CITY OF ROLLINGWOOD
SPECIAL CITY COUNCIL MEETING
AGENDA

Tuesday, April 14, 2026

Notice is hereby given that the City Council of the City of Rollingwood, Texas will hold a meeting, open to the public, in the Municipal Building at 403 Nixon Drive in Rollingwood, Texas on April 14, 2026 at 5:00 PM. Members of the public and the City Council may participate in the meeting virtually, as long as a quorum of the City Council and the presiding officer are physically present at the Municipal Building, in accordance with the Texas Open Meetings Act. The public may watch this meeting live and have the opportunity to comment via audio devices at the link below. The public may also participate in this meeting by dialing one of the toll-free numbers below and entering the meeting ID and Passcode.

Link: https://us02web.zoom.us/j/5307372193?pwd=QmNUbmZBQ1IwUlNjNmk5RnJrelRFUT09

Toll-Free Numbers: (833) 548-0276 or (833) 548-0282

Meeting ID: 530 737 2193

Password: 9fryms

The public will be permitted to offer public comments via their audio devices when logged in to the meeting or telephonically by calling in as provided by the agenda and as permitted by the presiding officer during the meeting. If a member of the public is having difficulties accessing the public meeting, they can contact the city at citysecretary@rollingwoodtx.gov. Written questions or comments may be submitted up to two hours before the meeting. A video recording of the meeting will be made and will be posted to the City's website and available to the public in accordance with the Texas Public Information Act upon written request.

CALL SPECIAL CITY COUNCIL MEETING TO ORDER

1. Roll Call

PUBLIC COMMENTS

Citizens wishing to address the City Council for items not on the agenda will be received at this time. Please limit comments to 3 minutes. In accordance with the Open Meetings Act, the City Council is restricted from discussing or taking action on items not listed on the agenda.

Citizens who wish to address the Council with regard to matters on the agenda will be received at the time the item is considered.

REGULAR AGENDA

2. Roundtable discussion with community stakeholders regarding the MoPac South Expansion Project

ADJOURNMENT OF MEETING

CERTIFICATION OF POSTING

I hereby certify that the above Notice of Meeting was posted on the bulletin board at the Rollingwood Municipal Building, in Rollingwood, Texas and to the City website at www.rollingwoodtx.gov **prior to 5:00 p.m.** on **April 8, 2026.**

Nikki Stautzenberger

Nikki Stautzenberger, Development Services Manager

NOTICE -

The City of Rollingwood is committed to compliance with the Americans with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request. Please contact the City Secretary, at (512) 327-1838 for information. Hearing-impaired or speech-disabled persons equipped with telecommunication devices for the deaf may call (512) 272-9116 or may utilize the stateside Relay Texas Program at 1-800-735-2988.

The City Council will announce that it will go into executive session, if necessary, to deliberate any matter listed on this agenda for which an exception to open meetings requirements permits such closed deliberation, including but not limited to consultation with the city's attorney(s) pursuant to Texas Government Code section 551.071, as announced at the time of the closed session.

Consultation with legal counsel pursuant to section 551.071 of the Texas Government Code;
discussion of personnel matters pursuant to section 551.074 of the Texas Government Code;
real estate acquisition pursuant to section 551.072 of the Texas Government Code;
prospective gifts pursuant to section 551.073 of the Texas Government Code;
security personnel and device pursuant to section 551.076 of the Texas Government Code;
and/or economic development pursuant to section 551.087 of the Texas Government Code.
Action, if any, will be taken in open session.

AGENDA ITEM SUMMARY SHEET

City of Rollingwood

Meeting Date: April 15, 2026

Submitted By:

Staff

Agenda Item:

Roundtable discussion with community stakeholders regarding the MoPac Expansion Project

Description:

This item is intended to facilitate discussion regarding Central Texas Regional Mobility Authority's proposed changes to MoPac.

Action Requested:

No formal action is necessary on this item

Fiscal Impacts:

The cost for this item depends on any action taken by Council

Attachments:

1. Rollingwood Letter to CTRMA (2024)
2. WLH Letter to CTRMA (2024)
3. Second WLH Letter to CTRMA (2024)
4. 2026 Revised South Mopac Plan
5. MPS Bee Caves Rd Elevation Exhibits
6. WLH MoPac South Briefing
7. Revised South Mopac Plan - Rollingwood Area
8. Zilker Park Noise Barrier
9. Drawings of Zilker Noise Barrier
10. Draft Westlake Region Public Comment Letter

ROLLINGWOOD
TEXAS

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<u>, including those that originate from eastern or western arterial roads and ultimately utilize MoPac</u>
- 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<u>, including those that originate from eastern or western arterial roads and ultimately utilize MoPac</u>
- Provide opportunity for reliable travel times for all users<u>, including those that originate from eastern or western arterial roads and ultimately utilize MoPac</u>
- Facilitate reliable emergency response
- Create a dependable and consistent route for transit
- Stakeholder input
- Facilitate congestion management by increasing <u>safe and connected</u> 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
    - <u>Mitigate or minimize noise or lighting impacts to neighboring communities</u>
    - <u>Maintain access to business districts</u>
    - <u>Maintain access to existing primary general-purpose routes and toll lanes</u>
    - <u>Preserve future construction and improvement options at existing intersections</u>
- 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,

Gavin Massingill
Mayor

City *of* West Lake Hills

911 Westlake Drive
West Lake Hills, TX 78746
(512) 327-3628 www.westlakehills.org

December 13, 2024

Dear CTRMA Board Members,

The City of West Lake Hills applauds your commitment to confronting the challenges of growth in the Austin Metro Area. We have reviewed the proposed design of the South Mopac express lanes. While the design serves Southern and Northern communities, it not only fails to benefit communities using either Bee Cave Rd. or Loop 360 to reach MoPac, it makes the lives of residents using either artery significantly worse. Furthermore, it will lead to dangerous gridlock around Austin High and WAYA fields. Our concerns are the following:

1. Communities using either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes, the entrance near 15th street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High.
2. The current access to Bee Cave Rd. from Southbound MoPac express lanes will be eliminated.
3. The exit to Cesar Chavez from the express lane and the entrance to regular Northbound MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck.
4. Exiting to Bee Cave Rd. from regular Southbound MoPac lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck.
5. Additional expensive, imposing infrastructure in the 360 to Cesar Chavez corridor provides no benefit to the communities it directly impacts.

Consequently, the City of West Lake Hills requests that the portions of the expressway between Loop 360 and Cesar Chavez be redesigned. Impacts on those coming from the West or East must be accounted for. Specifically, the City requests that:

1. Drivers entering MoPac from Loop 360 should have access to the Northbound express lane. TXDOT is spending over $200 million dollars over the next fifteen years to improve traffic flow along the corridor. It would be an absolute shame to execute on the current design, tying a gordian knot at the 360/Mopac intersection, when we have the chance right now to instead fix the intersection into the distant future.
2. Access to and from Bee Cave Rd. from regular MoPac lanes must not require merging with express lane users.
3. Travelers going South on the express lanes should still be able exit to Bee Cave Rd. rather than having to exit the express lanes south of Bee Cave Rd., then travel down the frontage road, and then use 360.
4. The current Northbound entrance point to the express lanes near 15th Street should not be replaced with an exit. Express lane drivers can exit to regular lanes at Cesar Chavez and still easily access Enfield Rd. They do not need an additional exit near 15th Street.

Doing this would greatly alleviate risks to Austin High, improve rather than impede traffic flow from 360 to MoPac North, preserve the safety of drivers using Bee Cave Rd., and provide benefits to the entire community which will bear the brunt of construction delays, imposing infrastructure, and road noise.

Sincerely,

James Vaughan
Mayor
City of West Lake Hills

City *of* West Lake Hills

911 Westlake Drive
West Lake Hills, TX 78746
(512) 327-3628 www.westlakehills.org

December 18, 2024

Dear CTRMA Board Members,

Since my letter on December 13, 2024, I attended a workshop with CTRMA technical staff at Rollingwood City Hall. The observations from my previous letter proved true. I listened to justifications and explanations by technical staff. Frankly the explanations fall short. Below, I will include my original observations, technical staff justifications, and my response.

1. Communities using either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes, the entrance near 15th street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High.
    1. **CTRMA Staff Justification (CSJ):**
        1. In order to prevent weaving to the express lanes from the main lanes, as well as allow speedier travel from the express lanes to Windsor and Enfield, the current entrance point ought to be eliminated.
        2. There's a low probability mapping software would reroute traffic around Austin High, because the traffic flow on regular lanes will quicken substantially.
    2. **Our Response:**
        1. Switching this entrance to an exit for the purpose of accessing Enfield will cause express lanes drivers to merge across three lanes of traffic quickly – the opposite of the intentions of staff. Relatively speaking, there is much more space to get across regular lanes to this current entrance from Bee Cave Rd. than there would be for drivers exiting from the expresslane to Enfield.
        2. Regular lane traffic will quickly return to its current state once construction finishes – this is always the case with highway expansion in growing cities. Mapping software will reroute drivers if the alternative saves even a few minutes, drivers will be rerouted around Austin High (unless the loop around is already gridlocked).
2. The current access to Bee Cave Rd. from Southbound MoPac express lanes will be eliminated and converted into an entrance.
    1. **CSJ:** Not specifically addressed, but generally addressed. Similar to the point above, Staff's goal is to avoid weaving and to keep the express lane moving quickly.
    2. **Our Response:** The current exit from Southbound Mopac express lanes to the current exit to Bee Cave Rd. is 1.1 miles. The current exit from Southbound Mopac express lanes to the proposed exit to Bee Cave Rd. is a little less than a mile. Note I've had to approximate these distances from physical maps at Rollingwood city hall as the online presentations have no such details. Presuming these numbers are true, this is not a dramatic change. What's more, the reconfiguration as an entrance makes no sense. This new entrance will be just north of Lake Austin Blvd. The next entrance will be just before Barton Springs Rd. (the combined exit to Bee Cave Rd.). There's simply no reason to cut off expressway users from Bee Cave Rd. The predictable net impact will be for express lane users to exit Cesar Chavez, loop around Austin High and use Red Bud Trail. Austin's planned redesign for that bridge did not contemplate such an influx. Of course,

as above, drivers won't be rerouted by mapping software should the Emmett Shelton Bridge already be gridlocked.

3. The exit to Cesar Chavez from the express lane and the entrance to regular Northbound MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck.
    1. **CSJ:** The conditions are relatively unchanged. Drivers exit the Northbound express lane exit at a safe distance from the Bee Cave Rd. entrance. Bee Cave Rd. maintains a separate lane for entry onto regular Mopac.
    2. **Our Response:** The entry onto Mopac from Bee Cave Rd. will no longer lead directly to the Cesar Chavez exit. It merges into the exit lane for Cesar Chavez. Currently, drivers who want to continue North from Bee Cave Rd. merge one lane over. Under this plan, drivers will be required to merge two lanes over. To make matters worse, the Cesar Chavez exit is sure to be the most popular exit from the expanded express lanes. Drivers attempting to go Northbound on regular lanes from Bee Cave will have to compete with the highest volume of express lane traffic – that which wants to get to Cesar Chavez – which was previously moving quickly, in order to get two lanes over to drive North. It is a certainty that drivers coming off the express lane will be moving faster than those in the regular lane although Staff disputes this. One simply has to take the current existing South exit from the existing toll lanes to see this effect in action.
4. Exiting to Bee Cave Rd. from regular Southbound MoPac lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck.
    1. **CSJ:** The exit to Bee Cave Rd. from regular lanes has been improved as the new exit to Bee Cave Rd. will be further North along the frontage road giving drivers more time to cross the frontage road and get to Bee Cave.
    2. **Our Response:** We appreciate the exit being moved further North. However, our residents will be competing with all the accelerating traffic – who's goal is to get onto the express lanes – coming off the new ramp at Sixth Street in order to exit at Bee Cave. Again, perhaps this doesn't show up in the models but is quite evident from lived experience, when drivers feel they've been liberated from the quagmire of the regular lanes, they quickly accelerate.

Apart from our particular concerns, I have a few observations about the process. Frequently, and especially with regards to extremely long-term projects, the response to all concerns becomes a reference to a model. However, a model is only as useful as the data that guides it and the further out the projections, the more useless even the most accurate models become. I presume all or most of you on this Board have some experience with corporate America. Have you ever seen a company hit its thirty-year growth targets? Have you ever made a spreadsheet that, without any further revisions, you had any real faith in that proved accurate after year five? Maybe you blew your expectations out of the water, maybe you failed them, but I presume you never hit them within any small margin of error. In the mid to very long term, common sense wins out.

On the data in the model itself, staff made a few contradictory claims that give me pause. We first heard that Bee Cave Rd. was not included in the model. Then we heard that travel from East to West wasn't included in the model – which leads me to presume traffic from 360 was also excluded; however, that was not stated explicitly. Then we learned that maybe East West traffic was included in the model through a 2015 University of Texas study (should this be true, given that it's 2024, staff ought to be able to fact check the accuracy of said study after nine years). Then I learned that apparently, according to Campo's 2045 master transit plan model, 360 and Bee Cave Rd. users were either 4% of the users of the Northbound expresslane or I learned that only 4% of 360 and Bee Cave Rd. users take the expresslane. The first, despite being a small number, would imply extremely high per capita use of the current expresslane. The second, not so much. But then, I believe we also learned that the census tracts used for that model included only Rollingwood, Treemont, and Lost Creek – excluding the vast majority of people coming from the West. Lastly and most importantly, the model does not include data from the inevitable expansion of 45 to I35.

Let's move away from the model and talk about our shared experience. I've lived here most of my life as I presume you all have as well. Staff told us at the open house that we ought not to worry about our loss of access to and from Northbound express lanes because it would only add three minutes to our trips from Bee Cave Rd. to 2222. According to staff, the new express lanes will vacuum up so much traffic as to liberate regular lanes leading to a perpetually harmonious flow of travelers. Common sense says such a claim is pure fantasy. One merely has to sit on MoPac in regular lanes in either direction from 3:30-6:30pm to realize life is pretty much back for regular lane users to exactly what it was prior to expresslane construction. As stated above, such is the case for new or expanded highways in growing cities across the nation. A side note – the Board ought to ask staff for a report on how the traffic flow on regular lanes of Northbound Expressway model has held up to the test of time.

So, what does common sense tell us about the future of MoPac? 45 will be expanded, Mopac will turn into a second I35, truck traffic and all, and the only reprieve will be the Express Lanes. Consequently, the plans cannot be limited to catering to the needs of just the commuters to the North and South. Care must be taken at this moment to include the common sense requests from Bee Cave Rd. and Loop 360 users to maintain access and limit direct vehicular jousting upon entering or exiting the roadway.

Thank you as always for your dedication, time, and attention,

Best regards,

James Vaughan
Mayor
City of West Lake Hills

City of Rollingwood and West Lake Hills Update

March 2026

MoPac South
ENVIRONMENTAL STUDY

MoPac South

Context

- This slide deck is a continuation of dialogue between the City of Rollingwood (COR), City of West Lake Hills (WLH) and the Mobility Authority (MA) on the MoPac South Project, and addresses several specific requests the COR and WLH have made, including:
  - Schematic revisions
  - Origin & destination data
  - Travel time data, and
  - Data of MoPac North performance
- The COR and WLH have made these requests to understand why the MA is supporting a Build Alternative that modeling shows will increase travel times for some users from Bee Caves Road.

Executive Summary

- **Schematic Revisions**
  - Loop 360 to MoPac NB Express Lanes (EL)–
    - Allows more access to NB EL for those coming from Loop 360 and south
    - Incorporated in the schematic that will be presented at the Public Hearing
  - Bee Caves Intersection Concept
    - Allows more access to the NB EL for the 2,700 vehicles from Bee Caves Rd EB
- **Travel Time Impacts**
  - While the MoPac South Build Alternative offers improvements to users throughout the 8-mile corridor, the southbound MoPac to westbound Bee Caves Road route sees travel time increases during peak periods.
    - An estimated 2,300 vehicles exit the existing EL north of Bee Caves Road and are assumed to access Bee Cave Road. 900 of those vehicles access points along Bee Caves Road east of Walsh Tarlton and will see increases to their travel times.
    - The remaining 1,400 vehicles accessing areas west of Walsh Tarlton have alternative possible routes to reduce travel times. These are shared in the following presentation.
  - As a regional agency, the Mobility Authority must prioritize regional performance and safety. The Build Alternative provides a safer scenario across the river by reducing the weaving to the Bee Caves exit from the inside lanes and reducing the number of vehicles in the General Purpose Lanes (GPL) across the river.
- **The Build Alternative best serves the region and meets the Purpose & Need to provide reliable routes for SOV, HOV, transit, and emergency services.**

Note: Throughout this document, "vehicles" is used to describe the estimated Average Daily Traffic (ADT)

Schematic Revision:

Loop 360 Northbound EL Access

MoPac South
Environmental Study

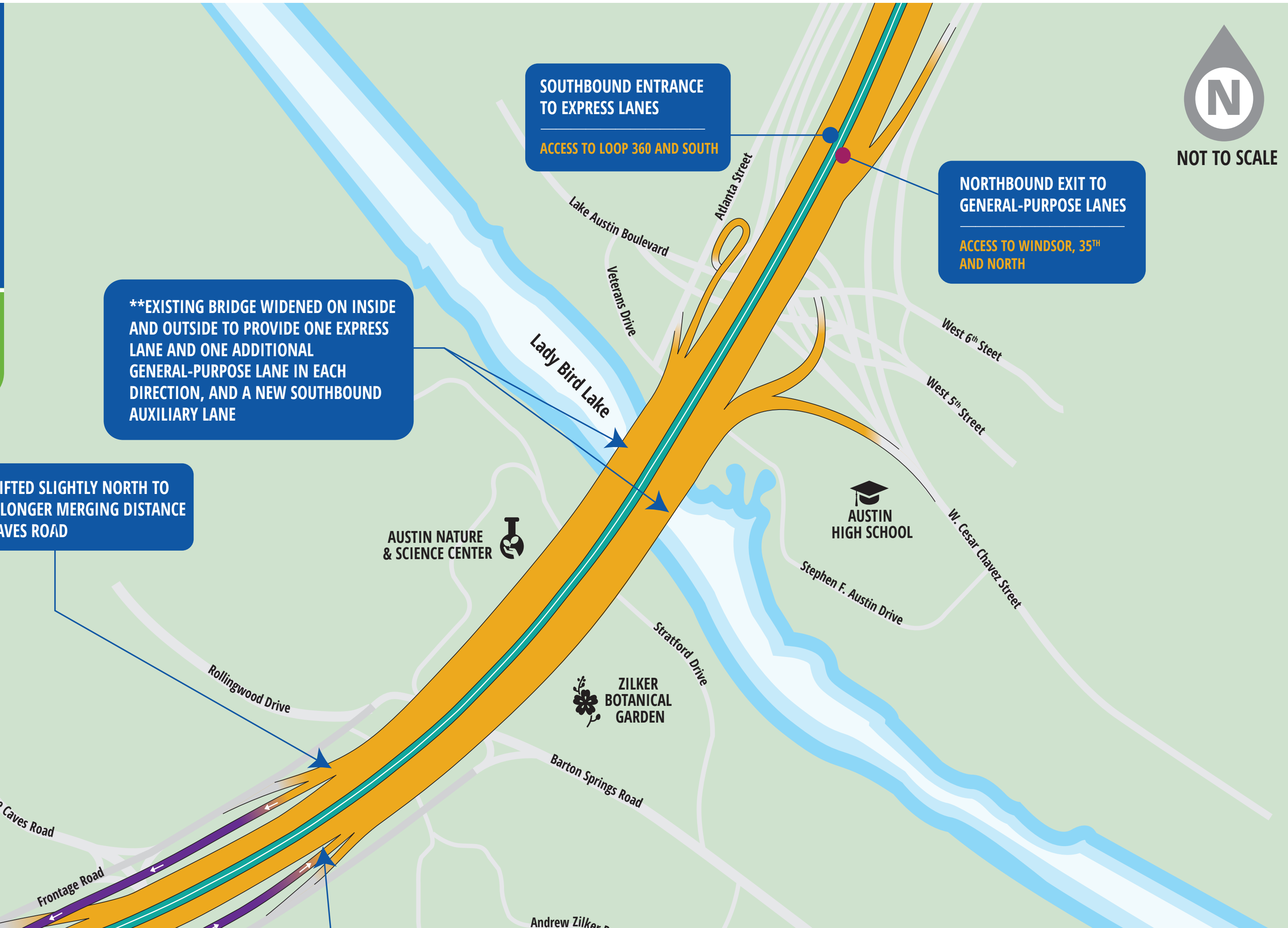
MoPac South

Context

- At Open House #6, the public, COR, and WLH requested a review of shifting the northbound EL access north of Loop 360 farther north so that vehicles coming from Loop 360 could access the EL.
- **This adjustment was incorporated into the schematic and will be presented as part of the Build Alternative at the Public Hearing.**

MOPAC SOUTH PROJECT

Two Express Lanes + Elevated Wishbone Ramps Near Barton Skyway (2C)



LEGEND:

The same number of non-tolled general-purpose lanes that exist are being preserved and improved, in accordance with state law.

