 21st most congested roadway in Texas; and

WHEREAS, the removal of the non-tolled Winsted entrance ramp as part of the MoPac North Improvement Project introduced a bottleneck into southbound MoPac that directly causes additional congestion and double-digit delays; and

WHEREAS, vehicles avoiding the newly introduced bottleneck at the Winsted entrance ramp now divert through surrounding neighborhoods to avoid the additional delays on southbound MoPac, which has directly increased the volume of cut through traffic in residential areas of the City of Rollingwood; and

WHEREAS, another cause of congestion on MoPac is backups on the MoPac South Ramp System due to existing, outdated road infrastructure; and

WHEREAS, ingress to and egress from the City of Rollingwood via the connecting points of Bee Caves Road with the MoPac South Ramp System is negatively impacted by the traffic congestion on MoPac and the existing, outdated road infrastructure; and

WHEREAS, the Central Texas Regional Mobility Authority (CTRMA) received \$16.5 million of Rider 42 taxpayer dollars for the study (the "MoPac South Environmental Study"), of which the current 2018-2019 UPWP indicates that \$1.35 million remains to design road improvements for congestion relief in the MoPac South corridor from Lady Bird Lake to Slaughter Lane; and

48 **WHEREAS**, the City of Rollingwood does not support double-decked elevated lanes on
49 Loop 1 within the Lady Bird Lake to 360 Corridor (“One Express Lane + Downtown Direct
50 Connection”, “Two Express Lanes + Downtown Direct Connection”, “Two Express Lanes +
51 Elevated Ramps Near Barton Skyway”) proposed in the MoPac South Environmental Study;
52 and
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54 **WHEREAS**, the City of Rollingwood does support “Two Express Lanes Without
55 Downtown Direct Connection”, as the best option that has been presented by CTRMA, and
56 continues to ask that the option be fully optimized consistent with other alternatives presented in
57 the MoPac South Environmental Study; and
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59 **WHEREAS**, under NEPA, CTRMA should rigorously explore and objectively evaluate all
60 reasonable alternatives, including alternatives employing HOV, transit only lanes, or additional
61 free lane capacity. In addition, CTRMA should devote substantial treatment in detail to each
62 alternative that employs HOV, transit only lanes, or additional free lane capacity so that
63 reviewers may evaluate their comparative merits against the other; and
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65 **WHEREAS**, improvements to the design of the MoPac South Ramp System that do not
66 require elevated ramps may reduce congestion on MoPac South; and
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68 **WHEREAS**, CTRMA met with the City of Rollingwood in June of 2019 and presented a
69 proposed design improvement to a portion of the MoPac South Ramp System called the Ramp
70 Relief Project at Barton Skyway, which do not necessitate the addition of elevated ramps or
71 lanes; and
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73 **WHEREAS**, the proposed design improvements in the Ramp Relief Project at Barton
74 Skyway presented by CTRMA reflect adding an additional, at-grade lane for the Barton Skyway
75 ingress ramp and at-grade lengthening of the Bee Caves Road ingress ramp; and
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77 **WHEREAS**, the City of Rollingwood appreciated an initial opportunity to collaborate with
78 CTRMA regarding the proposed design improvements in the Ramp Relief Project at Barton
79 Skyway;
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81 **WHEREAS**, the City of Rollingwood requested during the June 2019 meeting that
82 improvements to optimizing the signaling at the MoPac/Bee Caves Road intersection and the
83 MoPac/Barton Skyway intersection be included in the Ramp Relief Project at Barton Skyway to
84 reduce dead cycles at each intersection;
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86 **WHEREAS**, the City of Rollingwood requested during the June 2019 meeting evaluation
87 of an additional southbound lane to serve as the exit lane for Loop 360 South;
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89 **WHEREAS**, CTRMA describes the purpose of the Ramp Relief Project at Barton
90 Skyway as an opportunity to relieve congestion at Barton Skyway to mitigate the congestion that
91 reaches the bottleneck introduced by removing the Winsted entrance ramp; and
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93 **WHEREAS**, the City of Rollingwood does not concede that the Ramp Relief Project at
94 Barton Skyway will mitigate the negative impact of the bottleneck introduced by removing the
95 Winsted entrance ramp, but may reduce congestion on MoPac South and is the type of design
96 improvement to mitigate congestion without the need for elevated infrastructure or tolls that the
97 City of Rollingwood has requested as part of the MoPac South Improvement Project; and

WHEREAS, the City Council of the City of Rollingwood desires to work with CTRMA and TXDOT to develop alternatives to the proposed elevated toll lanes as part of the MoPac South Improvement Project and the proposed improvements to through the Ramp Relief Project at Barton Skyway may reduce congestion on MoPac South;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ROLLINGWOOD:

1. The City supports further design, analysis, and study of the proposed Ramp Relief Project at Barton Skyway and looks forward to further collaboration with CTRMA regarding the Ramp Relief Project at Barton Skyway; and
2. The City maintains that Federal, State, and local agencies or entities must coordinate to resolve conflicts or mitigate impacts on the City of Rollingwood, its citizens, or businesses. Coordination must include analysis, study, and discussion of any and all supporting data and information to include traffic and revenue data, before decisions are made.
3. The City continues to oppose the current CTRMA proposals to construct double-decked elevated lanes on Loop 1 within the Lady Bird Lake to 360 Corridor ("One Express Lane + Downtown Direct Connection", "Two Express Lanes + Downtown Direct Connection", "Two Express Lanes + Elevated Ramps Near Barton Skyway") in the MoPac South Environmental Study; and
4. The City continues to support the "Two Express Lanes Without Downtown Direct Connection" as the best option that has been presented by CTRMA, and continues to ask that the option be fully optimized consistent with other alternatives presented in the MoPac South Environmental Study.

APPROVED, PASSED AND ADOPTED by the City Council of the City of Rollingwood, Texas, on the ____ day of _____, 2019.

APPROVED:

Michael Dyson, Mayor

ATTEST:

Ashley Wayman, City Secretary