



**CITY OF ROLLINGWOOD**  
**403 Nixon Drive**  
**Rollingwood, TX 78746**  
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04/01/15

Capital Area Metropolitan Planning Organization  
Board of Directors  
P.O. Box 1088  
Austin, Texas 78767

Sent Via Certified Mail  
Sent Via Email

Sirs/Madams:

The City of Rollingwood Council Members and myself have attended, participated, and listened to citizens' comments at the Public Hearings and have considered the proposed double-decked expansion at a public hearing of the City Council held on March 11, 2015. The consensus that has resulted from these meetings is that the City Council Members and I have very strong objections to the current MoPac South Expansion Project plans. Please add these comments to the public comments for the CAMPO 2035 and 2040 plans.

The following is a summary of the Pros and Cons concerning the proposed plans:

**Pros**

- Improve traffic flow will benefit uses of MoPac entering and exiting at the City.
- The proposed exit ramp onto Bee Caves Road would improve the dangerous existing ramp.
- Possible improvement to the Rollingwood Drive/MoPac intersection are desired.
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- Possibilities for improvements/developments to the Hike and Bike trails would be beneficial.

**Cons**

- Noise levels will significantly increase from the proposed elevated lanes.
- Light pollution will significantly increase from the proposed elevated lanes.
- Use of park areas by youth sports teams and the public and park development will be negatively impacted.
- The proposed MoPac connection to I-35 is not being discussed in the plan, and would adversely impact Rollingwood with increased traffic on MoPac.
- Ingress/Egress "short window" access for Express Lanes at Barton Skyway and Hwy. 360.
- The necessity of traveling south to Barton Skyway to reach Express Lanes from the City.

- Lack of an entry/exit point feasibility study.
- Proposed Bike/Pedestrian lane plan is not considered to be safe or rational.
- Residents' views of downtown Austin will be obstructed.
- An upper deck and exit located in the immediate vicinity of Austin High School is believed to be an undesirable infringement on the school.
- It is believed that the plan for northbound lanes to merge to one lane will result in an increase in traffic congestion at the point of merger and backing up from that point.
- The project's plans for access to and from Cesar Chavez Street may not be sufficient to address the increase of 15,000 workers from two new developments in that area and any new plan should provide for additional traffic capacity on Cesar Chavez Street, particularly at Lamar Street Bridge, into the downtown area.

As stated, these are only a summary of the issues and comments that have been made by City Council members and myself, and are further based on concerns voiced by residents of the City. As for noise and light pollution and the visual impact, no one can recall a double-decked highway in a vicinity like ours, where the location of homes and parks on the immediately surrounding hills will suffer the effects all the more, being on more of an even elevation with the elevated highway.

The City of Rollingwood's City Council Members and myself appreciate the traffic reduction efforts of CAMPO and the opportunity to provide input to the project's plan. We sincerely hope that such input is seriously considered to develop a final plan that is publicly acceptable as well as functionally sound.

Sincerely,



Thom Farrell  
Mayor  
City of Rollingwood

Cc: Victor Vargas P.E. Area Engineer, TxDOT