- Express Lane Direct Connectors
- Express Lanes and Ramps
- General-Purpose Lanes and Ramps
- Express Lanes Entrance
- Express Lanes Exit

**No additional right-of-way acquisition is proposed.

Map reflects changes implemented following Open House #6 and will be included in the Public Hearing. Subject to change.

Schematic Concept: Bee Cave Intersection

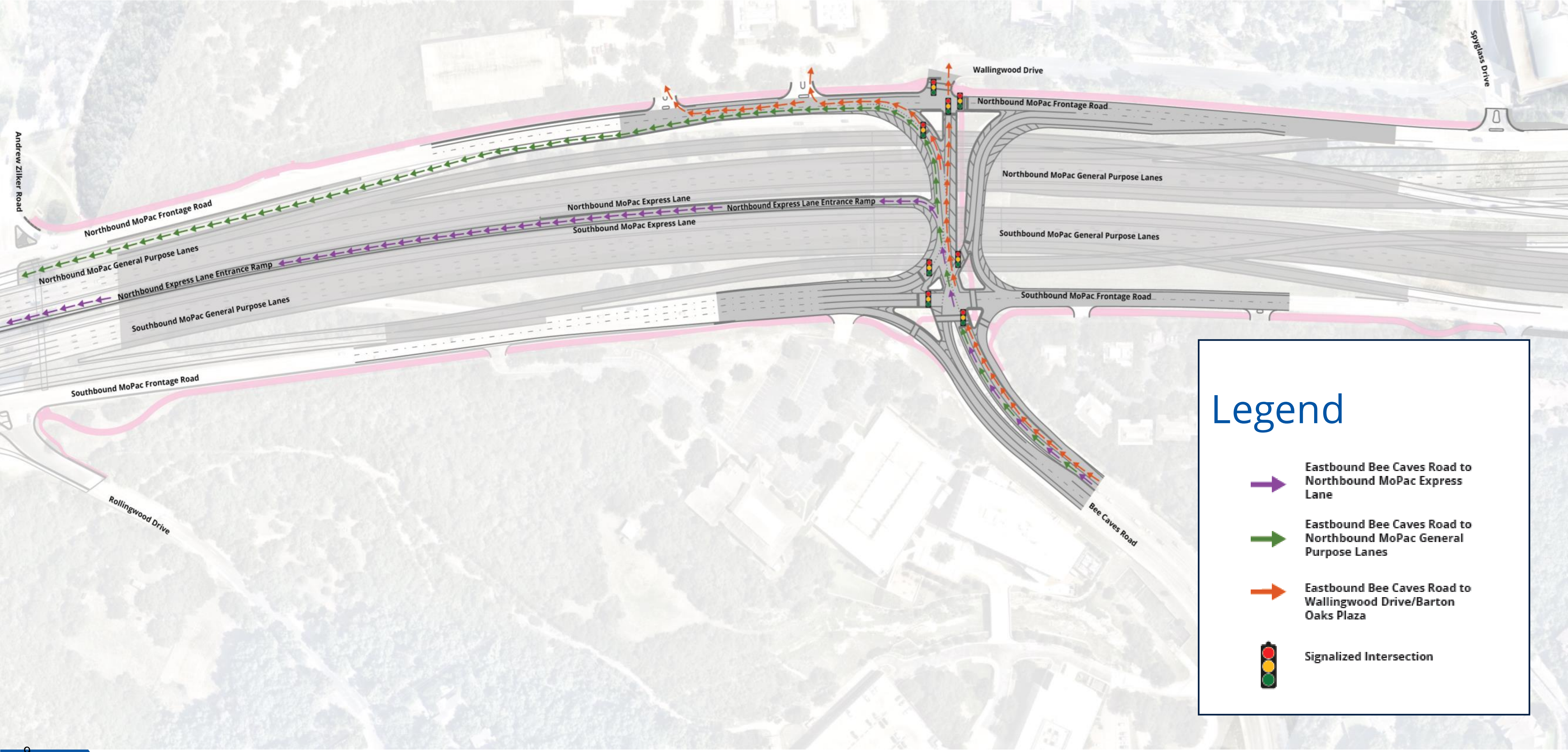
MoPac South
ENVIRONMENTAL STUDY

MoPac South

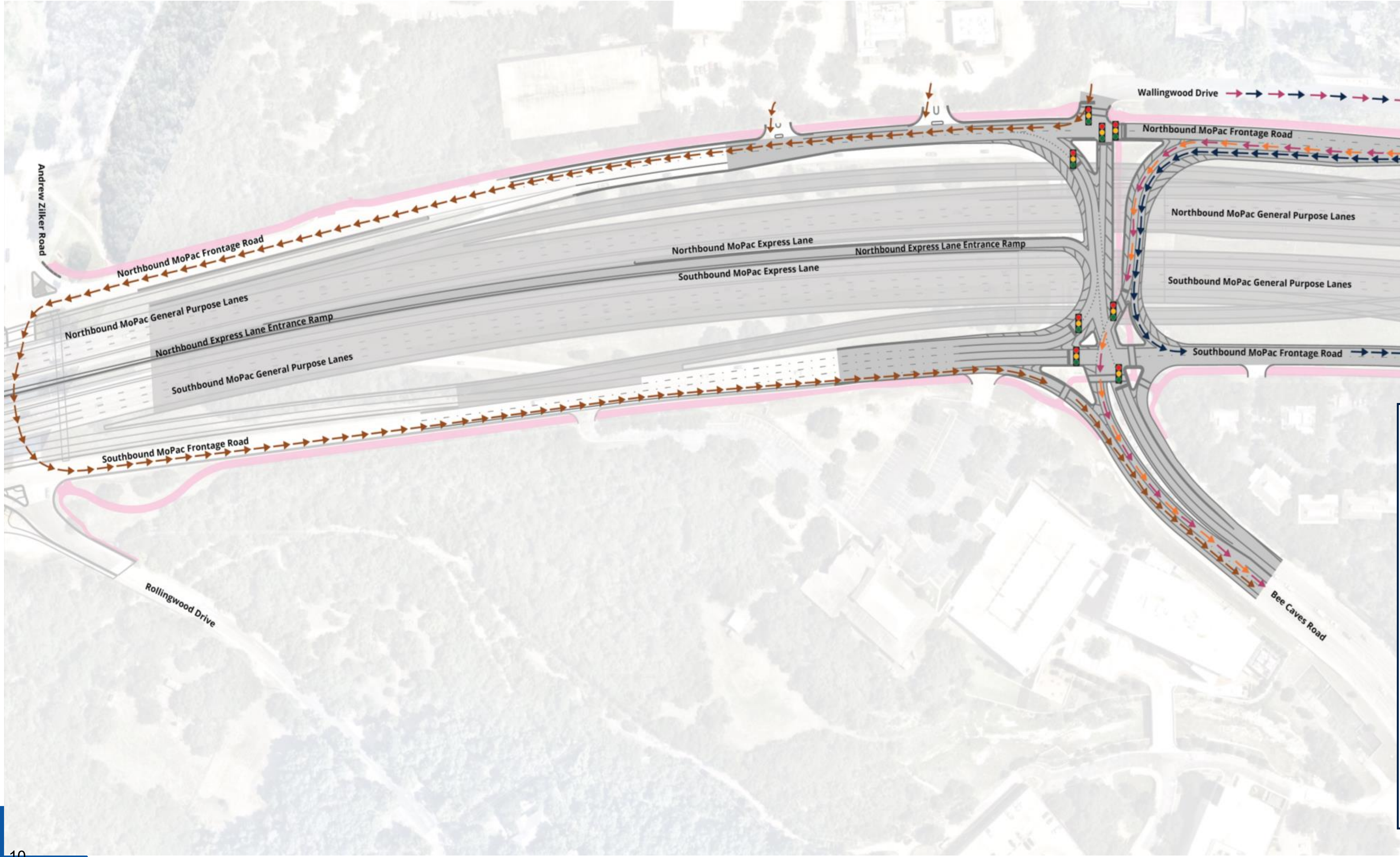
Context

- The COR and WLH requested that the Mobility Authority consider how to improve travel times to and from the Bee Caves intersection at MoPac by providing a northbound EL entrance and southbound EL exit at the similar locations to the existing condition.
- **The Mobility Authority has provided an intersection concept that provides a northbound EL entrance directly from the Bee Cave intersection.**
- The Mobility Authority is initiating broader stakeholder engagement.
- The concept will be included at the Public Hearing to gather feedback for consideration to be incorporated into the Build Alternative.

Bee Caves Intersection Concept: EB and NB



Bee Caves Intersection Concept: WB and SB



Legend

- Northbound MoPac Frontage Road to Westbound Bee Caves Road
- Wallingwood Drive to Westbound Bee Caves Road
- Wallingwood Drive/Barton Oaks Plaza to Westbound Bee Caves Road
- Wallingwood Drive/Barton Oaks Plaza to Southbound MoPac Frontage Road
- Signalized Intersection

Key Takeaways

- Provides direct access to the northbound EL from eastbound Bee Caves Road, with potential to serve up to 2,700 vehicles
- Route from Wallingwood Drive to access southbound MoPac and Bee Caves Road change
- Intersection delay is reduced in multiple directions
  - AM and PM peak hour delay for the entire intersection is reduced 48 – 58%
  - Eastbound Bee Caves Road: -50% AM, -33% PM
  - Westbound Bee Caves Road: -83% AM, -57% PM
  - Northbound MoPac Frontage: -56% AM, +19% PM
  - Southbound MoPac Frontage: -37% AM, -75% PM

Origin and Destination (O&D) Data

MoPac South
ENVIRONMENTAL STUDY

Context

- **The COR and WLH requested that the Mobility Authority provide data on the existing EL entrance and exit ramp usage (origin and destination data) to understand the reasons that the Build Alternative changes access near Bee Caves Road:**
  - The existing northbound MoPac entrance at 5th Street becomes an exit, providing access to Windsor and north, eliminating EL access from Bee Caves Road
  - The existing southbound MoPac exit at the river becomes an entrance, which provides access to Loop 360 and south, eliminating access to Bee Caves Road from the EL at the river

Destinations from EB Bee Caves Rd

Destination	% of trips
Southbound MoPac	**8%**
Barton Springs Road	**11%**
Northbound MoPac	**78%**
Cesar Chavez exit	10%
5th exit	12%
Enfield exit	19%
Windsor/24th exit	7%
Northwood exit	3%
35th exit	8%
45th exit	2%
RM 2222 exit	3%
Far West exit	1%
Anderson exit	2%
Steck exit	1%
US 183 East exit	2%
US 183 West exit	2%
MoPac north of US 183	7%

Key Takeaways:

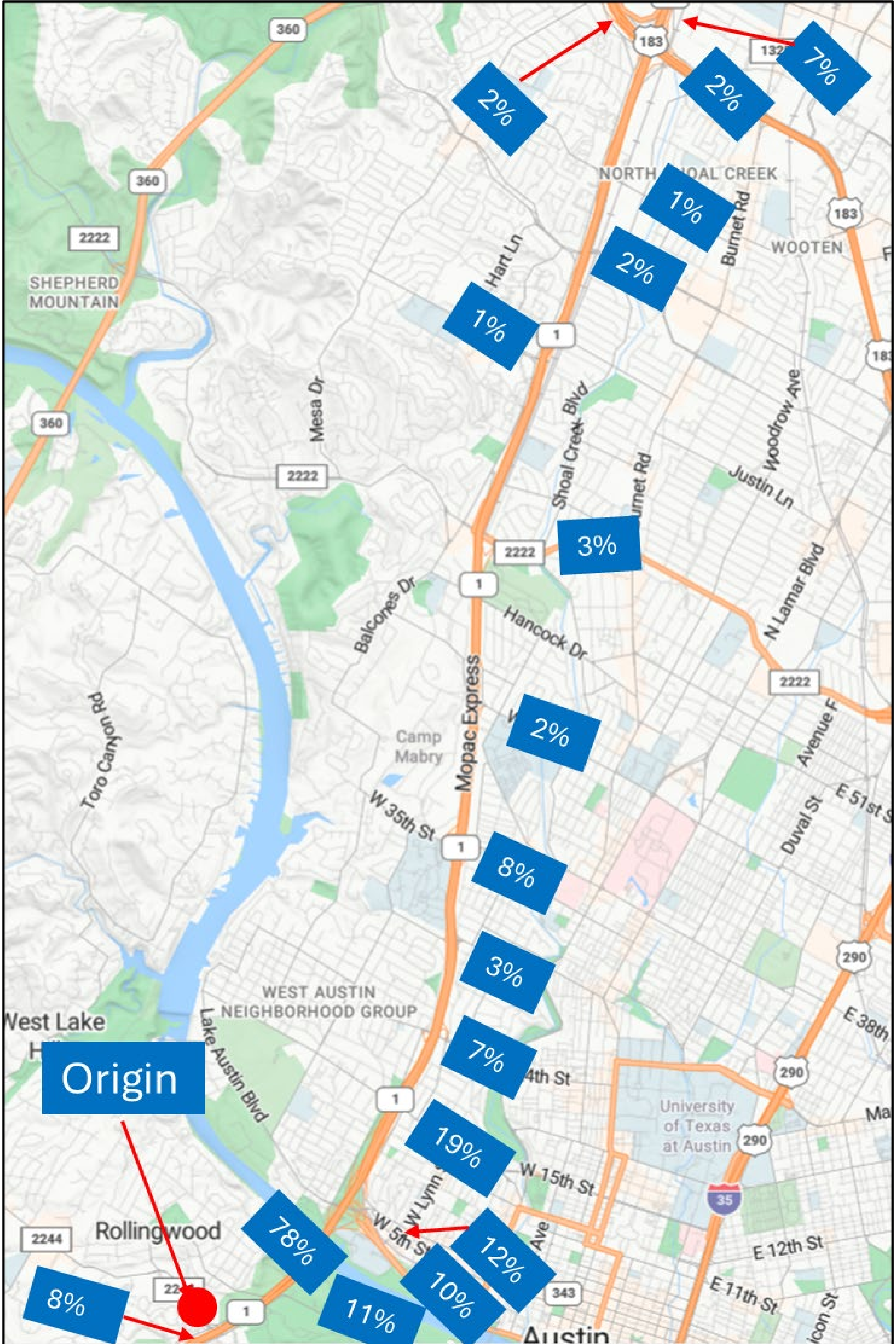
Today from Bee Caves Rd:

- 78% are traveling north on MoPac
- ~64% could not enter EL to reach destination downtown to south of Far West
- ~8% could enter the EL to reach destinations from Far west to US 183
- ~7% could enter the EL to reach destinations north of US 183
- **Currently, only 15% (2,700 of 17,850 vehicles) of users from the Bee Caves Road intersection to northbound MoPac could enter the EL to reach their destination.**

Potential Future from Bee Caves Rd:

- The Bee Cave intersection concept serves these 15% (2,700 EB vehicles) of vehicles.

Notes:
Data source: Replica
Data period: Spring 2024
Day: Thursday
Destinations for minor streets and driveways are not included
ADT-TxDOT Statewide Planning map



2%
2%
7%
1%
2%
1%
3%
2%
8%
3%
7%
19%
78%
12%
10%
11%
8%
Origin

Express Lane Ramp O&D

100%

Point of Interest

Selected location to show where traffic is coming from/going to for each entry/exit ramp

xx%

Traffic from each EL entrance ramp is shown as a % of total traffic at the point of interest

xx%

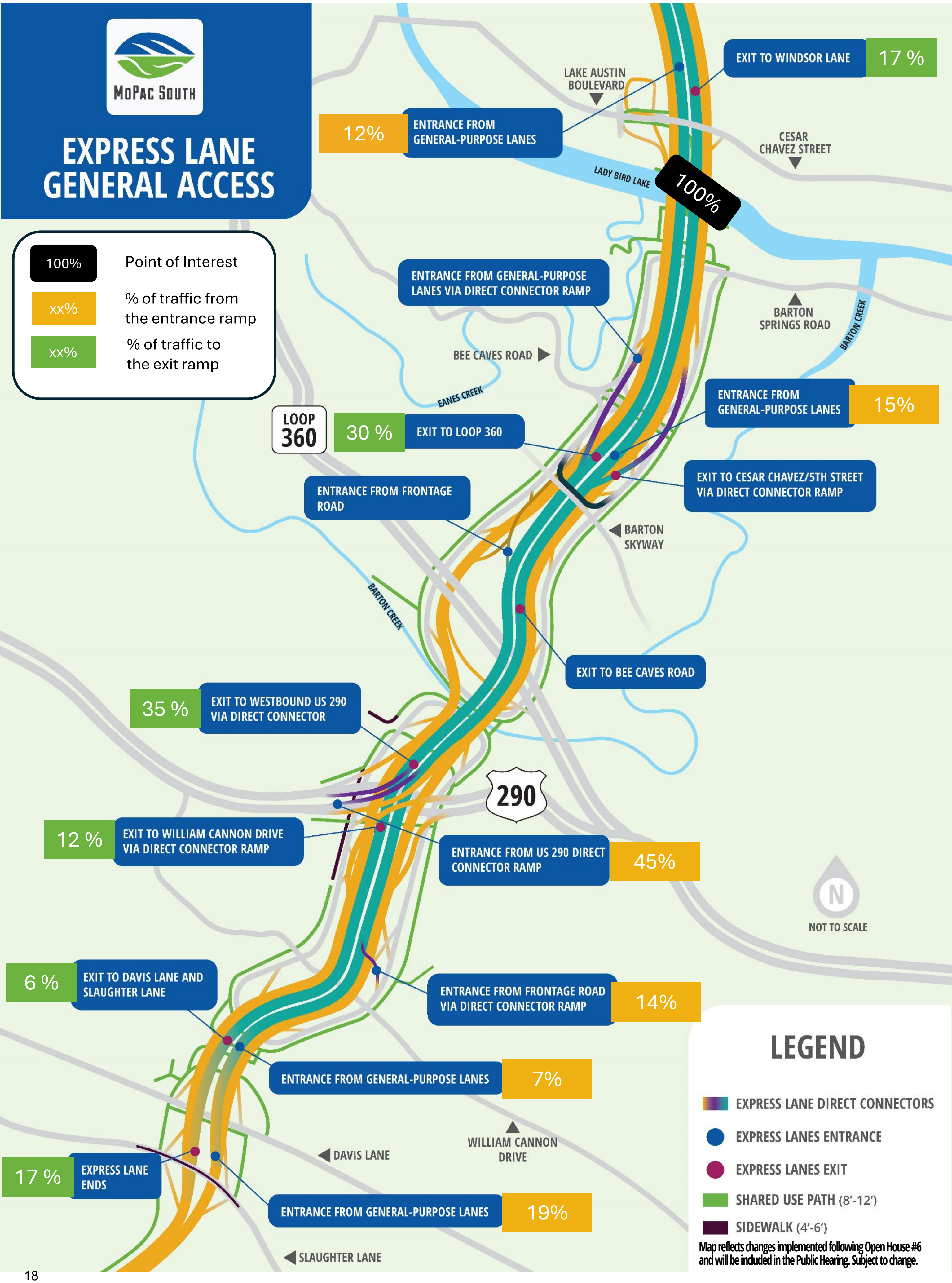
Traffic to each EL exit ramp is shown as a % of total traffic at the point of interest

