

# City of Rollingwood City Council Update

December 16, 2024



**MOPAC SOUTH**  
ENVIRONMENTAL STUDY

- **Limits:** Cesar Chavez Street to Slaughter Lane
- **Length:** Approximately 8 miles
- **Designation:** Principal Arterial; freight corridor
- **Project Status:** Environmental Study
- **Recent Activity:**
  - 2045 Traffic Update – March 2024
  - Technical Work Group Meetings – May-June 2024
- **Current Activity:**
  - Open House November 12- December 29, 2024
  - Presenting the Recommended Build Alternative for public comment



- **Online: [www.voh.mopacsouth.com](http://www.voh.mopacsouth.com)**
  - The virtual open house will remain open through Sun., Dec. 29, 2024 (48 calendar days).
- **In-Person**
  - November 12, 2024, 5 p.m. at Austin High School
  - ~100 attendees
  - 23 comments received in-person
- **Official comments can be submitted:**
  - Online: [voh.mopacsouth.com](http://voh.mopacsouth.com)
  - By Email: [mopacsouth@ctrma.org](mailto:mopacsouth@ctrma.org)
  - By Mail: Central Texas Regional Mobility Authority  
c/o: MoPac South  
3300 N. IH-35, Suite 300, Austin, TX 78705

*To be included in the official record for the open house, comments on the Recommended Build Alternative and environmental study elements must be received by Sunday, December 29, 2024.*

# Not Included In The Study

- **E/W Cesar Chavez Study**
- **Bee Caves Intersection**
  - Organized interagency meeting in June 2024
  - TxDOT offered to take the lead
- **Park and Ride**
- **SH 45 Connection Between IH 35 and FM 1626**
- **Elevated Bike/Pedestrian Crossing at Barton Springs**
- **Continuous 12-foot Shared Use Paths**
- **Design, Construction, and Funding**

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**The Mobility Authority and Project Team welcome  
input, partnerships and betterments**

- **Presents the Recommended Build Alternative for Public Comment**
- **Continuation of public engagement and input to shape the study**
- **Evaluation for the build alternatives**
- **Evaluation for the operation configurations**
- **Environmental technical studies**
- **Schematic**

- **Technical Work Groups**
  - 8 meetings
  - 18 entities invited
- **City of Rollingwood**
- **City of Austin**
- **Save Our Springs**
- **Austin ISD**



Community input has been a valuable part of the development process for MoPac South, with adjustments made based on public input, including:

- Added new direct connection at US 290
- Added new bypass lanes from Barton Skyway to Loop 360
- **Added south to north Texas Turnaround at Barton Skyway**
- Lengthen turn lane leading to Texas Turnaround at Loop 360
- **Reconfigured Bee Cave Road/RM 2244 southbound exit ramp**
- Ramp improvements at William Cannon Drive
- Added third southbound and northbound general-purpose lane near William Cannon Drive
- **Additional ADA bike/ped crossings**
- Widened Shared Use Path
- **Additional bike/ped access on each side of the corridor**
- Relocated the Barton Springs Road Shared Use Path crossing to improve safety



**Shared community values:**

- Protecting human and natural resources
- No increased elevations over Lady Bird Lake
- No direct connector ramps near Austin High School
- Maximize pedestrian/cyclist routes

