



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

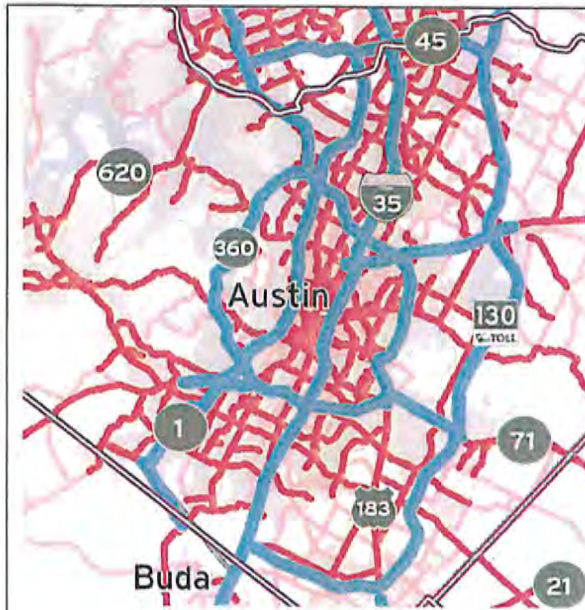
documents do not inform the City of Rollingwood or the general public regarding the assumptions made regarding the existing and/or planned updates to Mopac or Bee Caves Road.

The City of Rollingwood notes the following:

(1) As to the “existing” map on page 7 of the “Arterial Boards”:

	<p>(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.</p> <p>(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”.</p> <p>(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.</p> <p>(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.</p>
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(2) As to the “planned” map on page 7 of the “Arterials Boards”, based on the “2040 Planned Network”:



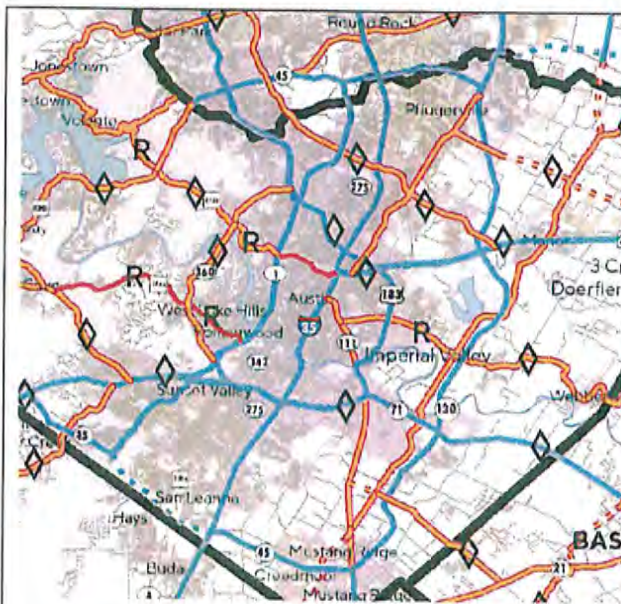
(a) Loop 1 is classified, from 45N to the 45SW, as a “limited access” segment. The Regional Corridor Inventory previously provided to the City of Rollingwood does not provide any description of any planned improvements to Loop 1 to support the “planned” map.

(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.

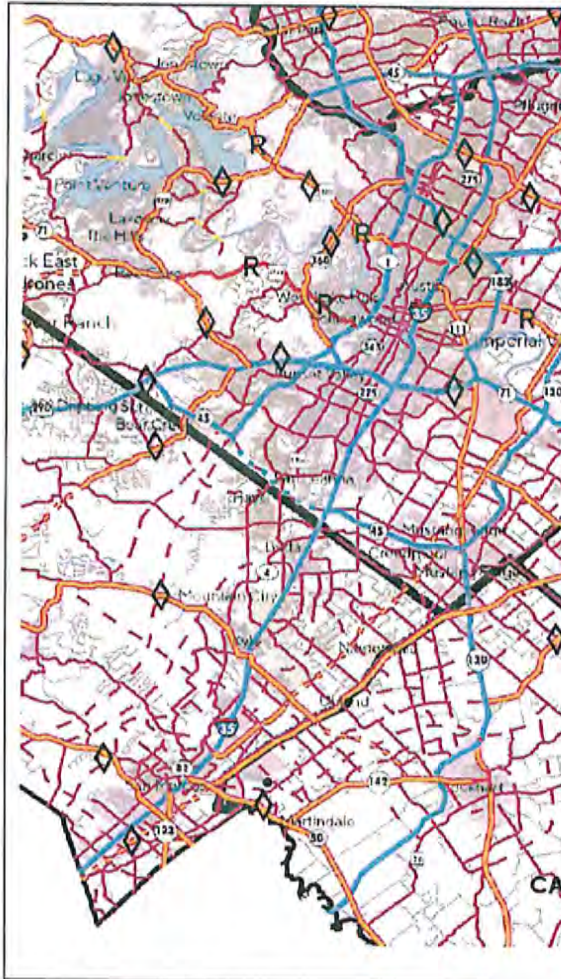
(4) As to the “Scenario B” map on p. 9 of the “Arterials Boards”:



(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 272<sup>nd</sup> 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