Notes:
Data source: Traffic Forecasts for 2045
Day: Weekday
Shares are based on traffic forecasted for the ramps and are not based on select-link analysis

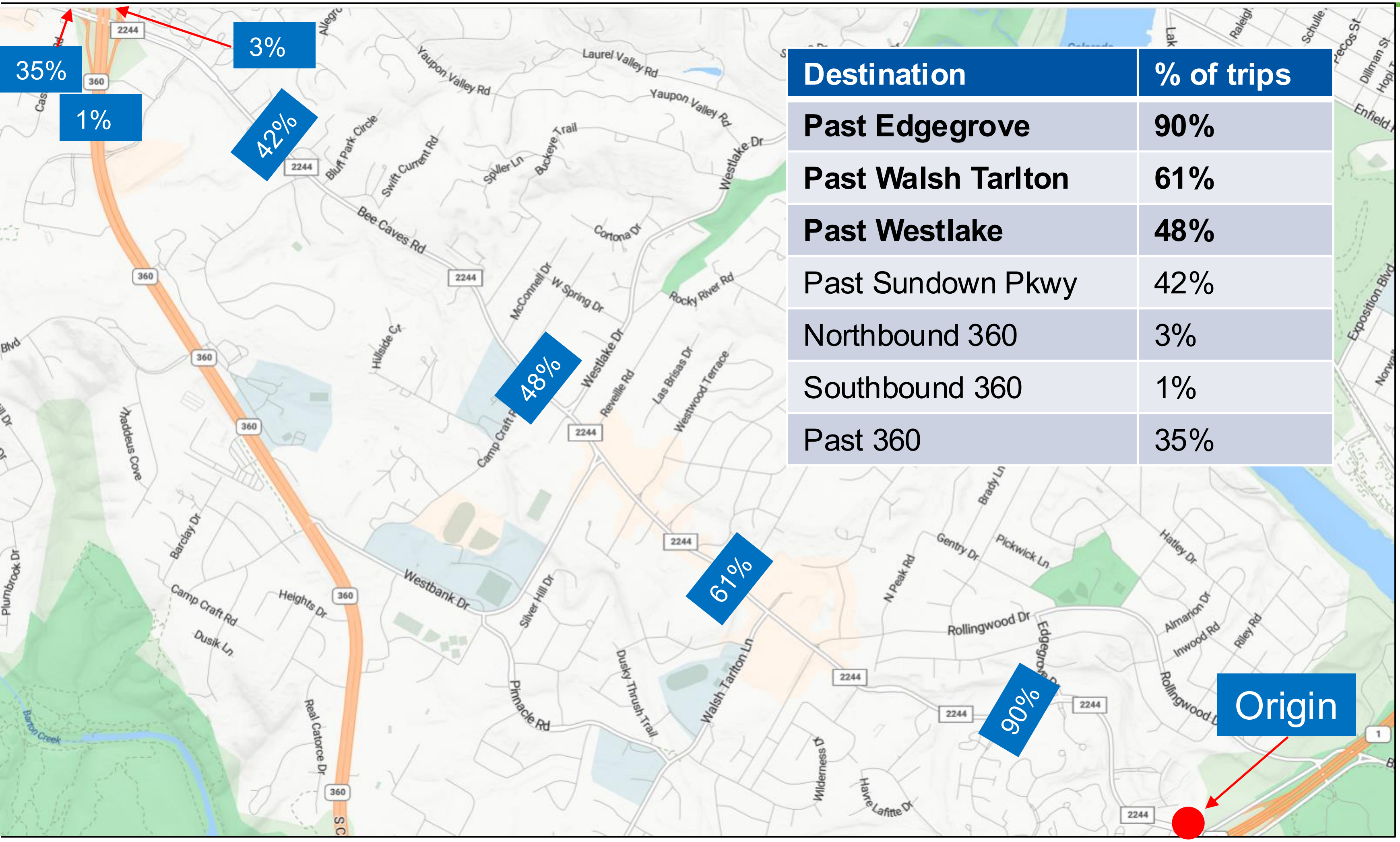
EL Ramp Traffic O&D

Projections at Point of Interest: Lady Bird Lake

- Northbound Origin
  - 35% - 40% comes from south of US 290
  - 35% - 45% comes from US 290
  - Remainder comes from between Southwest Parkway and Loop 360
- Northbound Destination
  - 12% - 17% going to Enfield/Windsor/RM 2222
  - Remainder going to US 183 and north
- Southbound Destination
  - 30% to Loop 360
  - 35% to US 290
  - 12% to William Cannon
  - 6% to Davis and Slaughter
  - 17% south of Slaughter Lane


MoPac South
EXPRESS LANE GENERAL ACCESS
100%
Point of Interest
xx%
% of traffic from the entrance ramp
xx%
% of traffic to the exit ramp
LAKE AUSTIN BOULEVARD
EXIT TO WINDSOR LANE
17 %
12%
ENTRANCE FROM GENERAL-PURPOSE LANES
CESAR CHAVEZ STREET
LADY BIRD LAKE
100%
ENTRANCE FROM GENERAL-PURPOSE LANES VIA DIRECT CONNECTOR RAMP
BARTON SPRINGS ROAD
BARTON CREEK
BEE CAVES ROAD
EANES CREEK
ENTRANCE FROM GENERAL-PURPOSE LANES
15%
LOOP 360
30 %
EXIT TO LOOP 360
ENTRANCE FROM FRONTAGE ROAD
EXIT TO CESAR CHAVEZ/5TH STREET VIA DIRECT CONNECTOR RAMP
BARTON SKYWAY
BARTON CREEK
EXIT TO BEE CAVES ROAD
35 %
EXIT TO WESTBOUND US 290 VIA DIRECT CONNECTOR
290
12 %
EXIT TO WILLIAM CANNON DRIVE VIA DIRECT CONNECTOR RAMP
ENTRANCE FROM US 290 DIRECT CONNECTOR RAMP
45%
N
NOT TO SCALE
6 %
EXIT TO DAVIS LANE AND SLAUGHTER LANE
ENTRANCE FROM FRONTAGE ROAD VIA DIRECT CONNECTOR RAMP
14%
ENTRANCE FROM GENERAL-PURPOSE LANES
7%
LEGEND
EXPRESS LANE DIRECT CONNECTORS
EXPRESS LANES ENTRANCE
EXPRESS LANES EXIT
SHARED USE PATH (8'-12')
SIDEWALK (4'-6')
WILLIAM CANNON DRIVE
DAVIS LANE
17 %
EXPRESS LANE ENDS
ENTRANCE FROM GENERAL-PURPOSE LANES
19%
SLAUGHTER LANE
Map reflects changes implemented following Open House #6 and will be included in the Public Hearing. Subject to change.

Destinations from MoPac on Bee Caves



Destination	% of trips
Past Edgegrove	**90%**
Past Walsh Tarlton	**61%**
Past Westlake	**48%**
Past Sundown Pkwy	42%
Northbound 360	3%
Southbound 360	1%
Past 360	35%

Key Takeaways:

- >35% of traffic on Bee Caves Road passes through to Loop 360
- 61% access points past Walsh Tarlton, where travel times can be improved by other routes

Notes:
Data source: Replica
Data period: Spring 2024
Day: Thursday
Destinations for minor streets and driveways are not included
ADT-TxDOT Statewide Planning map

MoPac South

Key Takeaways

- **Northbound**
  - Of 87,000 vehicles (EL + GPL) traffic on northbound MoPac (at the river) only 2,700 vehicles could access the northbound EL from Bee Caves Road to reach their destination. This isn't to say that all will use the EL, but those that could to reach their destination.
  - The Build Alternative eliminates that access for the 2,700 vehicles, but the available northbound EL entrance ramp north of the Loop 360 U-turn, and the potential Bee Caves Road intersection concept could provide this northbound EL access.
- **Southbound**
  - Of a projected 108,000 vehicles (GPL + EL, at Enfield) there are 16,200 vehicles in the southbound EL only. Of those, 2,300 vehicles are projected to exit north of the river to potentially access Bee Caves Road.
  - Of the projected 2,300 vehicles exiting the EL and assumed to access Bee Caves Road, approximately 900 vehicles, access Bee Cave Road between MoPac and Walsh Tarlton. The remaining 1400 vehicles, access points farther west than Walsh Tarlton.
- **The following travel time section provides information about travel time effects to drivers to Bee Caves Road.**

Travel Times

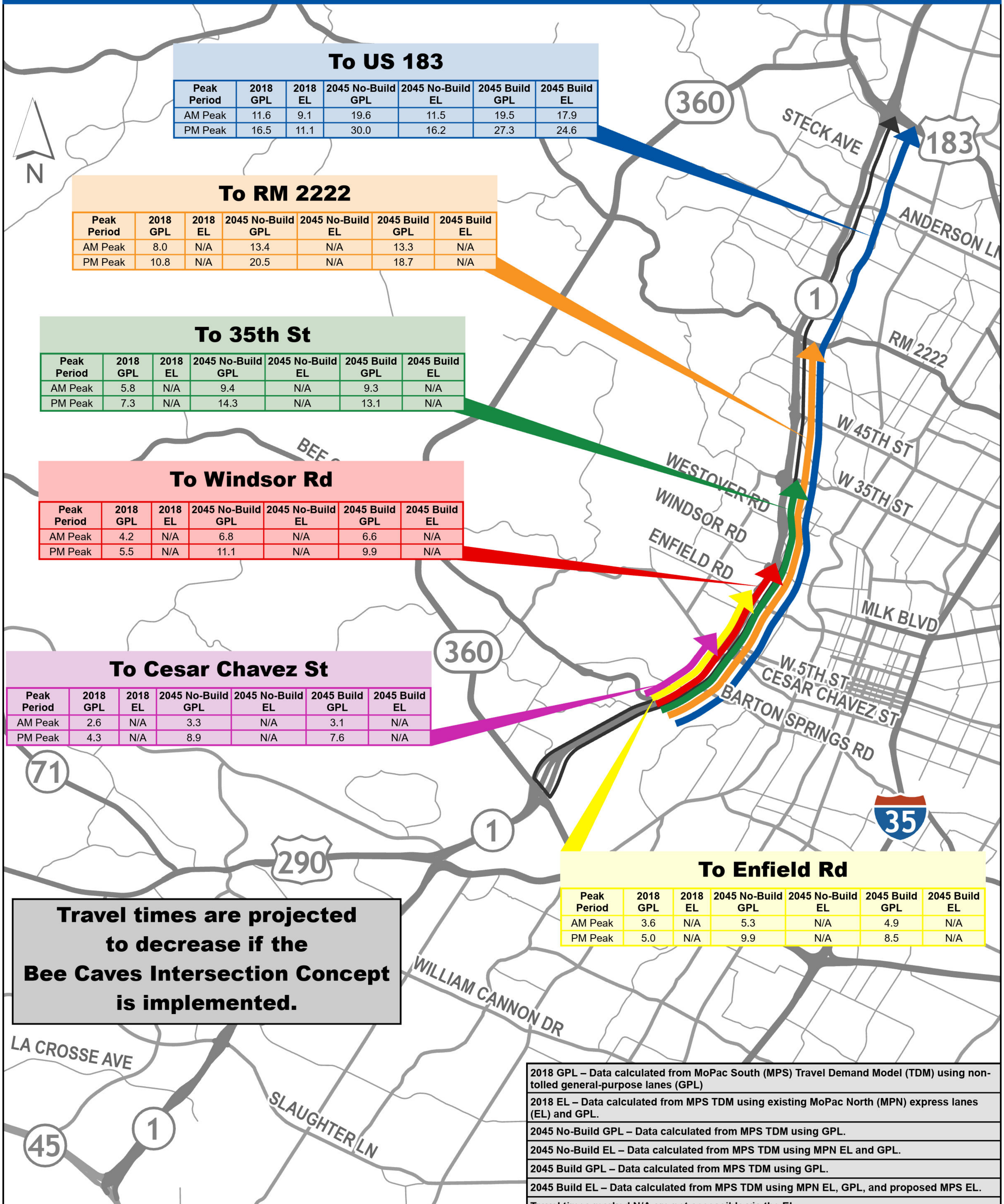
MoPac South
ENVIRONMENTAL STUDY

Travel Times for Common Routes

- **Context**
  - **Travel Time calculations assume maximum possible use of the EL for EL Routes.**
  - 98% (105,700 vehicles at Enfield) of southbound MoPac users will see a travel time improvement during peak period travel
    - AM Peak (7:30 a.m. – 9:30 a.m.)
    - PM Peak (4:30 p.m. – 7:00 p.m.)
  - From Bee Caves Rd, north on MoPac:
    - Minor reduction in travel time to Cesar Chavez, Enfield, Windsor, 35th, 2222
    - To 183, travel time increases unless using 360 U-turn OR the Bee Caves Rd direct EL access
  - From Bee Caves Rd, south on MoPac:
    - Reduction in travel time on GP and EL
  - From 183, south to Bee Caves Road:
    - Of 16,200 southbound EL vehicles, 2,300 vehicles, would exit north of the river to potentially access Bee Caves Road.
    - 900 EL vehicles access Bee Caves Road between MoPac and Walsh Tarlton, which sees an increase in travel time.
    - 1,400 EL vehicles access points farther west than Walsh Tarlton and see nearly equivalent travel times with the alternative route as compared to the Build RR scenario.
    - **The following travel time section provides more efficient alternative routes than using Bee Caves Rd for the 1,400 vehicles that are accessing destinations on Bee Caves further west than Walsh Tarlton.**
  - Minimal change to E/W cross street travel times

MoPac South Project

Travel Times (minutes): Northbound - From Bee Caves Road



To US 183

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	11.6	9.1	19.6	11.5	19.5	17.9
PM Peak	16.5	11.1	30.0	16.2	27.3	24.6

To RM 2222

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	8.0	N/A	13.4	N/A	13.3	N/A
PM Peak	10.8	N/A	20.5	N/A	18.7	N/A

To 35th St

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	5.8	N/A	9.4	N/A	9.3	N/A
PM Peak	7.3	N/A	14.3	N/A	13.1	N/A

To Windsor Rd

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	4.2	N/A	6.8	N/A	6.6	N/A
PM Peak	5.5	N/A	11.1	N/A	9.9	N/A

To Cesar Chavez St

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	2.6	N/A	3.3	N/A	3.1	N/A
PM Peak	4.3	N/A	8.9	N/A	7.6	N/A

To Enfield Rd

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	3.6	N/A	5.3	N/A	4.9	N/A
PM Peak	5.0	N/A	9.9	N/A	8.5	N/A

Travel times are projected to decrease if the Bee Caves Intersection Concept is implemented.

2018 GPL – Data calculated from MoPac South (MPS) Travel Demand Model (TDM) using non-tolled general-purpose lanes (GPL)

2018 EL – Data calculated from MPS TDM using existing MoPac North (MPN) express lanes (EL) and GPL.

2045 No-Build GPL – Data calculated from MPS TDM using GPL.

2045 No-Build EL – Data calculated from MPS TDM using MPN EL and GPL.

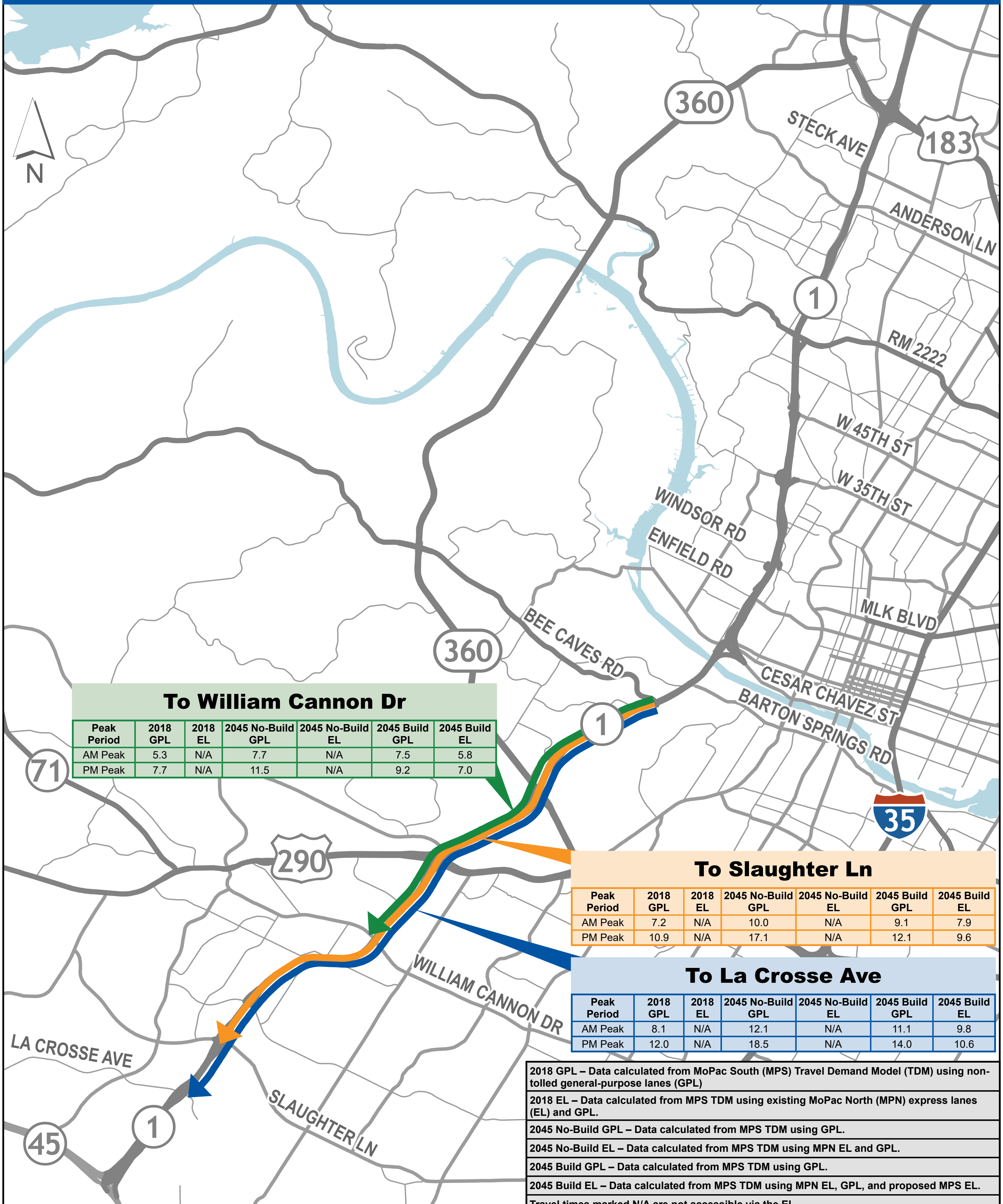
2045 Build GPL – Data calculated from MPS TDM using GPL.