# Project Benefits

NON-TOLLED  
IMPROVEMENTS



TRAVEL TIME  
& RELIABILITY  
BENEFITS

OPERATIONAL  
IMPROVEMENTS/  
EFFICIENCY



DEPENDABLE  
ROUTE FOR  
TRANSIT

IMPROVED  
EMERGENCY  
RESPONSE TIMES



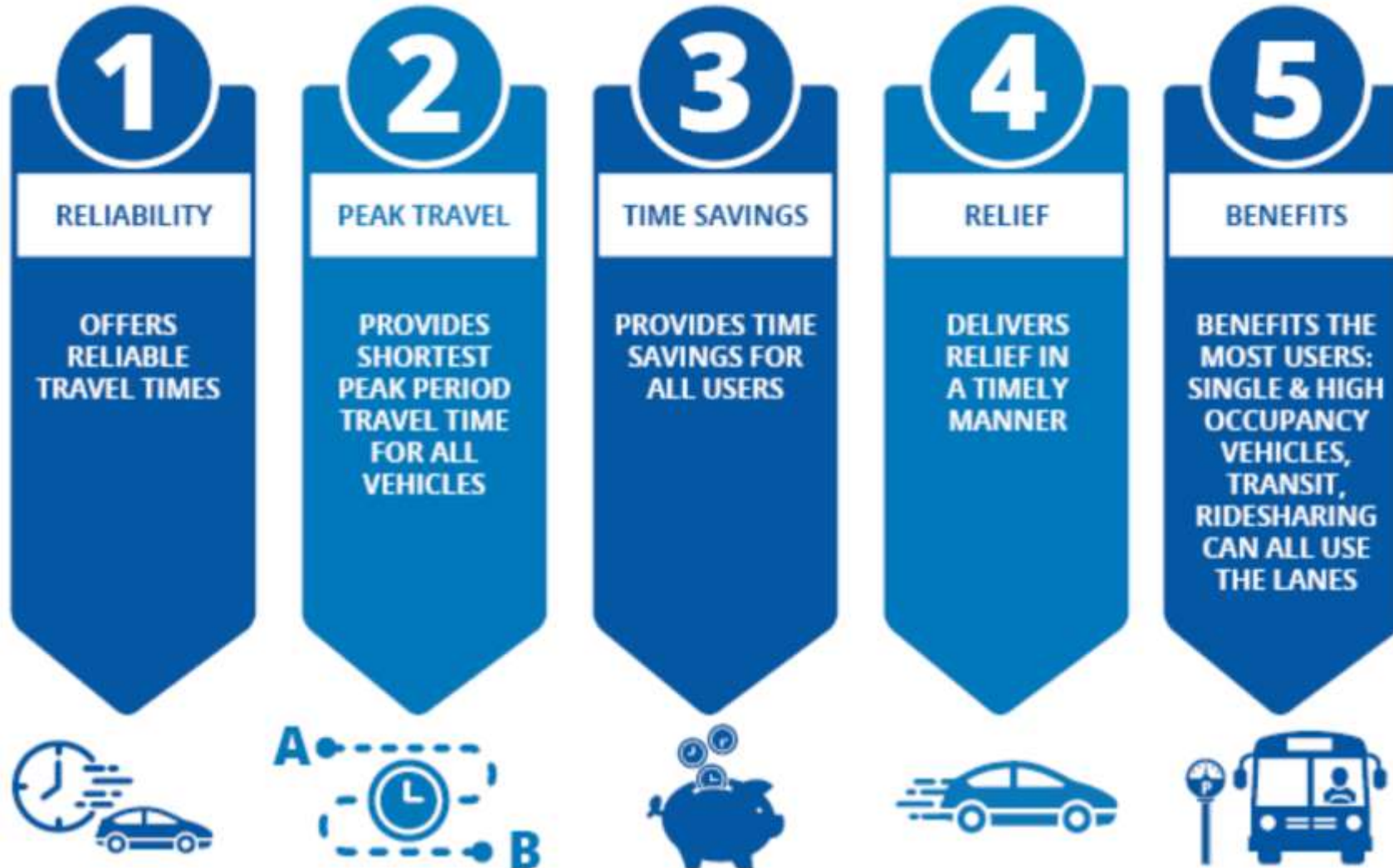
ADA-COMPLIANT  
BICYCLE AND  
PEDESTRIAN  
FACILITIES