2045 Build EL – Data calculated from MPS TDM using MPN EL, GPL, and proposed MPS EL.

Travel times marked N/A are not accessible via the EL.

MoPac South Project

Travel Times (minutes): Southbound - From Bee Caves Road



To William Cannon Dr

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	5.3	N/A	7.7	N/A	7.5	5.8
PM Peak	7.7	N/A	11.5	N/A	9.2	7.0

To Slaughter Ln

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	7.2	N/A	10.0	N/A	9.1	7.9
PM Peak	10.9	N/A	17.1	N/A	12.1	9.6

To La Crosse Ave

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	8.1	N/A	12.1	N/A	11.1	9.8
PM Peak	12.0	N/A	18.5	N/A	14.0	10.6

2018 GPL – Data calculated from MoPac South (MPS) Travel Demand Model (TDM) using non-tolled general-purpose lanes (GPL)

2018 EL – Data calculated from MPS TDM using existing MoPac North (MPN) express lanes (EL) and GPL.

2045 No-Build GPL – Data calculated from MPS TDM using GPL.

2045 No-Build EL – Data calculated from MPS TDM using MPN EL and GPL.

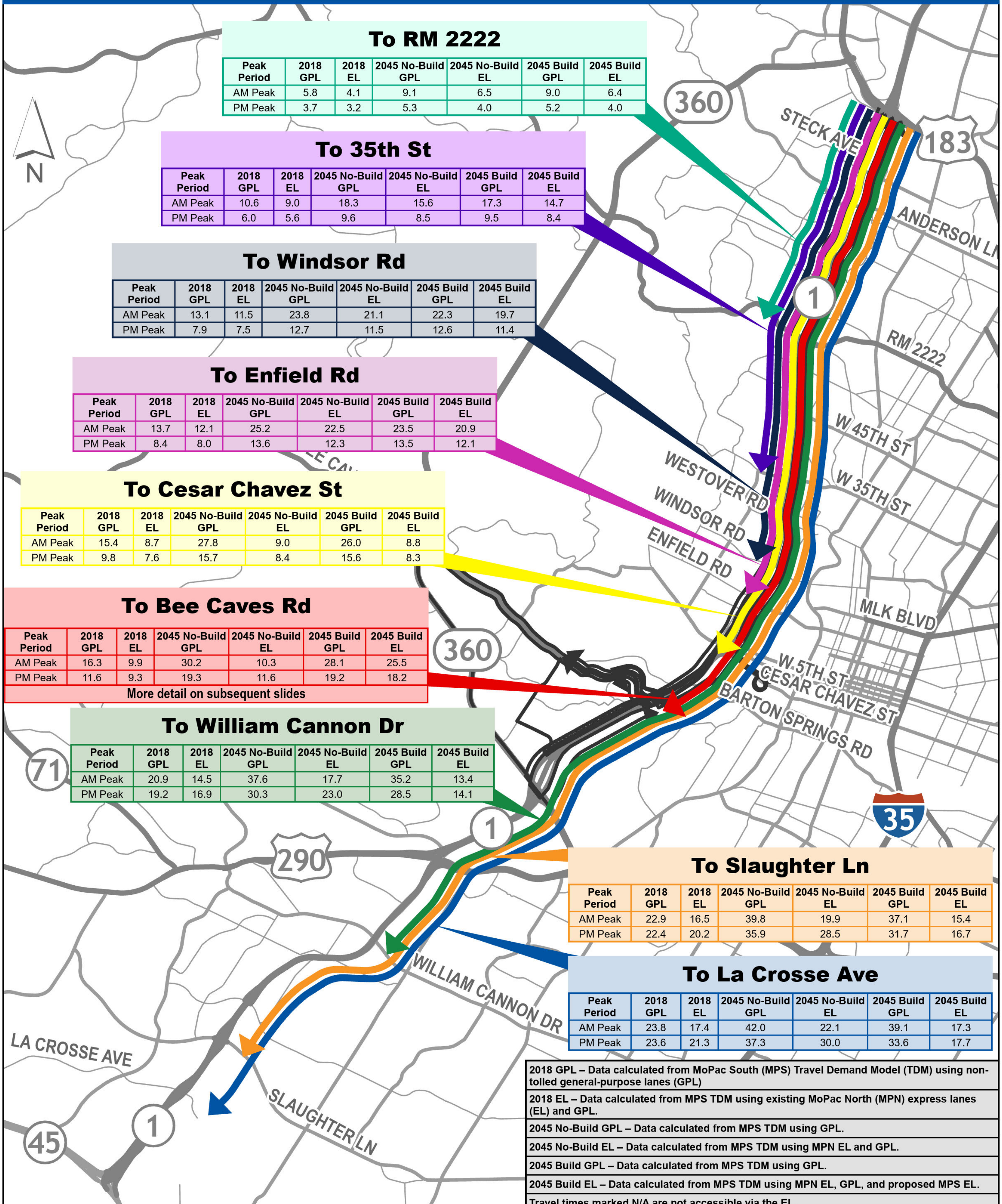
2045 Build GPL – Data calculated from MPS TDM using GPL.

2045 Build EL – Data calculated from MPS TDM using MPN EL, GPL, and proposed MPS EL.

Travel times marked N/A are not accessible via the EL.

MoPac South Project

Travel Times (minutes): Southbound - From US 183



To RM 2222

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	5.8	4.1	9.1	6.5	9.0	6.4
PM Peak	3.7	3.2	5.3	4.0	5.2	4.0

To 35th St

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	10.6	9.0	18.3	15.6	17.3	14.7
PM Peak	6.0	5.6	9.6	8.5	9.5	8.4

To Windsor Rd

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	13.1	11.5	23.8	21.1	22.3	19.7
PM Peak	7.9	7.5	12.7	11.5	12.6	11.4

To Enfield Rd

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	13.7	12.1	25.2	22.5	23.5	20.9
PM Peak	8.4	8.0	13.6	12.3	13.5	12.1

To Cesar Chavez St

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	15.4	8.7	27.8	9.0	26.0	8.8
PM Peak	9.8	7.6	15.7	8.4	15.6	8.3

To Bee Caves Rd

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	16.3	9.9	30.2	10.3	28.1	25.5
PM Peak	11.6	9.3	19.3	11.6	19.2	18.2

More detail on subsequent slides

To William Cannon Dr

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	20.9	14.5	37.6	17.7	35.2	13.4
PM Peak	19.2	16.9	30.3	23.0	28.5	14.1

To Slaughter Ln

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	22.9	16.5	39.8	19.9	37.1	15.4
PM Peak	22.4	20.2	35.9	28.5	31.7	16.7

To La Crosse Ave

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	23.8	17.4	42.0	22.1	39.1	17.3
PM Peak	23.6	21.3	37.3	30.0	33.6	17.7

2018 GPL – Data calculated from MoPac South (MPS) Travel Demand Model (TDM) using non-tolled general-purpose lanes (GPL)

2018 EL – Data calculated from MPS TDM using existing MoPac North (MPN) express lanes (EL) and GPL.

2045 No-Build GPL – Data calculated from MPS TDM using GPL.

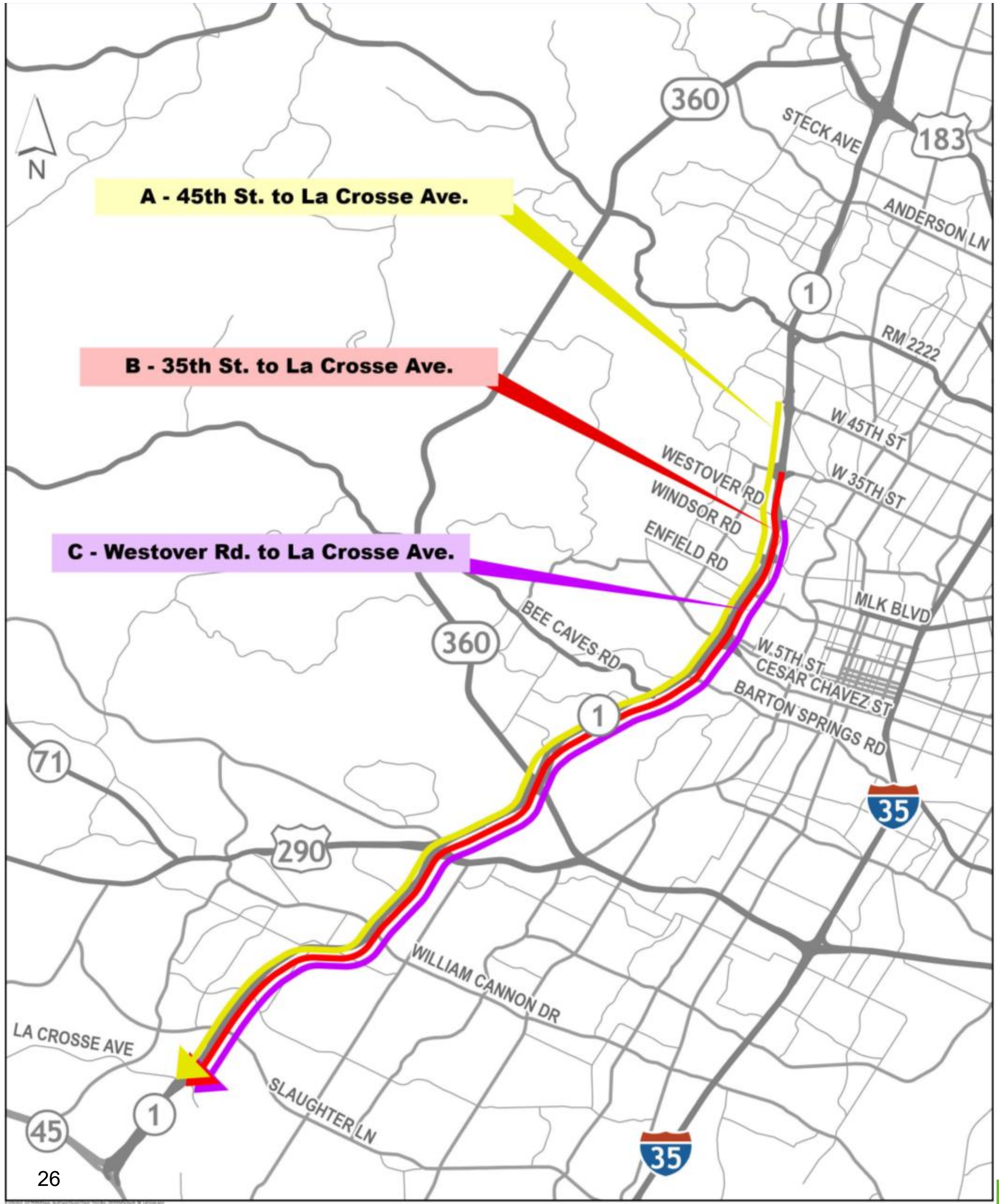
2045 No-Build EL – Data calculated from MPS TDM using MPN EL and GPL.

2045 Build GPL – Data calculated from MPS TDM using GPL.

2045 Build EL – Data calculated from MPS TDM using MPN EL, GPL, and proposed MPS EL.

Travel times marked N/A are not accessible via the EL.

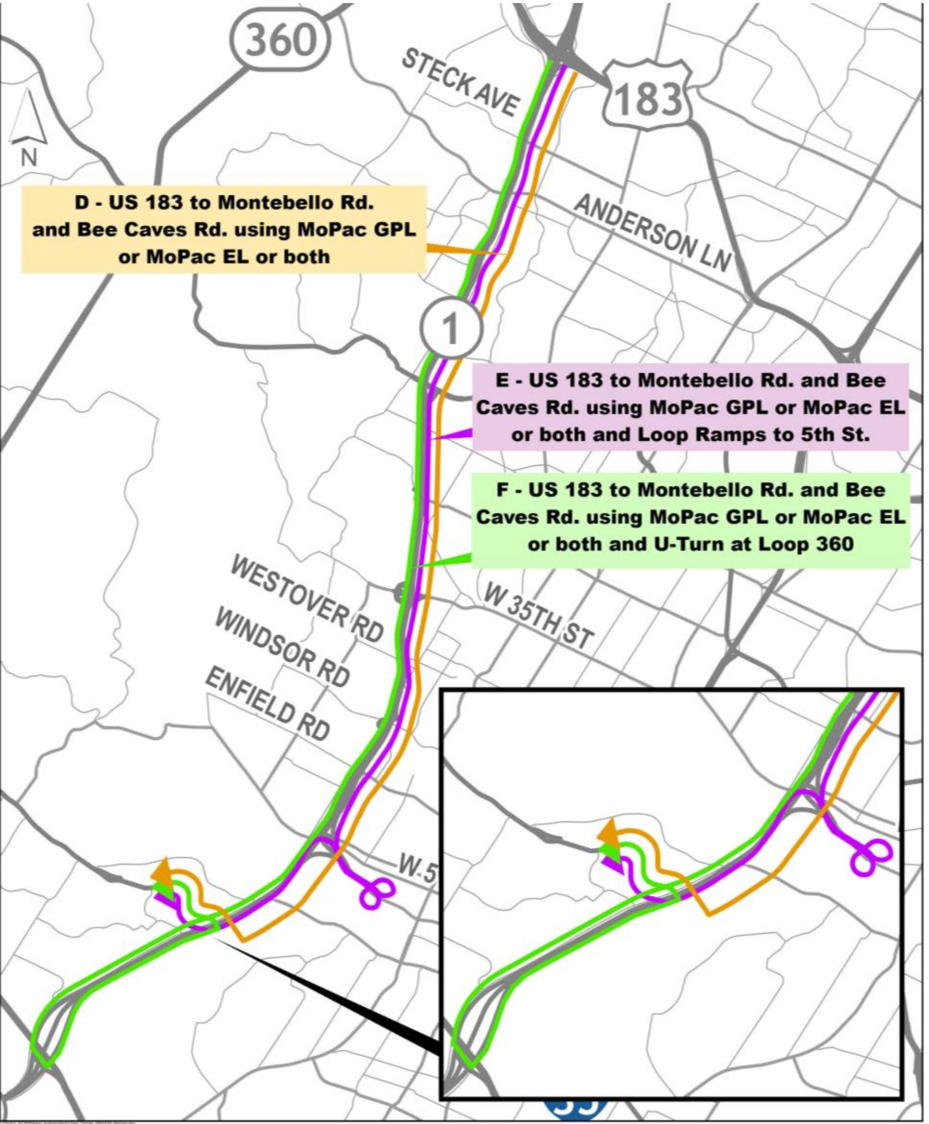
Southbound to La Crosse Ave



Route	Starting Point	2045 AM Peak		2045 PM Peak	
		No Build	Build	No Build	Build
A	45th Street	26.6	21.2	29.7	17.6
B	35th Street	23.3	18.0	27.9	16.0
C	Westover Road	20.9	15.8	26.5	14.6

Travel routes utilize the EL where possible.
"Build" refers to the 2C Configuration where the existing SB EL exit north of the Colorado River becomes an EL entrance, and the existing NB EL entrance north of the Colorado River becomes an EL exit.

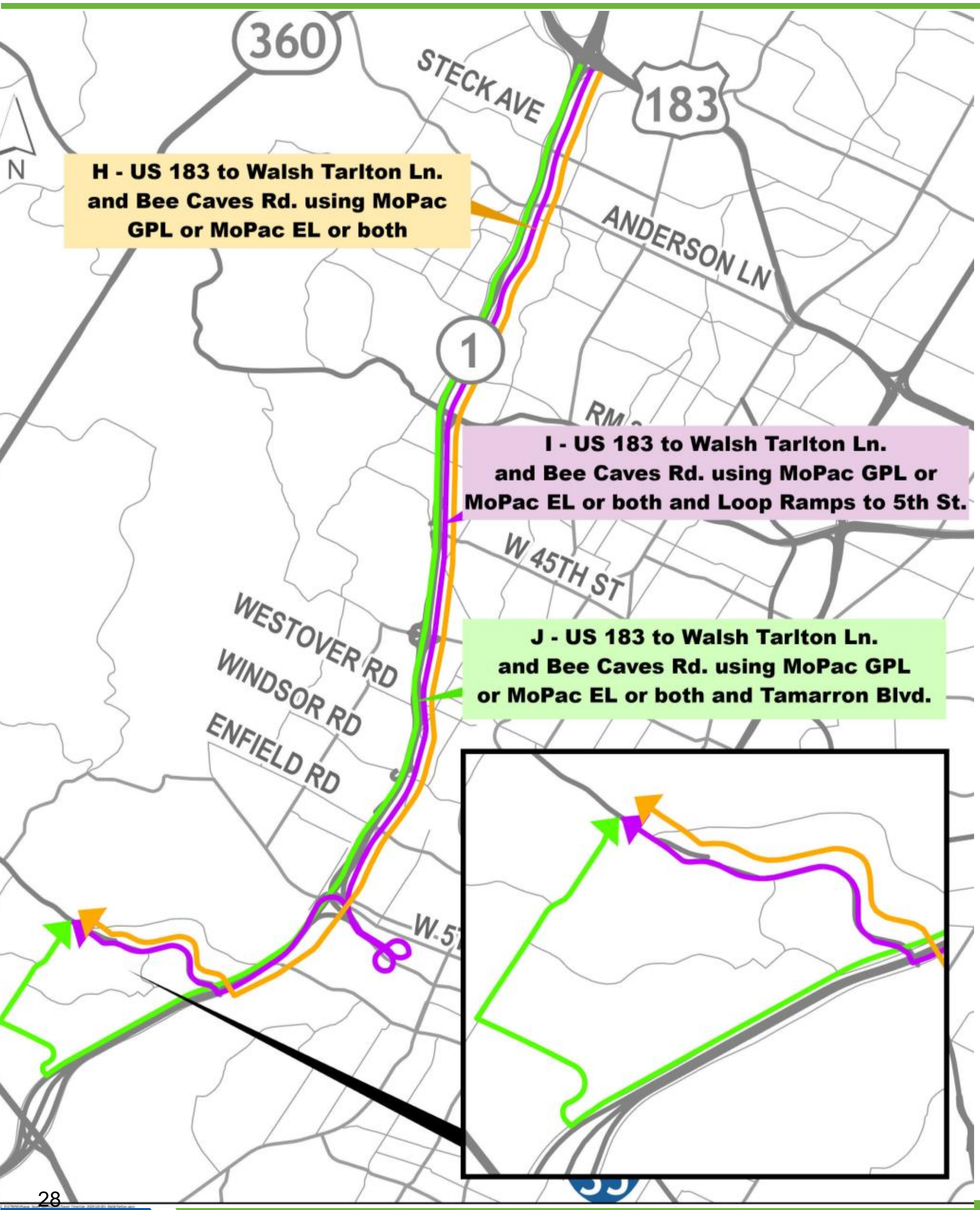
From MoPac EL at south of US 183 to Bee Caves Road and Montebello Road



Route	Route Description	2045 AM Peak		2045 PM Peak	
		No Build	Build	No Build	Build
D	EL + Existing Exit to Bee Caves	11.9	-	13.0	-
D	EL + Exit at RM 2222 + GPL Exit to Bee Caves	28.5	26.9	19.2	19.6
E	EL + Loop Ramps + GPL Exit to Bee Caves	14.9	14.8	16.3	16.3
F	EL + U-turn @ 360	19.6	17.3	24.1	18.3

US 183 used as a starting point for comparison to all possible routes to destinations.
"Build" refers to the 2C Configuration where the existing SB EL exit north of the Colorado River becomes an EL entrance, and the existing NB EL entrance north of the Colorado River becomes an EL exit.