INCREASED  
WATER QUALITY  
MEASURES

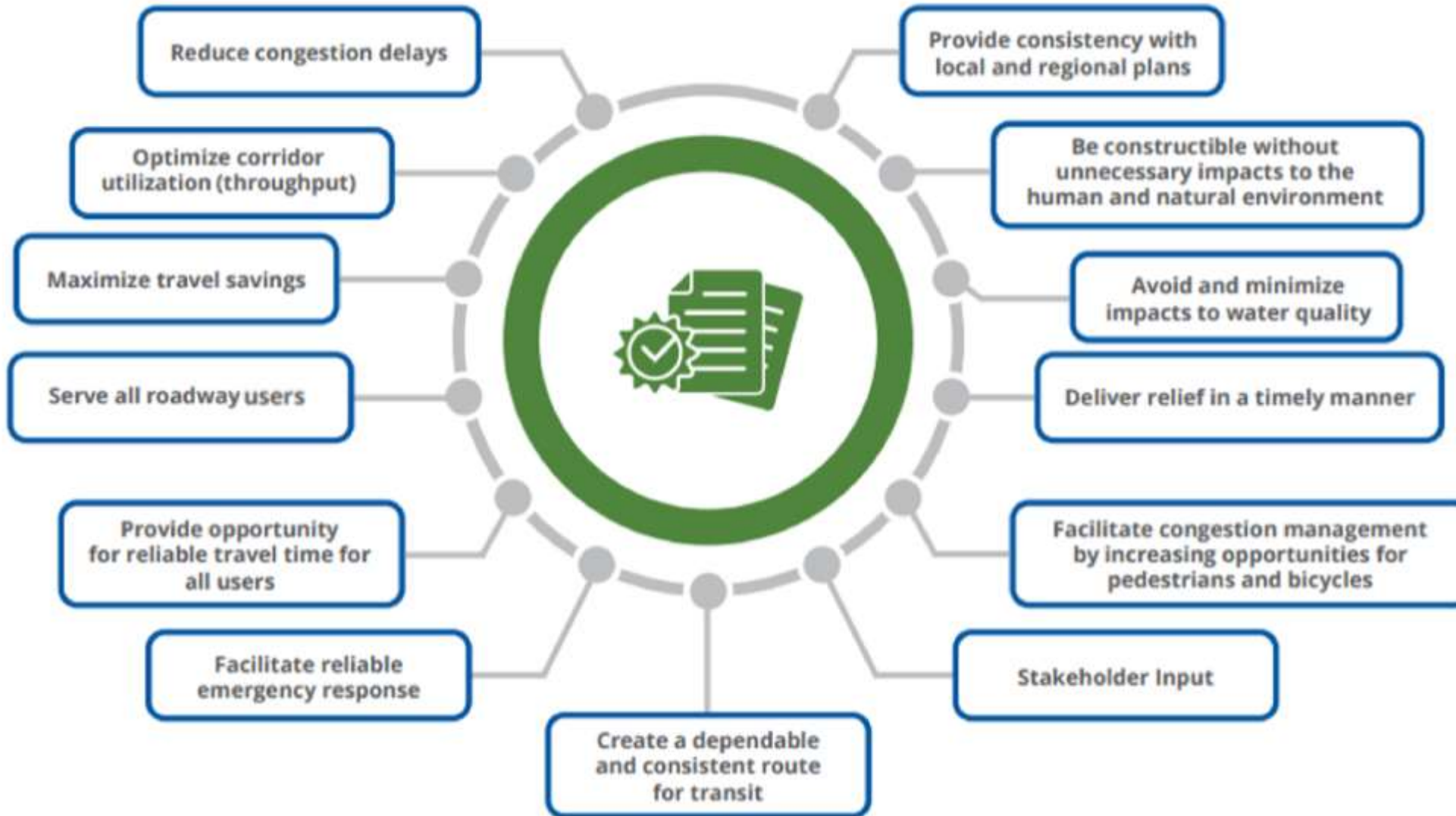




## Why Express Lane(s):



# Evaluation Criteria



## Key Takeaways:

- Travel times and time savings are only 1 of many considerations in project alternative evaluations.

# Environmental Evaluations



*Air Quality*



*Biological Resources*



*Karst Zones*



*4(f) Considerations*



*Cultural Resources*



*Land Use & Parkland*



*Hazardous Materials*



*Traffic Noise*



*Water Resources*



*Environmental Justice*



*Indirect and Cumulative Impacts*



*Social and Community Impacts*

# Operational Configurations Not Recommended

**1A.**

One Express Lane with Downtown Direct Connection

**2A.**

Two Express Lanes with Downtown Direct Connection

- × Public preference for no elevated lanes over Lady Bird Lake
- × Public concerns about connectivity so close to Austin High School

**1B.**

One Express Lane without Downtown Direct Connection

**2B.**

Two Express Lanes without Downtown Direct Connection

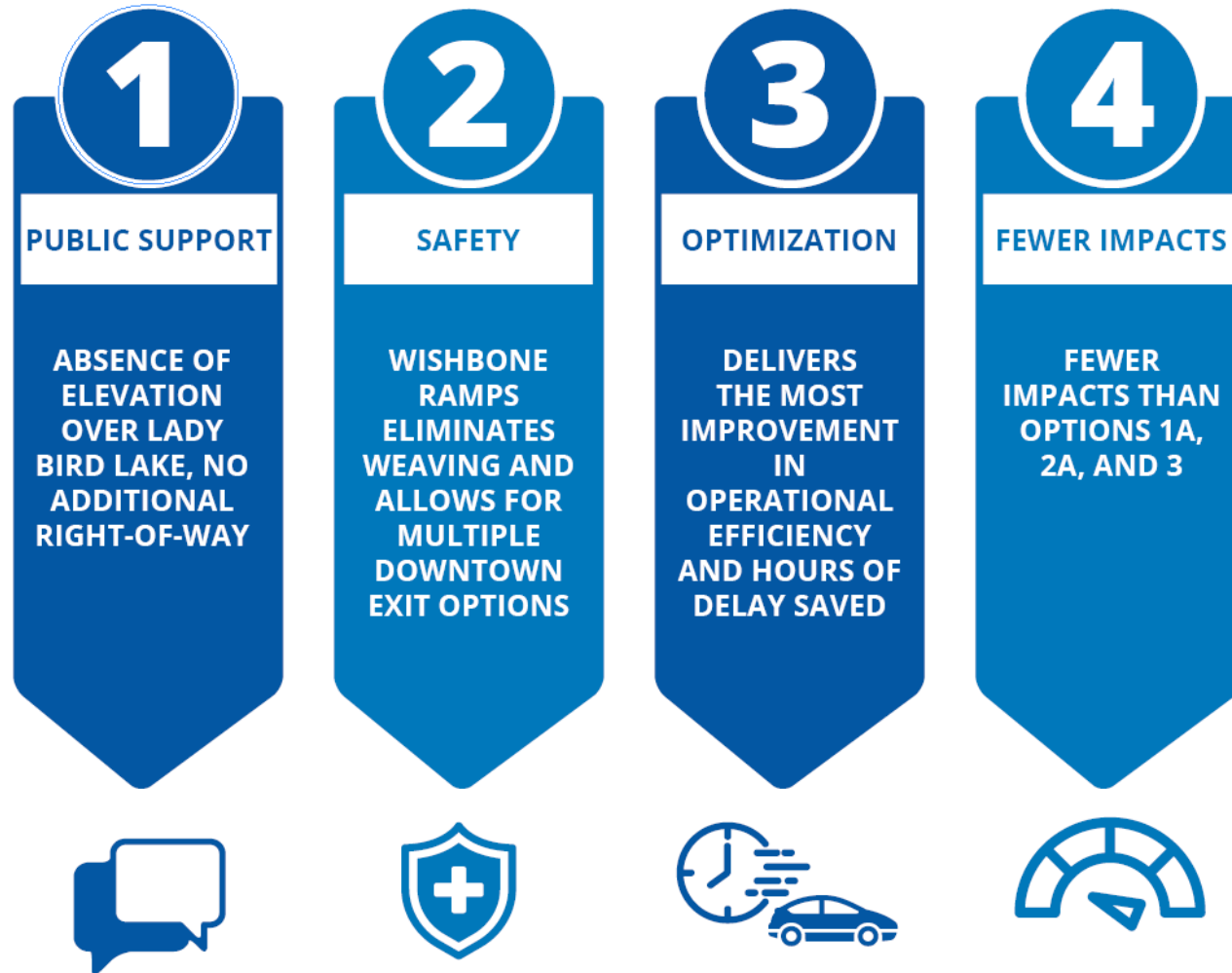
- × Operational efficiency and safety reduced due to merging