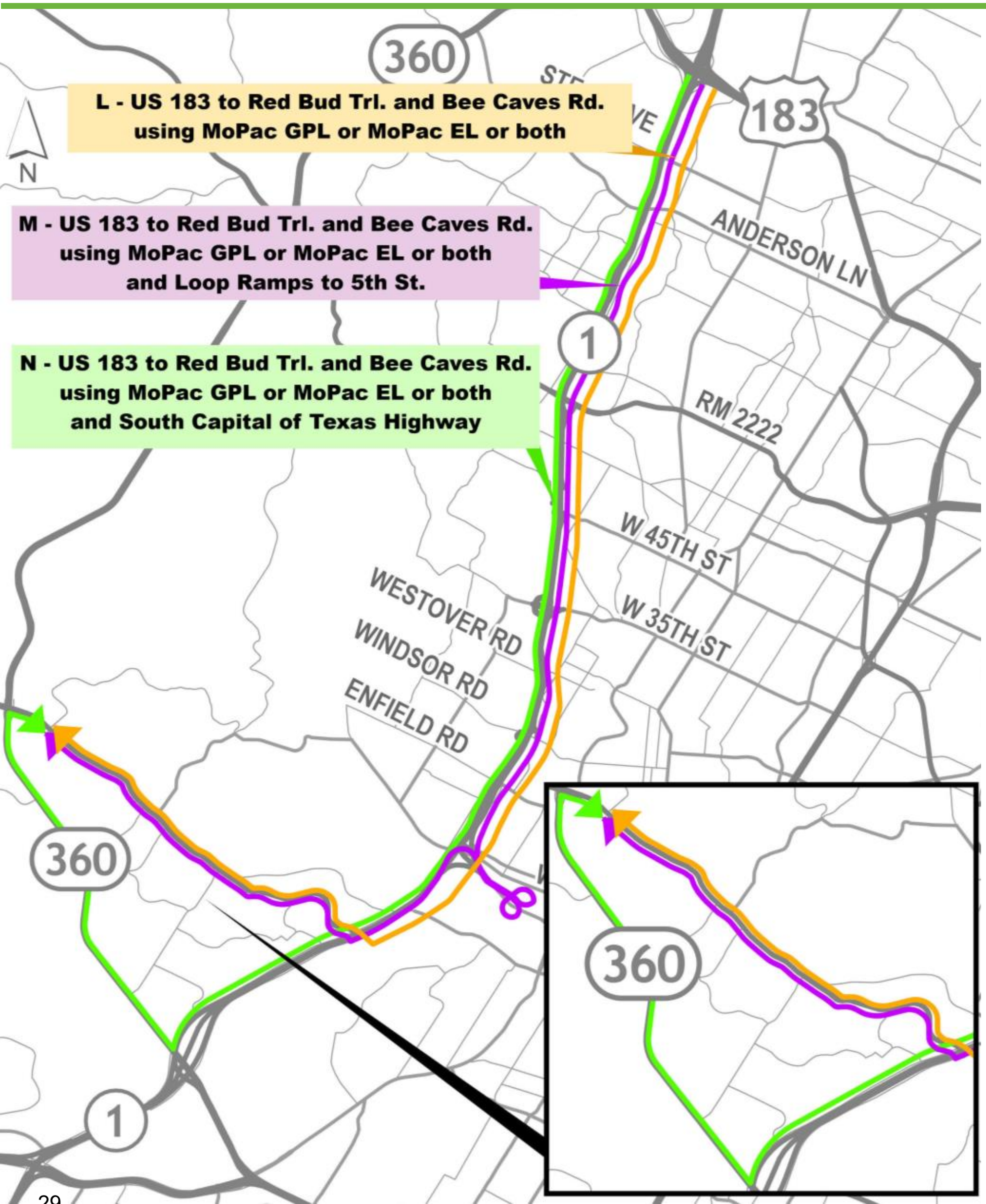
From MoPac EL at south of US 183 to Walsh Tarlton and Bee Caves



Route	Route Description	2045 AM Peak		2045 PM Peak	
		No Build	Build	No Build	Build
H	EL + Existing Exit to Bee Caves + BC to Walsh Tarlton	13.3	-	14.4	-
H	EL + Exit at RM 2222 + GPL Exit to Bee Caves + BC to Walsh Tarlton	30.1	28.4	20.5	20.8
I	EL + Loop Ramps + GPL Exit to Bee Caves + BC to Walsh Tarlton	16.4	16.3	17.6	17.6
J	All EL + 360 Exit + Tamarron to Walsh Tarlton	16.1	13.9	20.4	14.6

US 183 used as a starting point for comparison to all possible routes to destinations.
"Build" refers to the 2C Configuration where the existing SB EL exit north of the Colorado River becomes an EL entrance, and the existing NB EL entrance north of the Colorado River becomes an EL exit.

From MoPac EL at south of US 183 to Red Bud and Bee Caves



Route	Route Description	2045 AM Peak		2045 PM Peak	
		No Build	Build	No Build	Build
L	EL + Existing Exit to Bee Caves + BC to Red Bud	17.2	-	18.6	-
L	EL + Exit at RM 2222 + GPL Exit to Bee Caves + *BC to Red Bud*	34.0	32.2	24.7	24.9
M	EL + Loop Ramps + GPL exit to BC + *BC to Red Bud*	20.3	21.6	21.8	21.7
N	All EL + GPL 360 Exit + 360 NB + Bee Caves Exit + BC to Red Bud	19.1	17.0	22.0	17.7

US 183 used as a starting point for comparison to all possible routes to destinations.
"Build" refers to the 2C Configuration where the existing SB EL exit north of the Colorado River becomes an EL entrance, and the existing NB EL entrance north of the Colorado River becomes an EL exit.

MoPac South

Travel Times for Cross Streets

Street	Dir.	Start Point	End Point	Length (mi.)	AM Peak (minutes)		PM Peak (minutes)	
					2045 No-Build	2045 Alt 2C	2045 No-Build	2045 Alt 2C
Slaughter	EB	RM 1826	Brodie	3.9	8.0	8.4	7.9	8.1
	WB	Brodie	RM 1826		7.8	8.0	7.6	8.1
William Cannon	EB	US 290	Menchaca	4.3	8.1	8.0	8.4	8.5
	WB	Menchaca	US 290		8.3	8.4	8.5	8.6
Southwest Parkway	EB	William Cannon	West of MopacS	2.8	4.9	4.9	4.8	4.8
	WB	West of MopacS	William Cannon		4.8	4.8	5.1	5.0
360 (on mainlines)	EB	Bee Caves	Menchaca	5.4	8.8	8.6	9.6	9.2
	WB	Menchaca	Bee Caves		9.6	9.2	8.8	8.7
Bee Caves	EB	East of 360	MopacS	3.5	8.4	8.2	7.9	7.8
	WB	MopacS	East of 360		7.7	7.7	7.9	7.6
Cesar Chavez	EB	West of Lamar	Congress	1.1	4.0	4.0	3.9	3.8
	WB	Congress	West of Lamar		4.0	3.8	4.5	4.5
Enfield	EB	Lake Austin	Lamar	2.4	7.2	7.2	6.4	6.6
	WB	Lamar	Lake Austin		6.4	6.5	6.5	6.8

Notes:
Data source: Traffic Forecasts for 2045
Day: Weekday
Shares are based on traffic forecasted for the ramps and are not based on select-link analysis

MoPac South

Key Takeaways

Agency Purpose: Improve regional mobility

- **Challenge:** Balance conflicting priorities
- **Considerations:**
  - The Build Alternative configuration **optimizes safety** for all drivers
    - Minimizes weaving and merging
    - Minimizes congestion on general-purpose lanes
  - 2% (2,300) of vehicles from the southbound EL access Bee Caves Road
    - Drivers whose destination is Bee Caves Road between MoPac and Walsh Tarlton will see a travel time increase
    - Alternate routes are available to minimize that increase
    - Travel time comparisons show differences become more negligible/improved with alternate routes the farther west one travels
  - 98% (105,700) of vehicles southbound on the corridor do not access Bee Caves Road
  - Projected northbound travel time increases from Bee Caves Road to US 183 and north would be removed by the implementation of the Bee Caves Intersection concept
- **Decision:** The Build Alternative best serves the region and meets the Purpose & Need to provide reliable routes for SOV, HOV, transit, and emergency services.

MoPac North EA Projections vs. Measured Travel Times

MoPac South
ENVIRONMENTAL STUDY

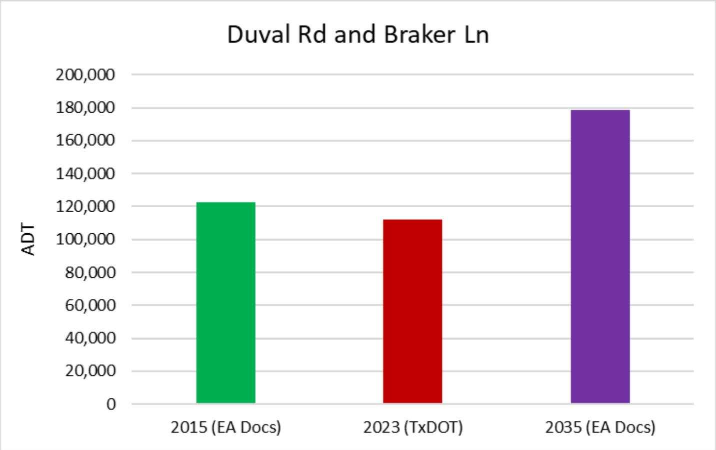
MoPac South

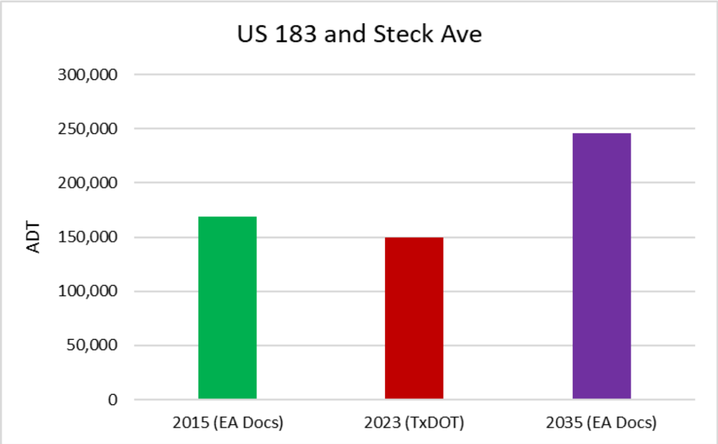
Data Sources

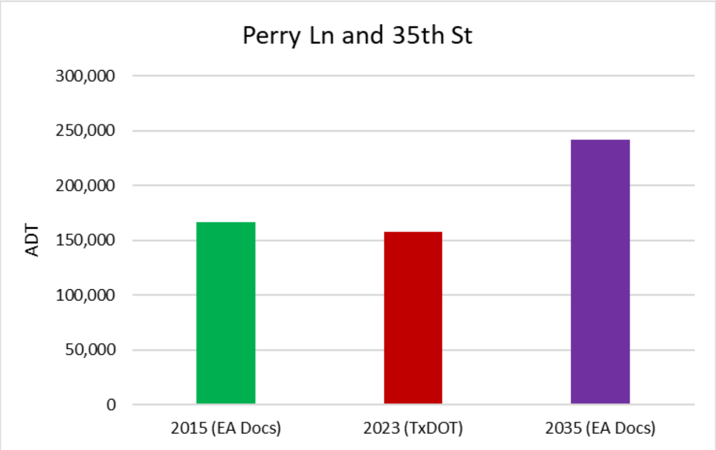
- **Average Daily Traffic (ADT) / Volume**
  - Loop 1 Environmental Assessment (from 2012) for 2015 & 2035 (based on CAMPO 2035 Mobility Plan)
  - 2023 TxDOT Traffic Counts
- **Speed, Travel time and Travel Time Index**
  - Loop 1 Environmental Assessment (from 2012) for 2015 & 2035 (based on CAMPO 2035 Mobility Plan)
  - 2015 INRIX (Only General-Purpose Lanes, Average Weekday in April)
  - 2023 INRIX (General-Purpose Lanes and EL, Average Weekday in April)
- **INRIX Time Period:**
  - Morning Peak: 7:00 AM - 9:00 AM
  - Evening Peak: 4:00 PM - 6:30 PM

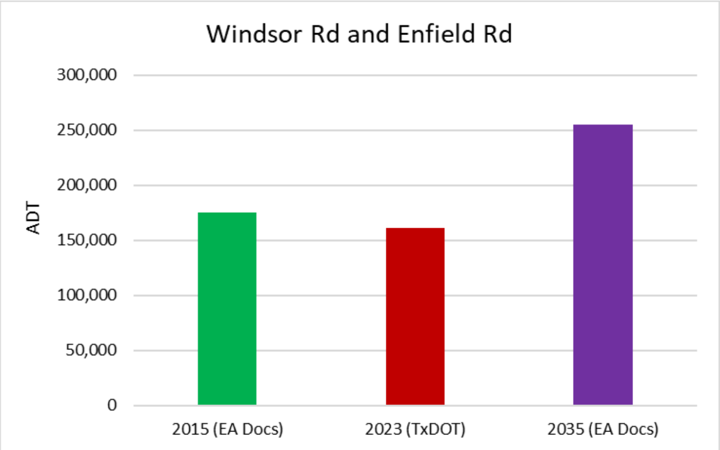
MoPac North ADT (Traffic Volumes)

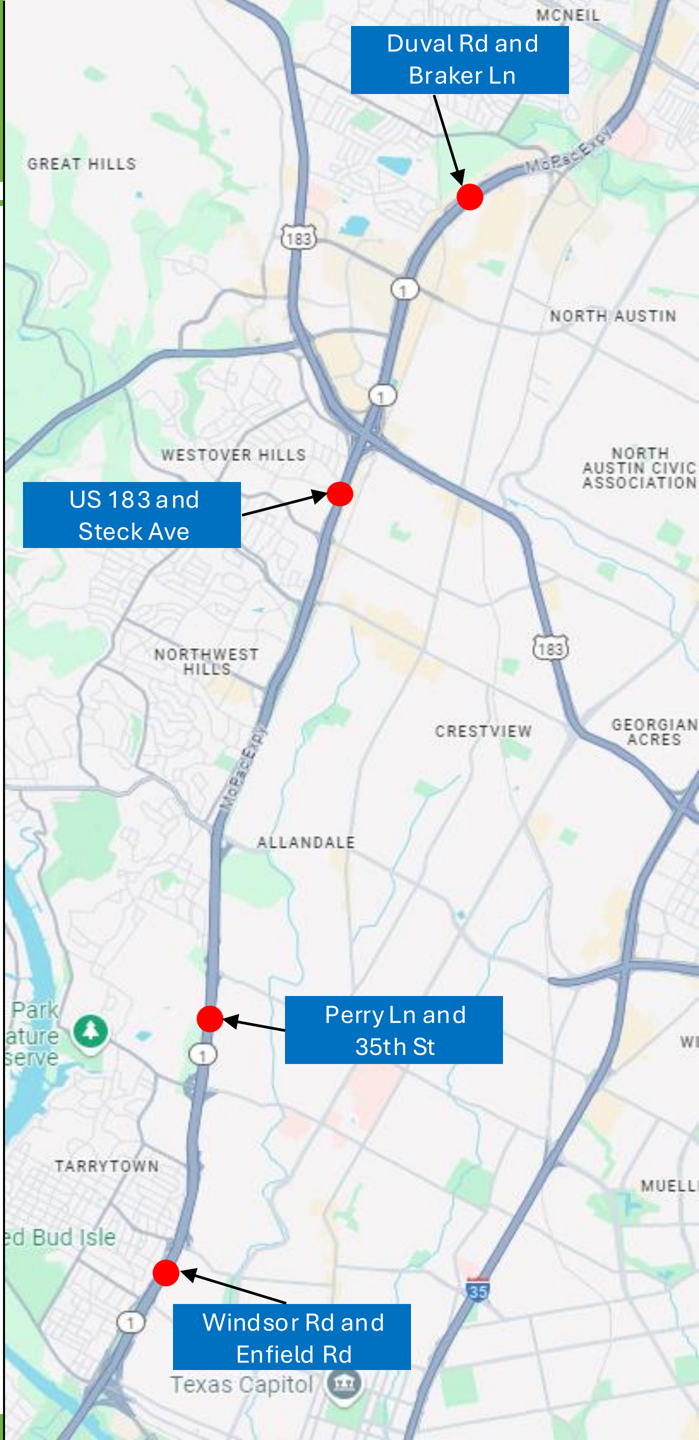
- **Comparison of EA forecasts with TxDOT shows that actual data from TxDOT from 2023 is similar to forecasts for 2015 and lower than forecast for 2035**