**3.**

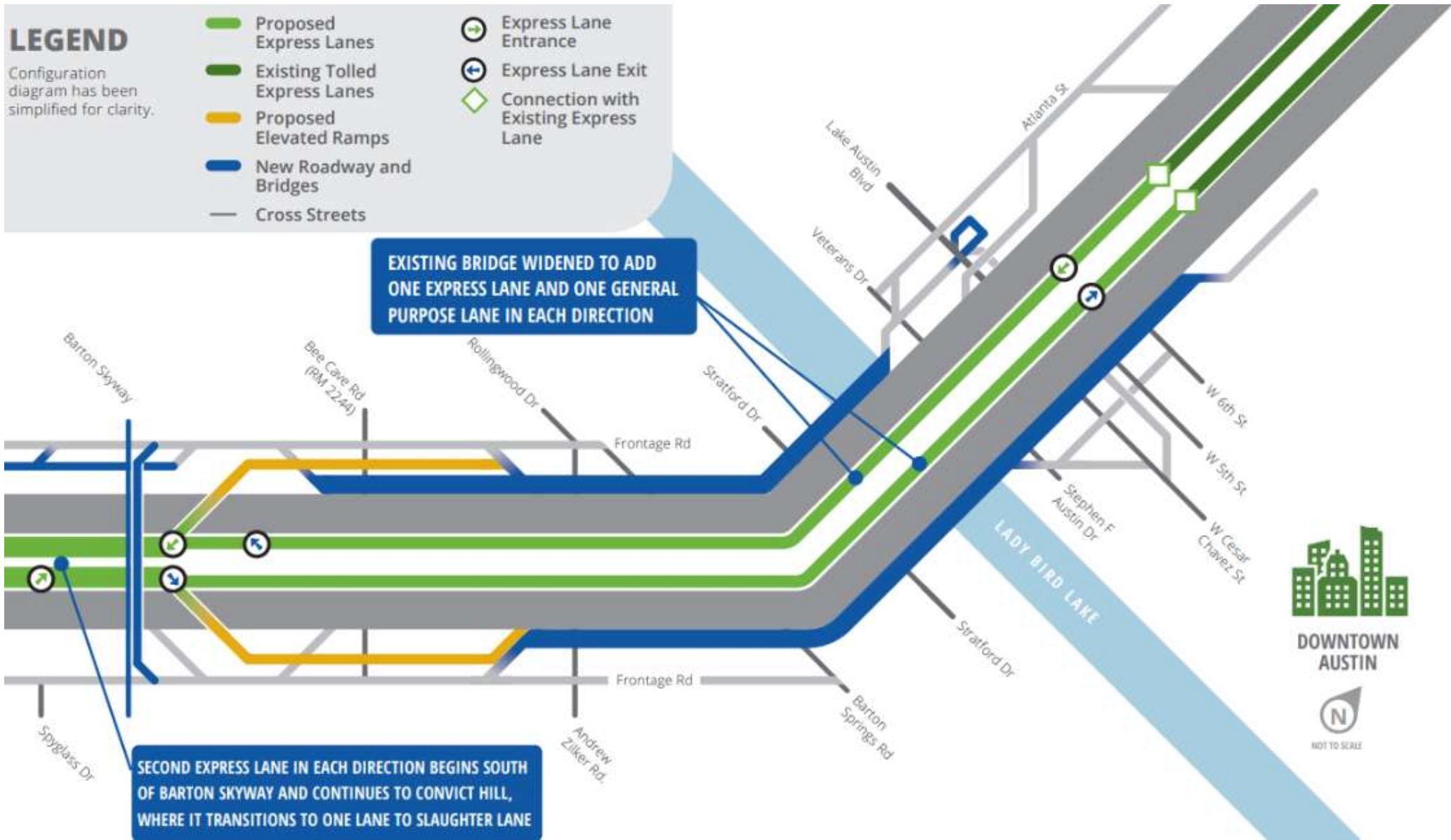
City of Austin Proposal

- × Collector distributors require wider bridges and additional right-of-way through Zilker Park.
- × Public preference for less right-of-way

## Why 2C: Two Express Lanes with Elevated Ramps near Barton Skyway



# Access To/From Downtown via Dedicated Ramps over the Mainlanes



# Non-Tolled Improvements

Sixth Street and Cesar Chavez Street entrance ramps to southbound MoPac

Widens existing bridge over Lady Bird Lake to five non-tolled general-purpose lanes in both directions

**South-to-north non-signalized U-turn at Barton Skyway**

**Southbound non-tolled bypass lanes for Bee Cave Road and Barton Skyway entrance to southbound MoPac to bypass signals**

Repaved general-purpose lanes throughout corridor

**Shift the southbound Bee Cave Road exit ramp further north to allow for safer weaving for westbound Bee Cave Road traffic**

Ramp reversal north of Loop 360 northbound frontage road to reduce congestion at northbound Loop 360 intersection

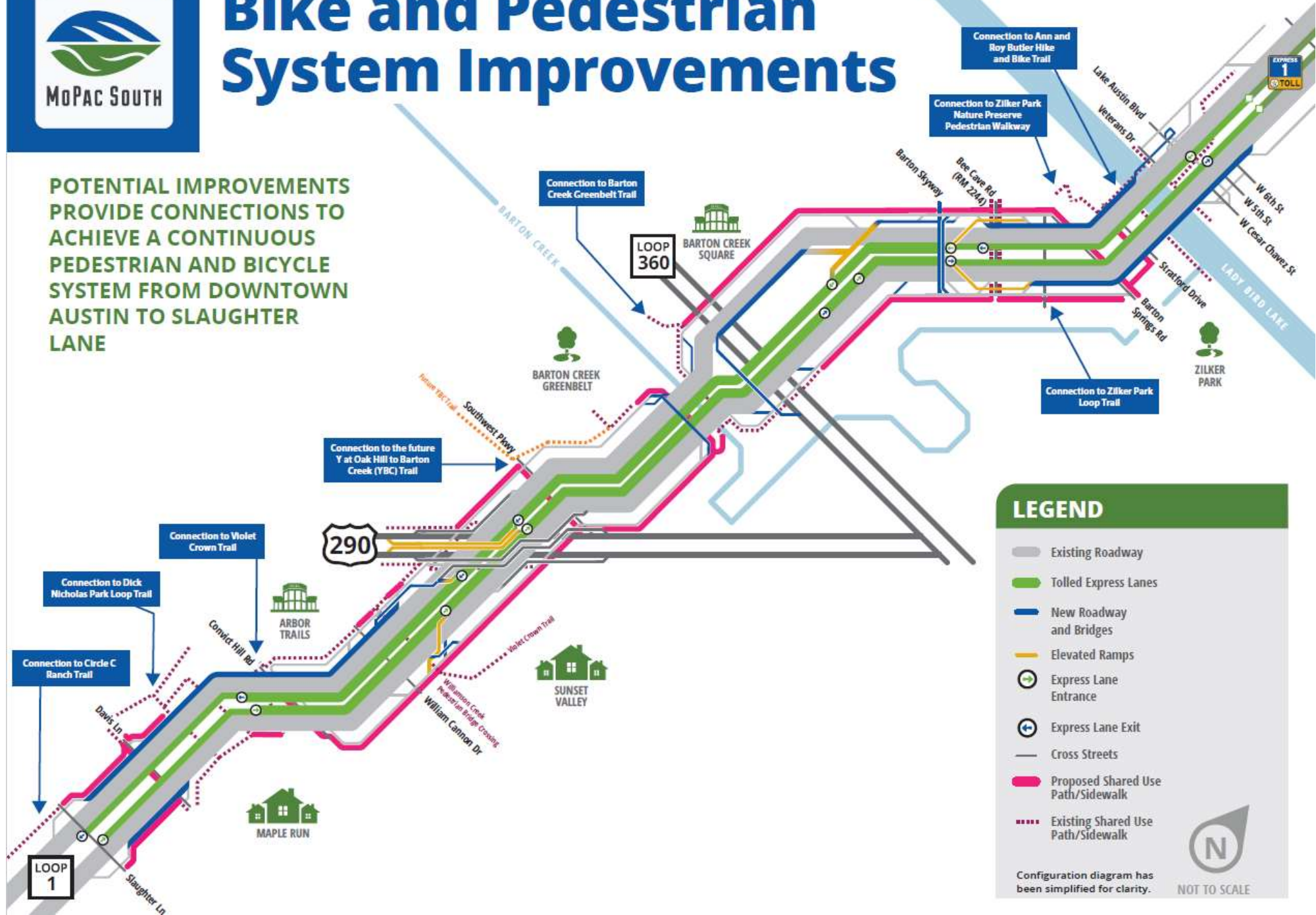
Ramp operational improvements on the northbound frontage road north of William Cannon

**Increased pedestrian and cyclist opportunities**



# Bike and Pedestrian System Improvements

POTENTIAL IMPROVEMENTS PROVIDE CONNECTIONS TO ACHIEVE A CONTINUOUS PEDESTRIAN AND BICYCLE SYSTEM FROM DOWNTOWN AUSTIN TO SLAUGHTER LANE