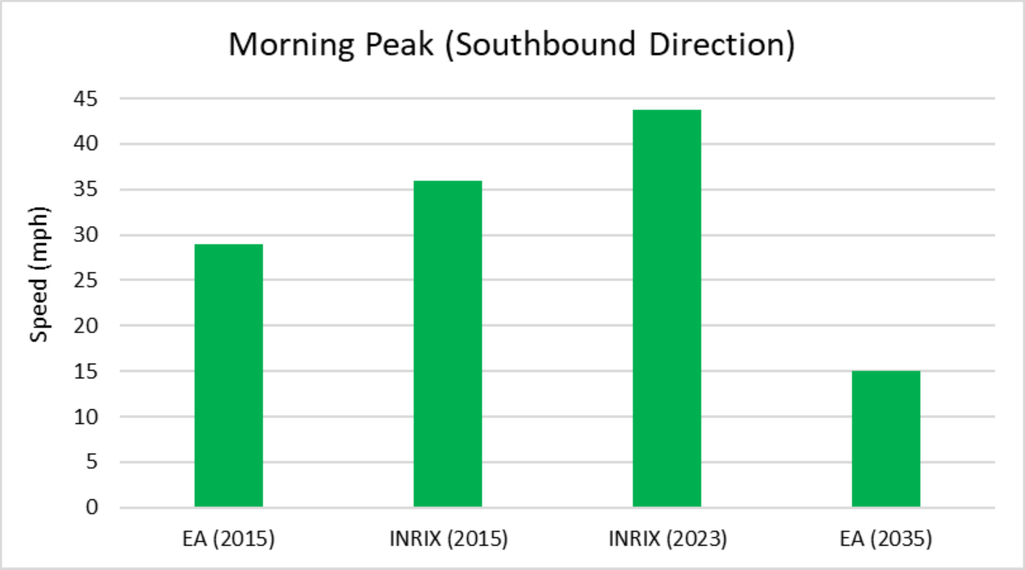


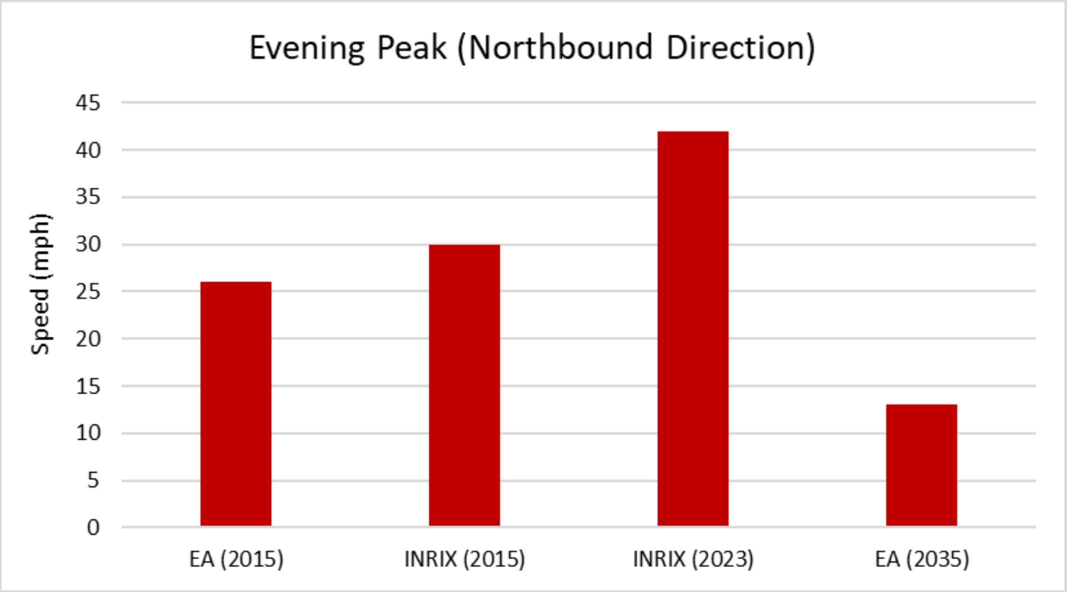




General-Purpose Lanes Speed

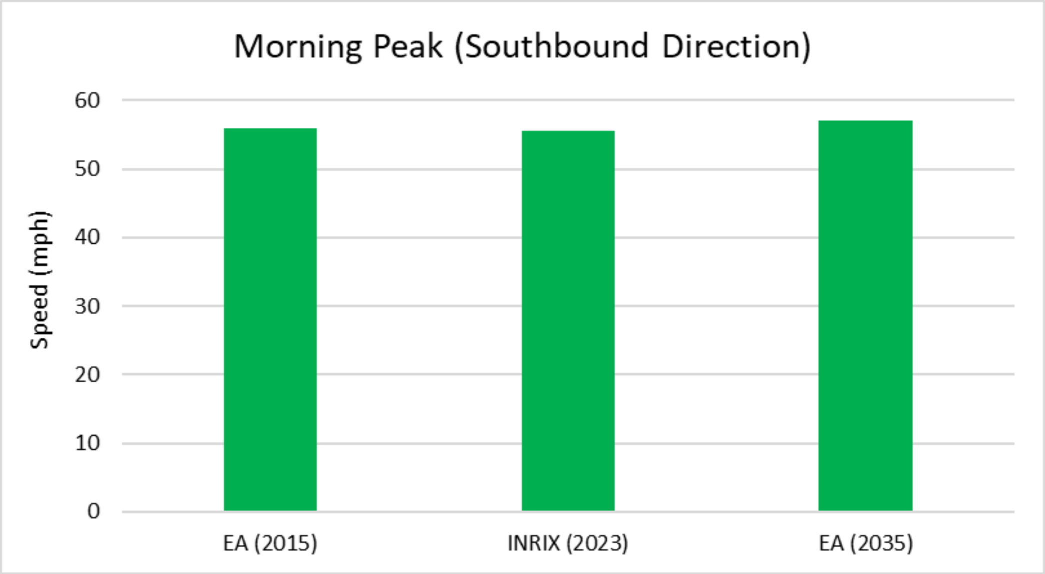
- **EA forecasts for the MoPac North GPL show lower speeds were projected in 2015 and 2035**
- **Compared to the speed forecasts for 2015, actual speeds for 2015 and 2023 are observed to be higher - indicating lesser congestion than projected**

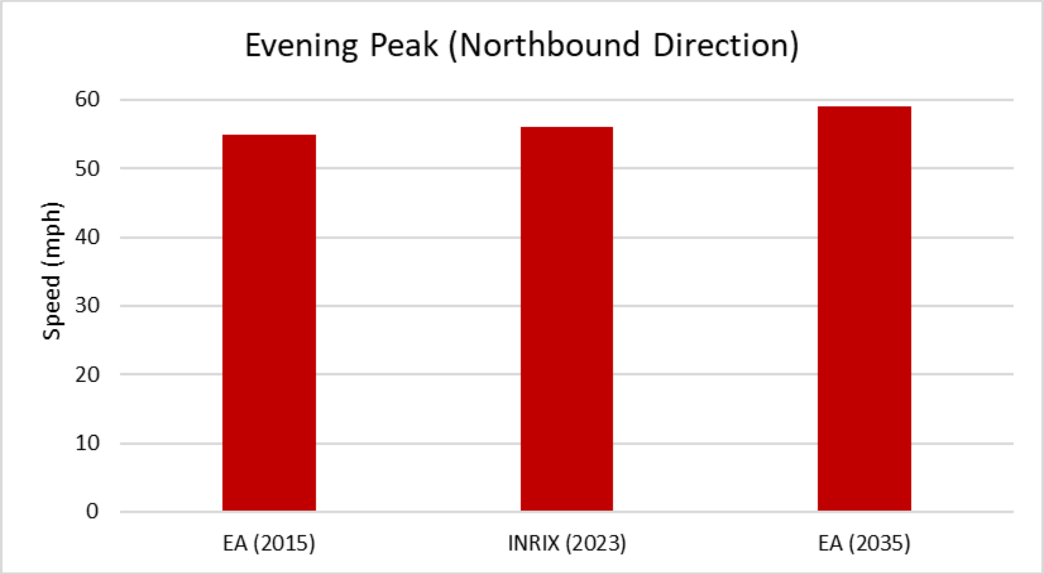




EL Speed

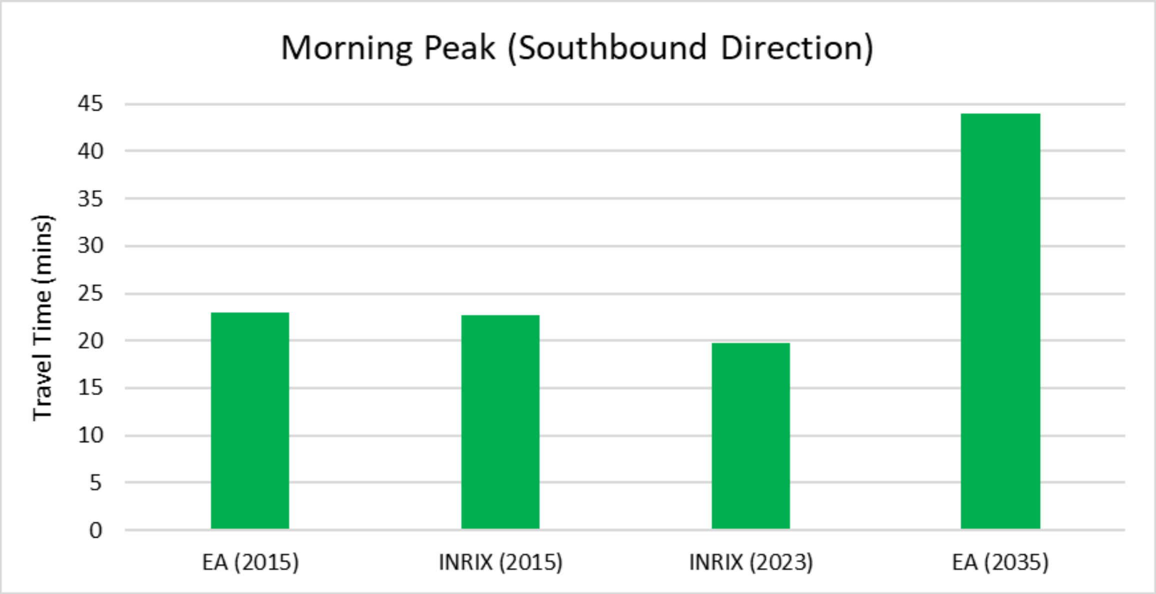
- **EA Forecasts for MoPac North EL and actual data from INRIX show similar speeds**

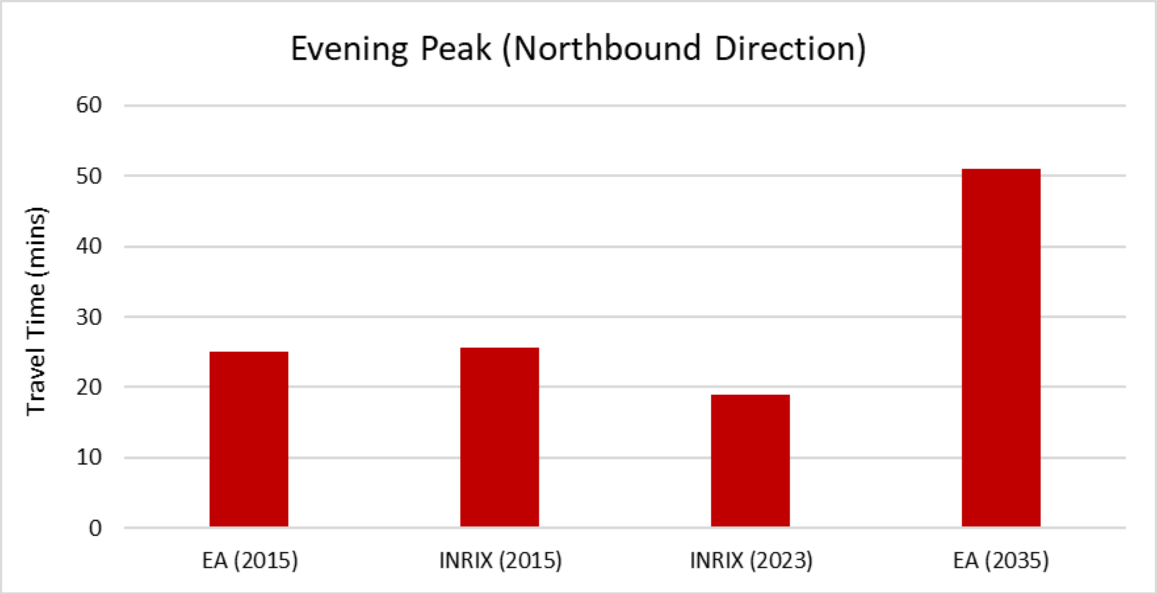




General-Purpose Lanes Travel Time

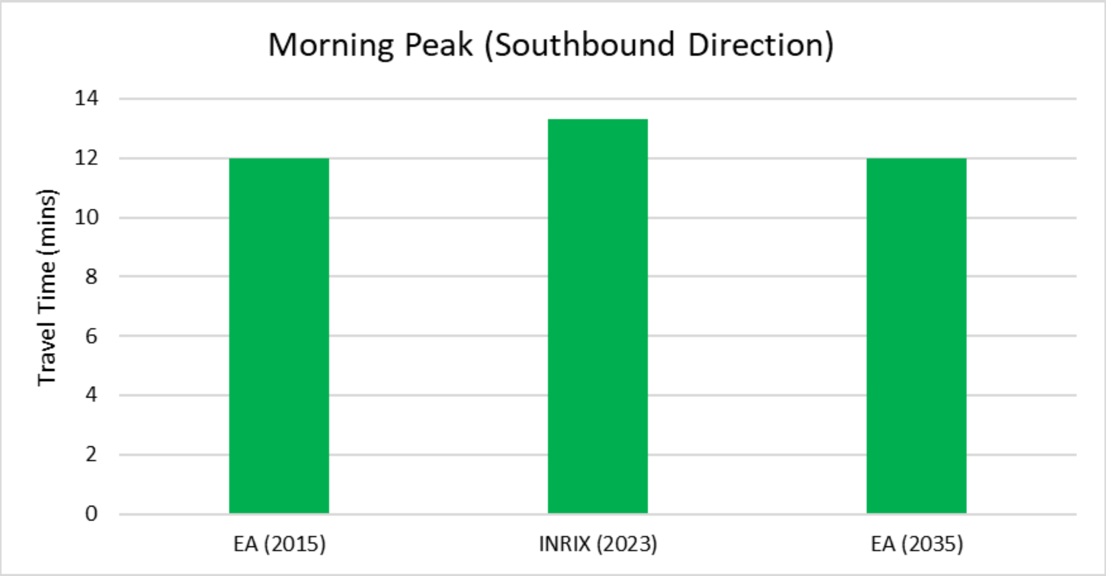
- EA forecasts for the MoPac North GPL show similar travel times were projected in 2015 and higher in 2035
- Compared to the travel time forecasts for 2015, actual travel times for 2015 and 2023 are observed to be lower - indicating lesser congestion than projected

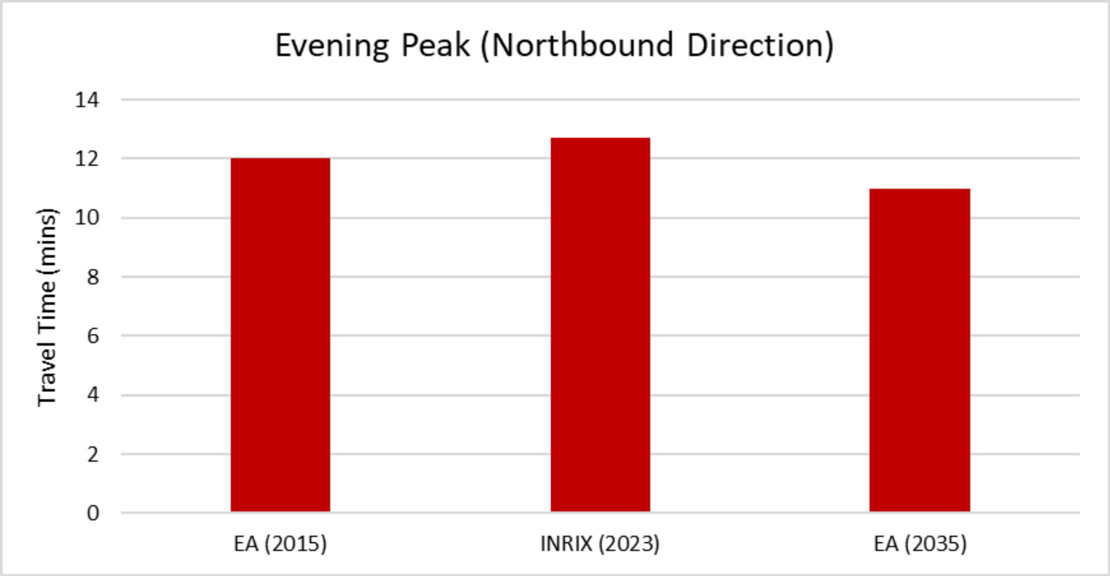




EL Travel Time Comparison

- **EA Forecasts for MoPac North EL and actual data from INRIX show similar travel times**



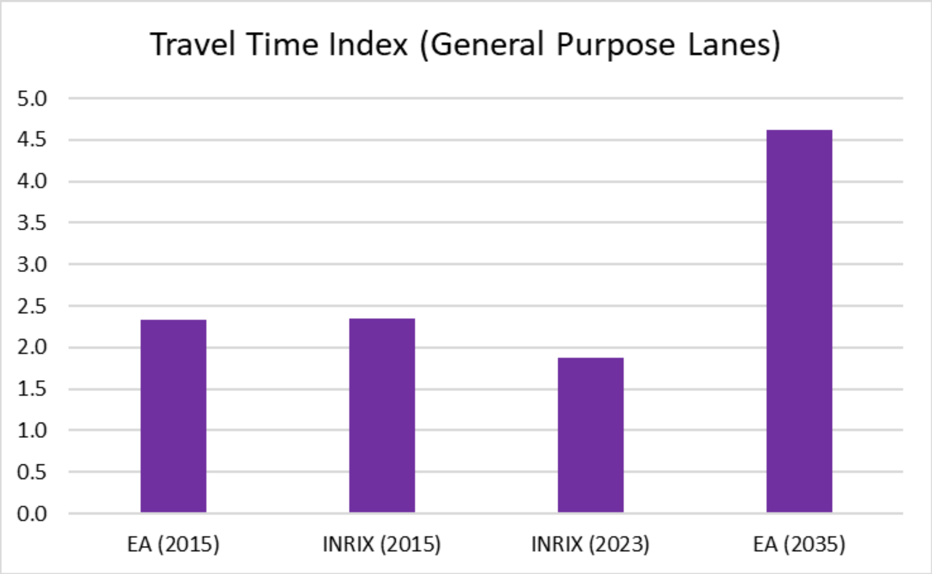


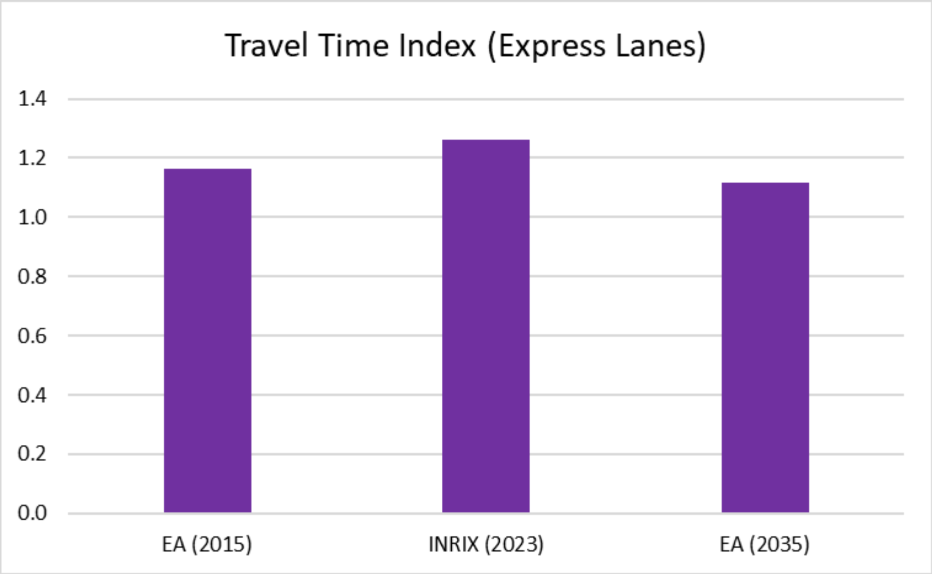
Travel Time Index Comparison

- **Travel Time Index compares the average travel time during the peak period to the travel time under free-flow conditions**

  $$Travel\ Time\ Index = (Average\ Peak\ Travel\ Time\ (min))/(Free\ Flow\ Travel\ Time\ (min))$$

- **EA forecasts for the MoPac North GPL show similar travel time index was projected for 2015 and higher in 2035**
- **EA Forecasts for MoPac North EL and actual data from INRIX show similar travel time index**





MoPac South

Key Takeaways

- Projected numbers are a best guess using the best available data and calculations
- A variety of factors can affect actual travel trends; some of those can't be predicted
- In general, the MoPac North EL speeds are slightly higher than projected and the travel times are slightly lower than projected, indicating that the ELs function as predicted and support improving regional mobility
- After the existing MoPac Express Lane opened, creating a reliable transit route, the CapMetro Express Bus ridership increased by 73% on MoPac in one year

Next Steps

MoPac South
ENVIRONMENTAL STUDY

MoPac South

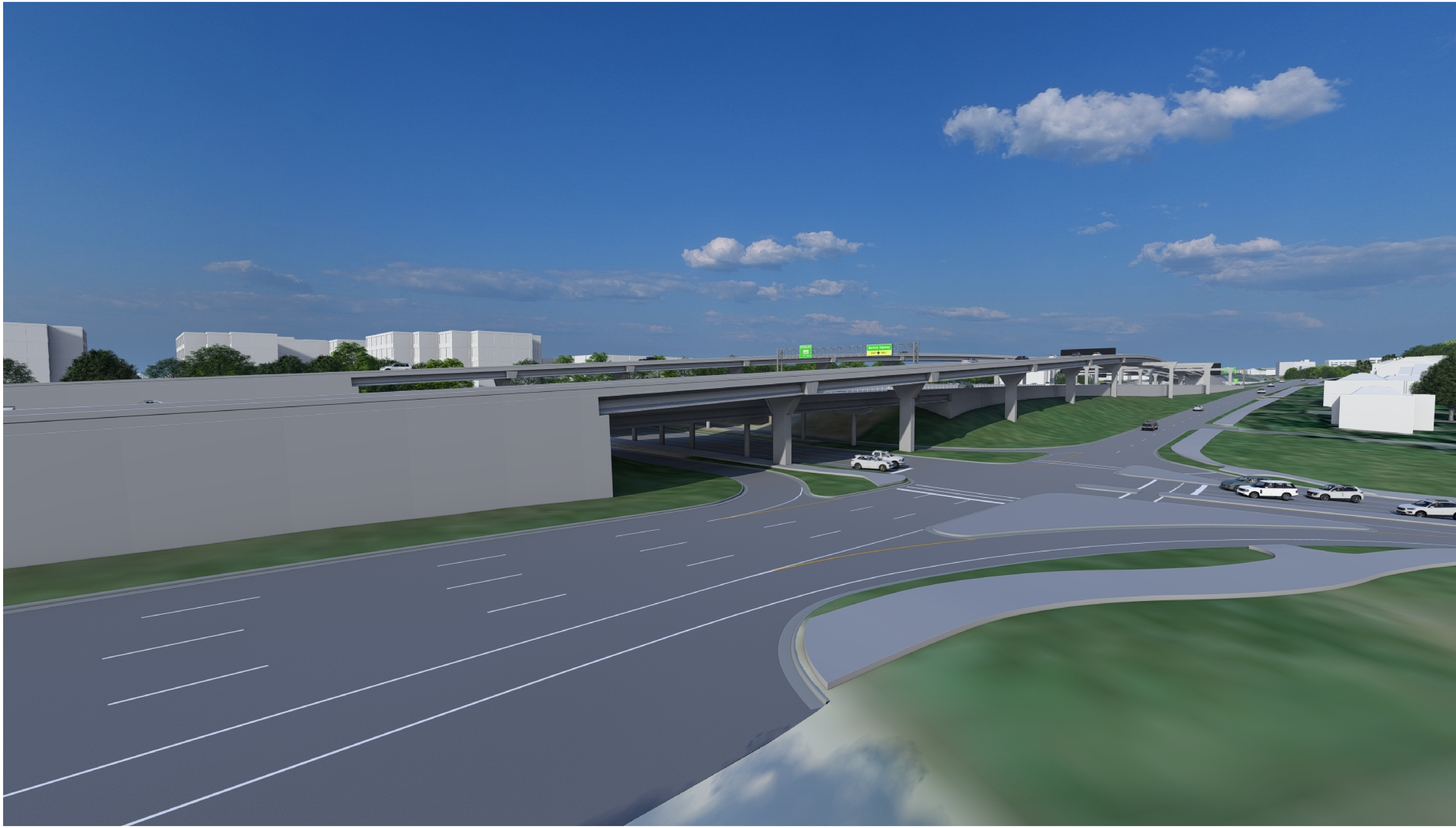
MoPac South Project Next Steps

- Publish draft Environmental Assessment (EA)
- Public Hearing – final opportunity for public comment in the environmental phase
- Respond to public comments and adjust schematic and EA
- Prepare and submit Final EA to TxDOT
- TxDOT issues environmental finding
  - IF the project were to receive a Finding of No Significant Impact, the next step would be for the Mobility Authority Board of Directors to vote on possibly moving the project forward to design and construction

MoPac South

Thank You

www.MoPacSouth.com

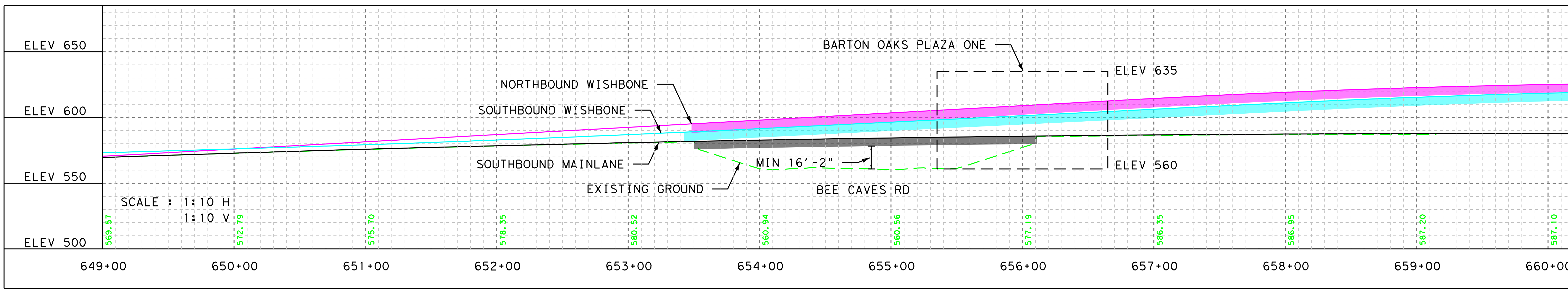


MoPac South Project
Perspective from Park Hills Baptist Church Driveway Facing Southwest

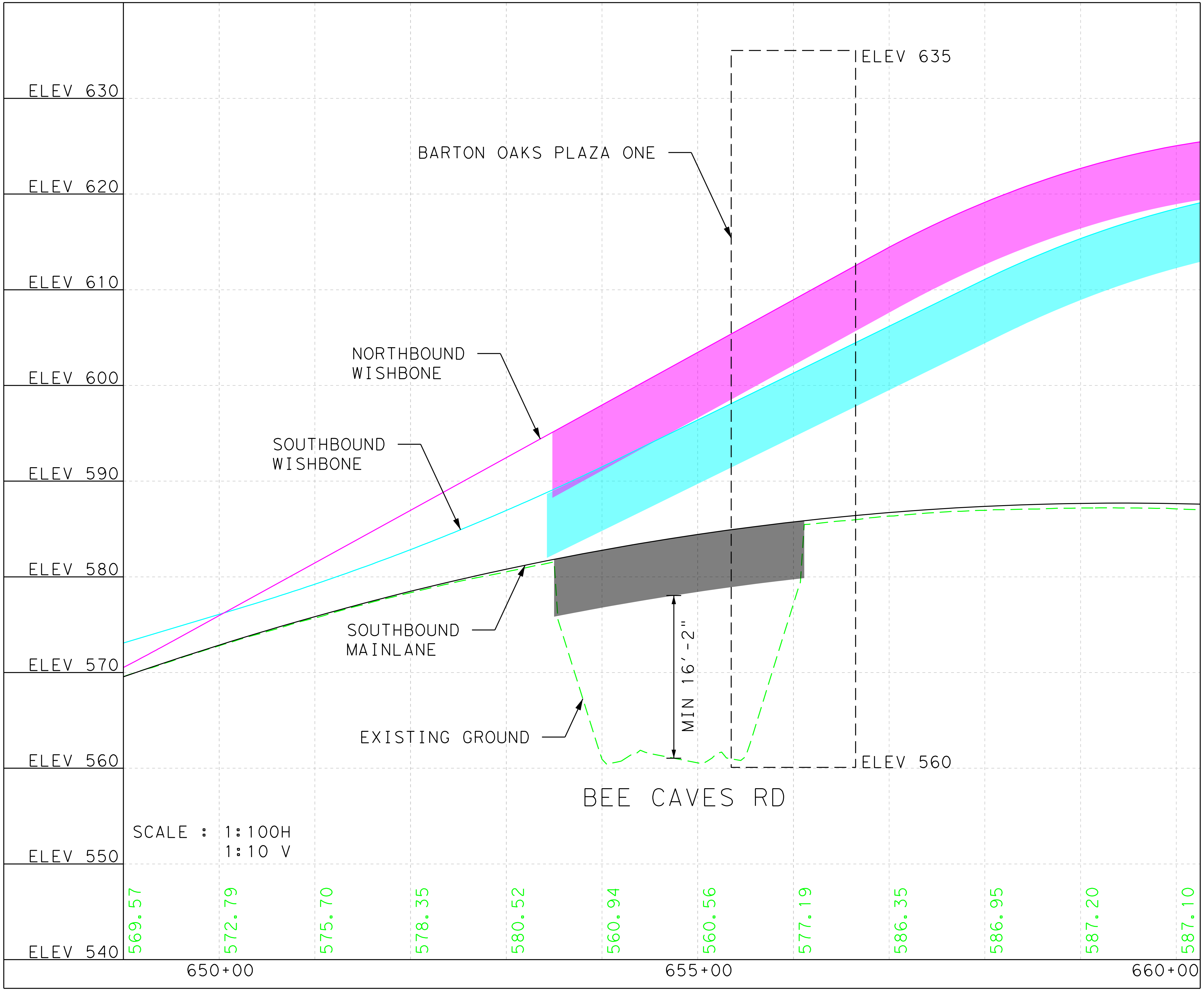
MoPac South Project
Perspective from Park Hills Baptist Church Driveway Facing Southeast

MoPac South Project
Perspective from Liberty Park Drive Facing East

MoPac South Project
Perspective from Bee Cave Road Facing Southeast



ELEVATION OF MOPAC AT BEE CAVES RD



ELEVATION OF MOPAC AT BEE CAVES RD

South MoPac Expressway Project — Workshop Briefing

City of West Lake Hills | April 1, 2026

I. THE GOOD: Improvements Secured Since October 2024

1. Loop 360 → Northbound Express Lane Access

Presentation pp. 4–6

Original design had no NB Express Lane access from Loop 360 — the most critical omission. Now incorporated into the schematic for Public Hearing. Serves traffic from 360 and points south.

2. Bee Caves Rd → NB Express Lane Direct Entrance (DDI Concept)

Presentation pp. 7–11; DDI Cost Estimate document

Diverging Diamond Intersection at MoPac/Bee Caves provides direct NB Express Lane entrance from EB Bee Caves Road. Serves up to 2,700 vehicles/day. Estimated cost: $5–10M (CTRMA verbal) / $10.9M (independent estimate). Status: concept at Public Hearing, labeled "pending funding coordination."

Direction	AM Peak	PM Peak
Overall intersection	-48%	-58%
Eastbound Bee Caves	-50%	-33%
Westbound Bee Caves	-83%	-57%
NB MoPac Frontage	-56%	+19%
SB MoPac Frontage	-37%	-75%

3. SB Express Lane Entrance near Loop 360 *(pp. 6, 18)* — WLH residents heading south now have direct SB Express Lane access.

4. NB Ramp Shifted North *(p. 6)* — Longer merge distance to Bee Caves Rd improves safety.

5. Lady Bird Lake Bridge Widening *(p. 6)* — +1 Express Lane and +1 GP lane each direction, plus new SB auxiliary lane.

6. Elevated Wishbone Ramps at Barton Skyway *(pp. 6, 18)* — Express Lane direct connectors eliminate dangerous crisscross weaving.

7. Pedestrian/Bicycle Improvements *(p. 18)* — Shared-use paths (8'–12') and sidewalks (4'–6'). Rollingwood-to-Zilker connection improved.

8. NB Travel Times from Bee Caves — Improved *(p. 23)* — Minor reductions to Cesar Chavez, Enfield, Windsor, 35th, RM 2222.

9. SB Travel Times from Bee Caves — Improved *(p. 24)* — Reductions on both GPL and Express Lanes to Wm. Cannon, Slaughter, La Crosse.

10. Cross-Street Travel Times — Unchanged *(p. 30)* — Bee Caves EB: 8.4→8.2 min AM. WB: 7.7→7.7 PM.

II. THE BAD: SB Express Lane Exit at Bee Caves Eliminated

Presentation pp. 19–20, 27–29 | Peak periods: AM 7:30–9:30 a.m. / PM 4:30–7:00 p.m. (p. 22)

The existing SB Express Lane exit north of the river becomes an entrance. CTRMA rationale: reduces weaving, improves safety, benefits 98% (105,700) of SB corridor users. Affected: 2,300 of 16,200 SB Express Lane vehicles (14%).

Group 1 — MoPac to Edgegrove (Rollingwood core): ~230 vehicles/day (10%)

Page 27, Route E: EL → Cesar Chavez/5th St. loop ramps → GPL → Bee Caves exit

	No Build (existing exit)	Build (loop ramps)	Change
AM Peak	11.9 min	14.8 min	+2.9 min
PM Peak	13.0 min	16.3 min	+3.3 min

Groups 2 & 3 — Edgegrove to Loop 360 (WLH): ~1,270 vehicles/day (55%)

Page 28, Route J: EL → 360 exit → Tamarron → Walsh Tarlton

	No Build (existing exit + BC)	Build (Tamarron)	Change
AM Peak	13.3 min	13.9 min	+36 seconds
PM Peak	14.4 min	14.6 min	+12 seconds

Group 4 — Past Loop 360: ~805 vehicles/day (35%)

Page 29, Route N: EL → 360 GPL exit → 360 NB → Bee Caves exit

	No Build (existing exit + BC)	Build (via 360)	Change
AM Peak	17.2 min	17.0 min	-0.2 min (FASTER)
PM Peak	18.6 min	17.7 min	-0.9 min (FASTER)

Summary of Impact

Group	Vehicles/Day	% of 2,300	Travel Time Change
1 — Rollingwood core	230	10%	+3 minutes
2 & 3 — WLH area	1,270	55%	+36 seconds
4 — Past Loop 360	805	35%	Faster

Only Group 1 (~230 vehicles, 1.4% of all SB Express Lane traffic) faces a meaningful increase. Groups 2–4 (90% of affected users) see negligible impact or improvement.

III. THE SOLUTION: Walsh Tarlton & AI Signal Optimization

The Concern

Groups 2 & 3 (~1,270 vehicles/day) reroute onto Walsh Tarlton via Tamarron. Two Eanes ISD schools are on Walsh Tarlton.

Peak Hour Estimate

These are SB Express Lane commuters concentrated in PM peak direction. Estimated additional vehicles during the single worst peak hour (approx. 5:00–6:00 PM): **~265 vehicles** (~4–5 extra cars per minute).

School Overlap: Minimal

PM dismissal (~3:00–3:30 PM) falls a full hour before PM commuter peak (4:30–7:00 PM). **No overlap.**

AM arrival (~7:15–7:45 AM) overlaps only the first 15 minutes of AM peak. Estimated additional vehicles in that window: **~25 cars.**

NoTraffic AI Signal Optimization — Already Being Deployed

West Lake Hills is deploying NoTraffic's AI-powered adaptive signal control at this intersection. The platform replaces fixed-timing signals with real-time AI optimization.

Documented Performance (from NoTraffic data provided to WLH Council):

Agency	Intersections	Overall Delay Reduction	Key Location Reduction	Daily Volume
Phoenix	5	10%	—	48,000
Kelowna	5	12%	40%	35,000
Kirkland	6	12%	48%	50,000
Oklahoma City	5	24%	41%	49,000
Collier County, FL	9	22%	—	80,000
Houston	10	15%	52%	34,600
Phoenix (2nd)	4	37%	—	38,000

Average overall delay reduction: **19%**. At key congested locations: **40–52%**. Tucson achieved up to 46% reduction across 80+ intersections. NoTraffic deployed in 40+ states; named to TIME 100 Most Influential Companies; recently raised $90M Series C.

Can AI Signals Absorb the Extra Traffic? Yes.

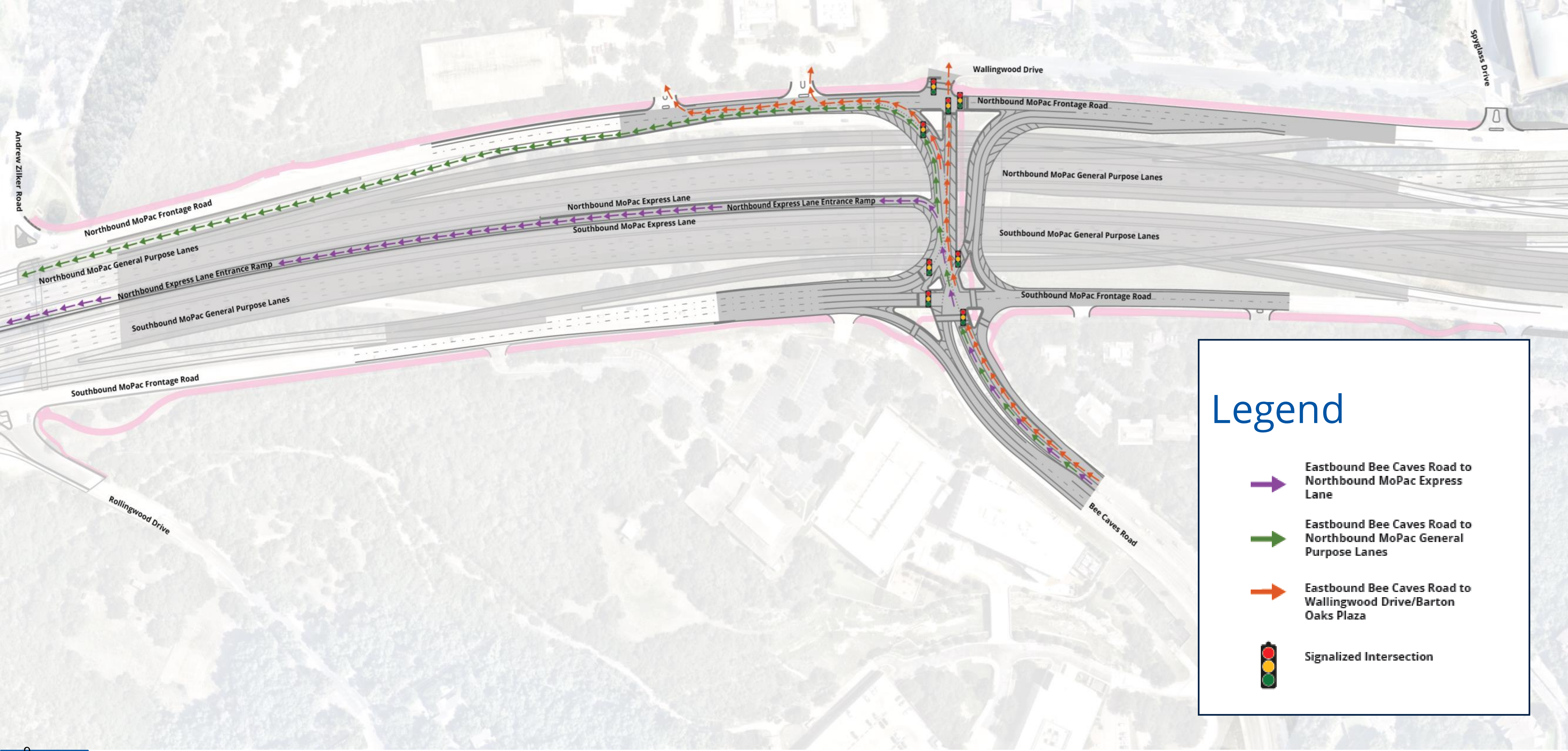
~265 additional peak-hour vehicles is ~4–5 extra cars per minute. NoTraffic's documented delay reductions of 10–37% (19% average) free up substantially more signal capacity than this increment requires. The system adapts to changed patterns in real time without manual retiming. Even a conservative 10% delay reduction at Walsh Tarlton would more than accommodate the additional volume.