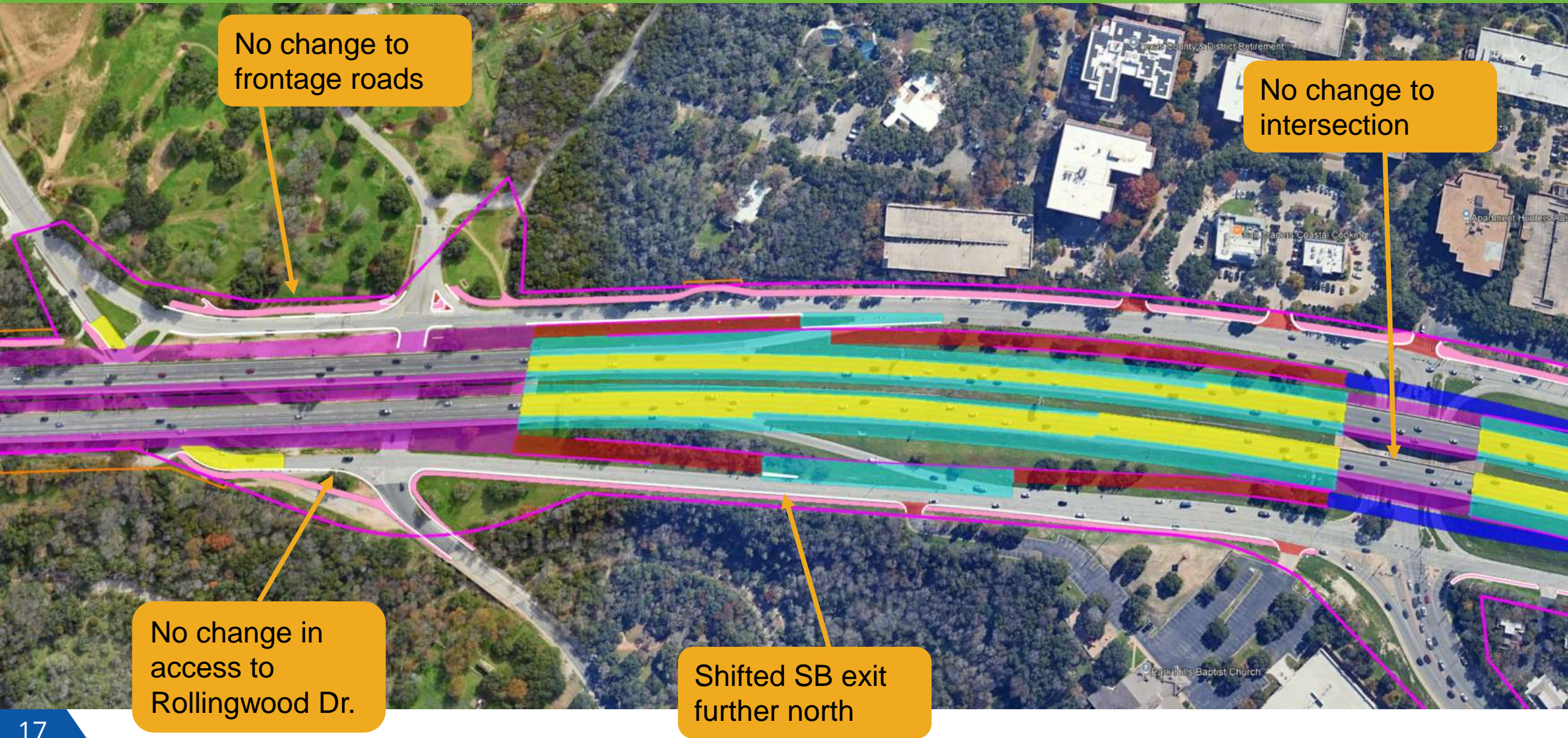
## LEGEND

- Existing Roadway
- Tolled Express Lanes
- New Roadway and Bridges
- Elevated Ramps
- Express Lane Entrance
- Express Lane Exit
- Cross Streets
- Proposed Shared Use Path/Sidewalk
- Existing Shared Use Path/Sidewalk

Configuration diagram has been simplified for clarity. NOT TO SCALE



# Frontage and Southbound Access



No change to frontage roads

No change to intersection

No change in access to Rollingwood Dr.

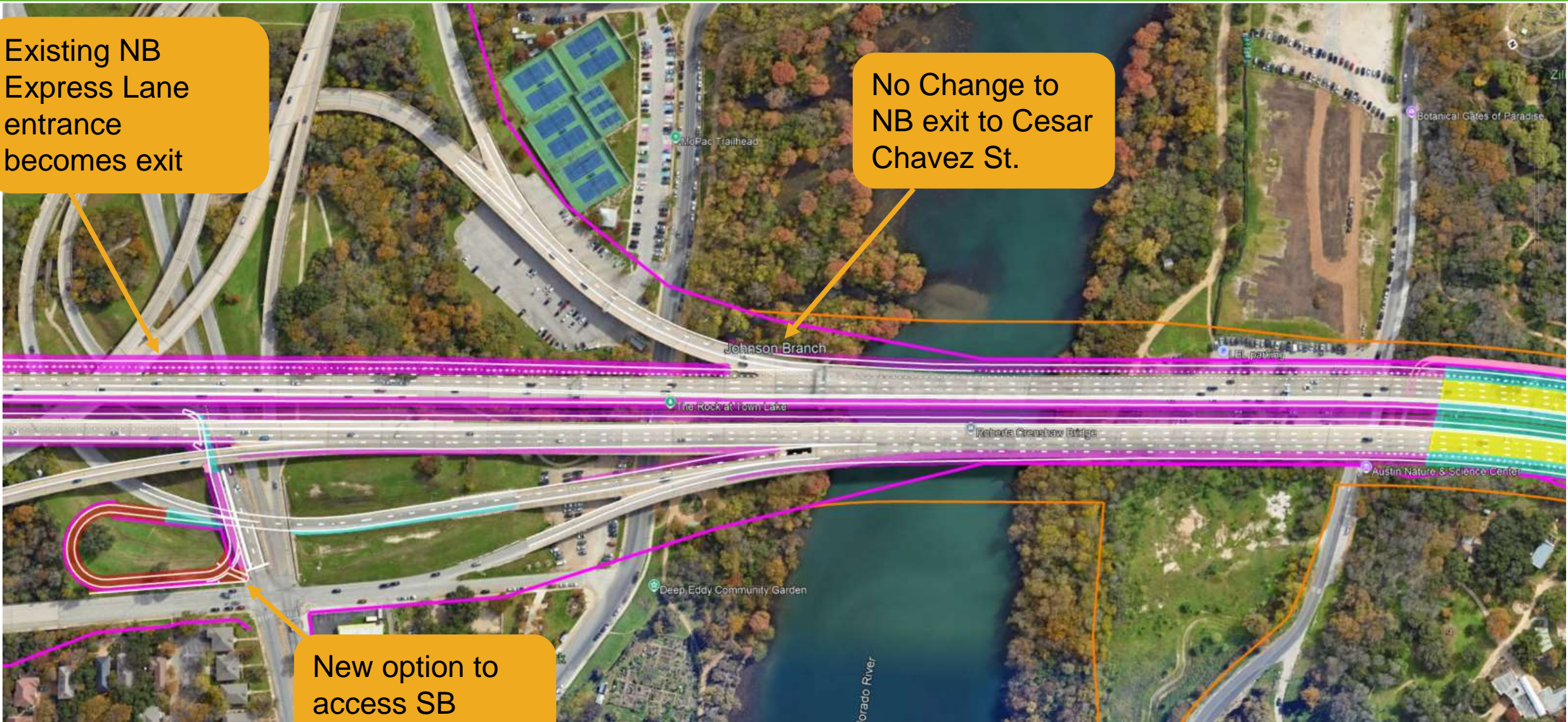
Shifted SB exit further north

# Downtown Area Schematic Overview

Existing NB Express Lane entrance becomes exit

No Change to NB exit to Cesar Chavez St.

New option to access SB Mopac





# MoPac South Project Next Steps

- **Virtual Open House #6 in progress**
- **Post Open House #6 documentation and responses to comments**
- **Continue determining how public input can be incorporated**
- **Publish draft Environmental Assessment (EA)**
- **Public Hearing**
- **Submit Final EA**
- **IF the project receives a Finding of No Significant Impact the next step is that the Mobility Authority board of directors votes to decide on moving the project forward to design and construction**

# Thank You

Visit [www.voh.mopacsouth.com](http://www.voh.mopacsouth.com)  
to explore exhibits in detail  
and provide feedback by  
Sun., Dec. 29, 2024.



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ENVIRONMENTAL STUDY