Net Assessment

The Build Alternative delivers significant improvements for WLH residents in the vast majority of use cases. The one meaningful trade-off — loss of the SB Express Lane exit — impacts 2,300 vehicles, of which only 230 (Rollingwood-bound) face a ~3-minute increase. For WLH-bound traffic, the impact is 36 seconds or less, and the AI signal deployment at Walsh Tarlton provides a ready-made solution for managing incremental congestion. The DDI at Bee Caves, if funded, further strengthens the project's value.

Conditional support is warranted — contingent on the DDI being funded or sufficiently inexpensive to assume funding.

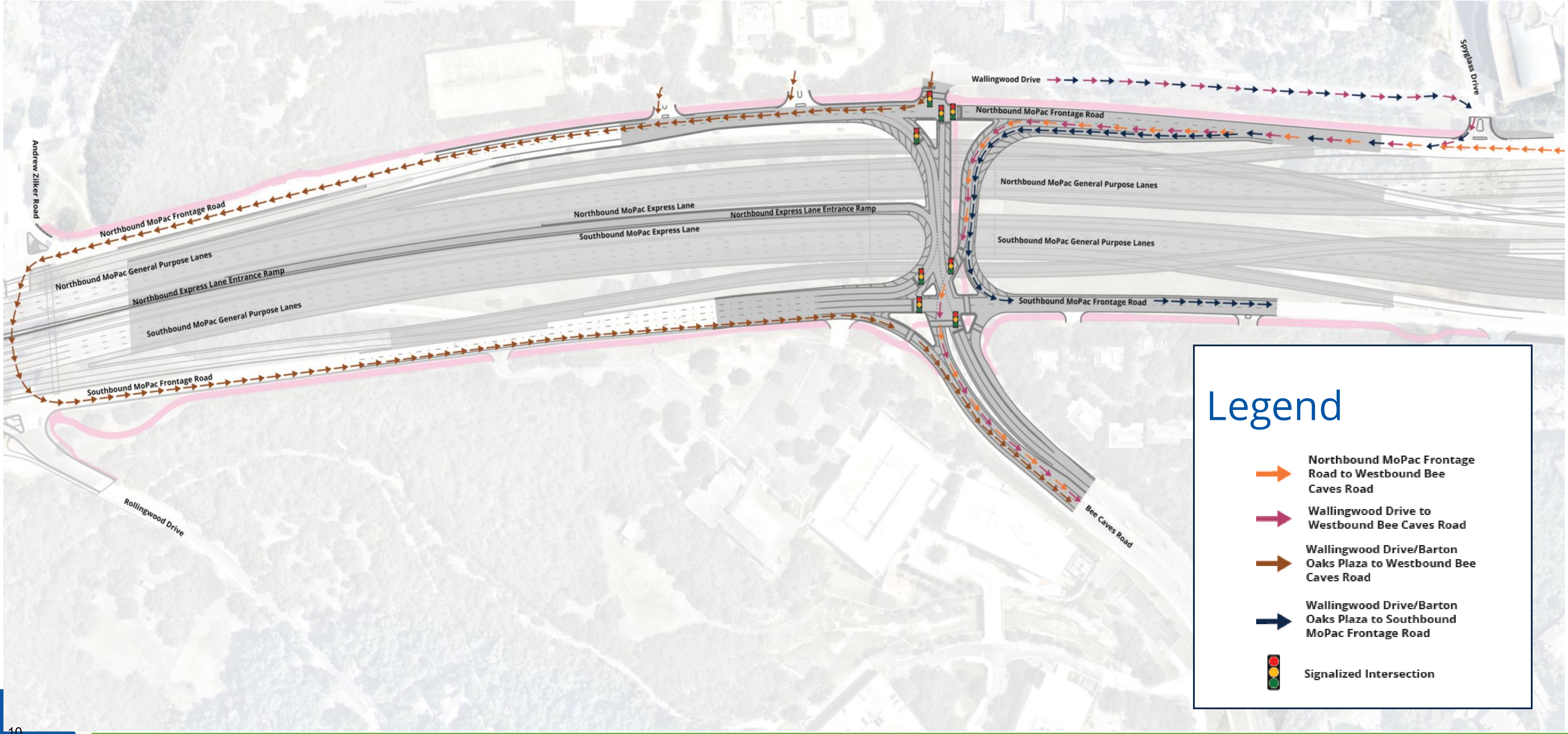
Bee Caves Intersection Concept: EB and NB



Legend

- Eastbound Bee Caves Road to Northbound MoPac Express Lane
- Eastbound Bee Caves Road to Northbound MoPac General Purpose Lanes
- Eastbound Bee Caves Road to Wallingwood Drive/Barton Oaks Plaza
- Signalized Intersection

Bee Caves Intersection Concept: WB and SB



MoPac South

Key Takeaways

- Provides direct access to the northbound EL from eastbound Bee Caves Road, with potential to serve up to 2,700 vehicles
- Route from Wallingwood Drive to access southbound MoPac and Bee Caves Road change
- Intersection delay is reduced in multiple directions
  - AM and PM peak hour delay for the entire intersection is reduced 48 – 58%
  - Eastbound Bee Caves Road: -50% AM, -33% PM
  - Westbound Bee Caves Road: -83% AM, -57% PM
  - Northbound MoPac Frontage: -56% AM, +19% PM
  - Southbound MoPac Frontage: -37% AM, -75% PM

Destinations from EB Bee Caves Rd

Destination	% of trips
Southbound MoPac	**8%**
Barton Springs Road	**11%**
Northbound MoPac	**78%**
Cesar Chavez exit	10%
5th exit	12%
Enfield exit	19%
Windsor/24th exit	7%
Northwood exit	3%
35th exit	8%
45th exit	2%
RM 2222 exit	3%
Far West exit	1%
Anderson exit	2%
Steck exit	1%
US 183 East exit	2%
US 183 West exit	2%
MoPac north of US 183	7%

Key Takeaways:

Today from Bee Caves Rd:

- 78% are traveling north on MoPac
- ~64% could not enter EL to reach destination downtown to south of Far West
- ~8% could enter the EL to reach destinations from Far west to US 183
- ~7% could enter the EL to reach destinations north of US 183
- **Currently, only 15% (2,700 of 17,850 vehicles) of users from the Bee Caves Road intersection to northbound MoPac could enter the EL to reach their destination.**

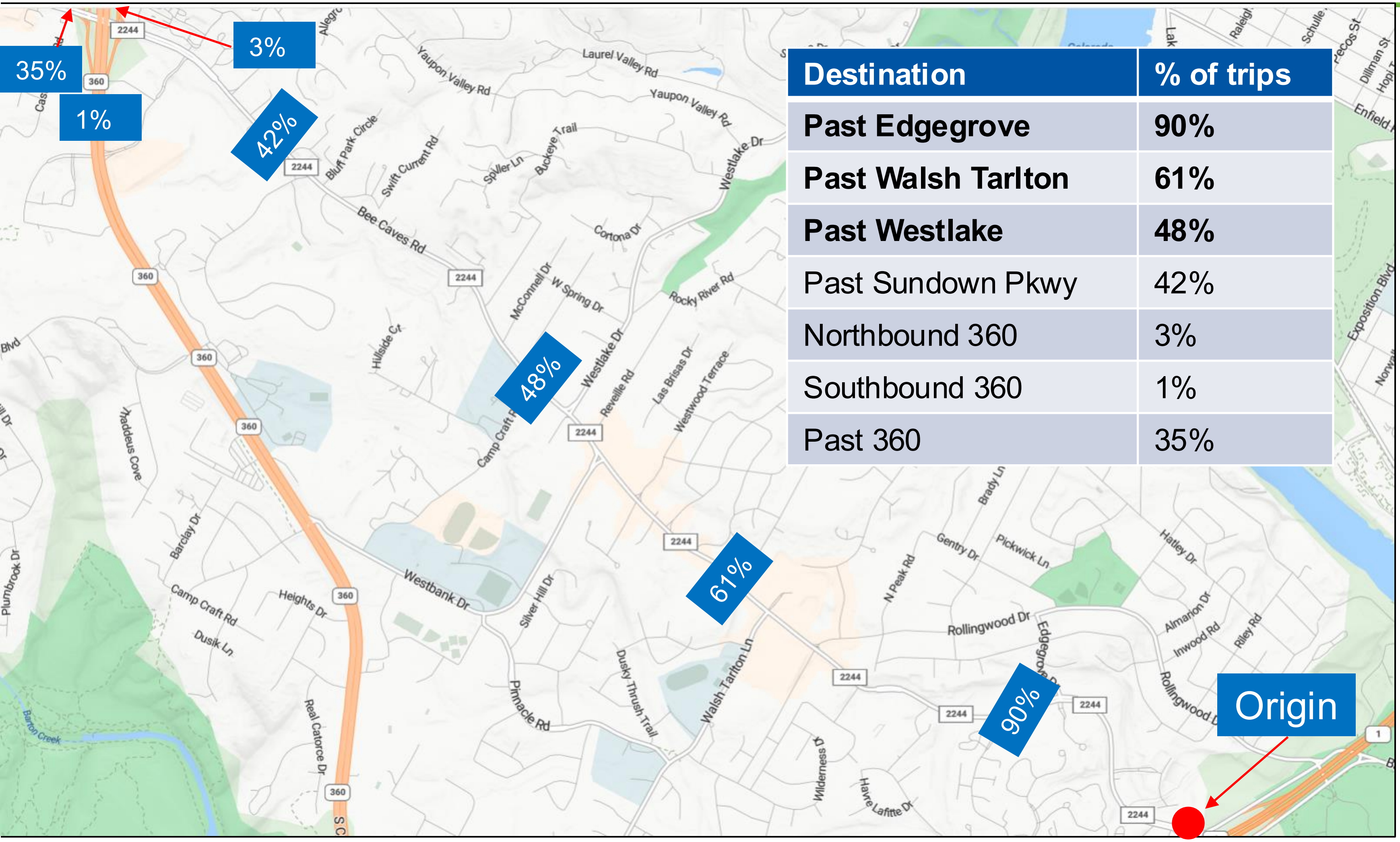
Potential Future from Bee Caves Rd:

- The Bee Cave intersection concept serves these 15% (2,700 EB vehicles) of vehicles.

Notes:
Data source: Replica
Data period: Spring 2024
Day: Thursday
Destinations for minor streets and driveways are not included
ADT-TxDOT Statewide Planning map

MoPac South

Destinations from MoPac on Bee Caves



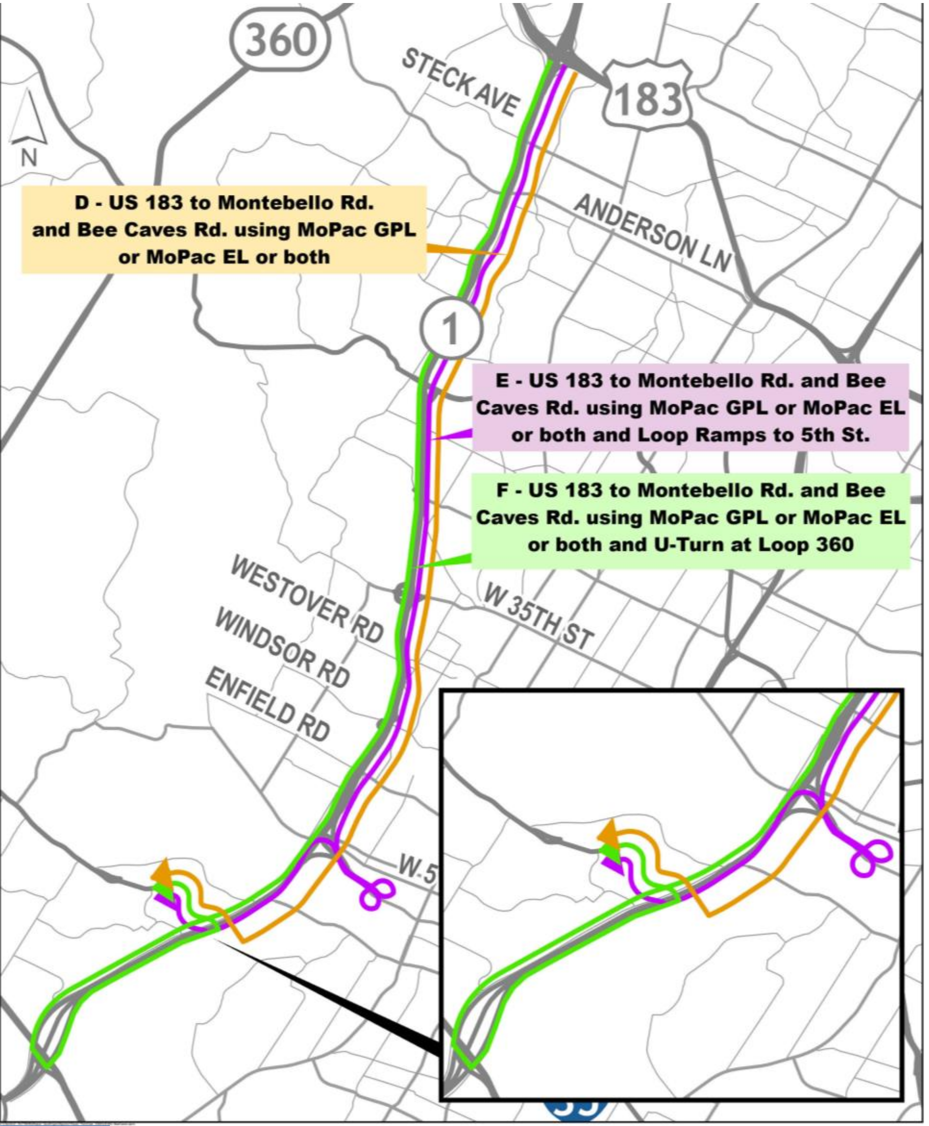
Destination	% of trips
Past Edgegrove	**90%**
Past Walsh Tarlton	**61%**
Past Westlake	**48%**
Past Sundown Pkwy	42%
Northbound 360	3%
Southbound 360	1%
Past 360	35%

Key Takeaways:

- >35% of traffic on Bee Caves Road passes through to Loop 360
- 61% access points past Walsh Tarlton, where travel times can be improved by other routes

Notes:
Data source: Replica
Data period: Spring 2024
Day: Thursday
Destinations for minor streets and driveways are not included
ADT-TxDOT Statewide Planning map

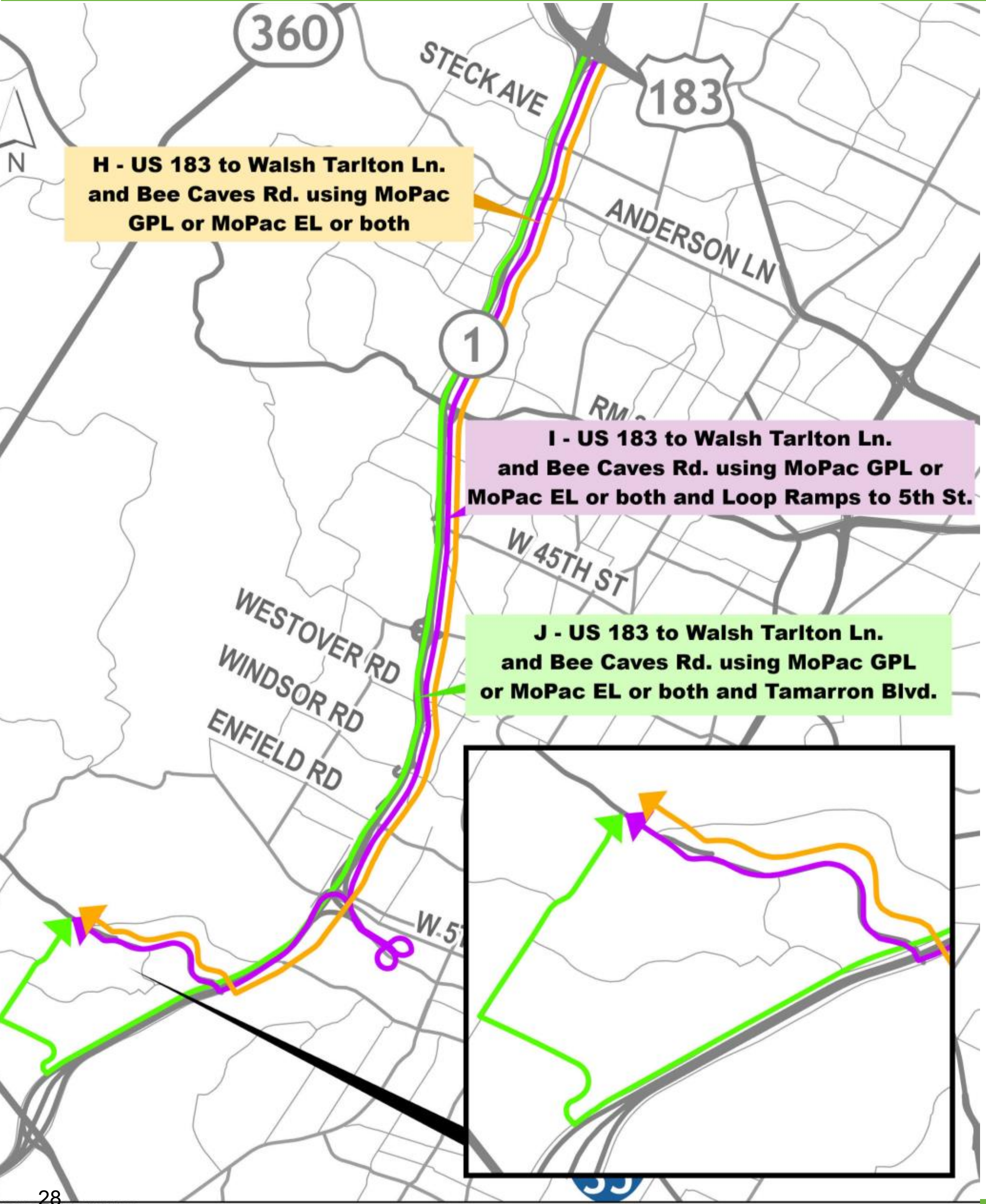
From MoPac EL at south of US 183 to Bee Caves Road and Montebello Road



Route	Route Description	2045 AM Peak		2045 PM Peak	
		No Build	Build	No Build	Build
D	EL + Existing Exit to Bee Caves	11.9	-	13.0	-
D	EL + Exit at RM 2222 + GPL Exit to Bee Caves	28.5	26.9	19.2	19.6
E	EL + Loop Ramps + GPL Exit to Bee Caves	14.9	14.8	16.3	16.3
F	EL + U-turn @ 360	19.6	17.3	24.1	18.3

US 183 used as a starting point for comparison to all possible routes to destinations.
"Build" refers to the 2C Configuration where the existing SB EL exit north of the Colorado River becomes an EL entrance, and the existing NB EL entrance north of the Colorado River becomes an EL exit.

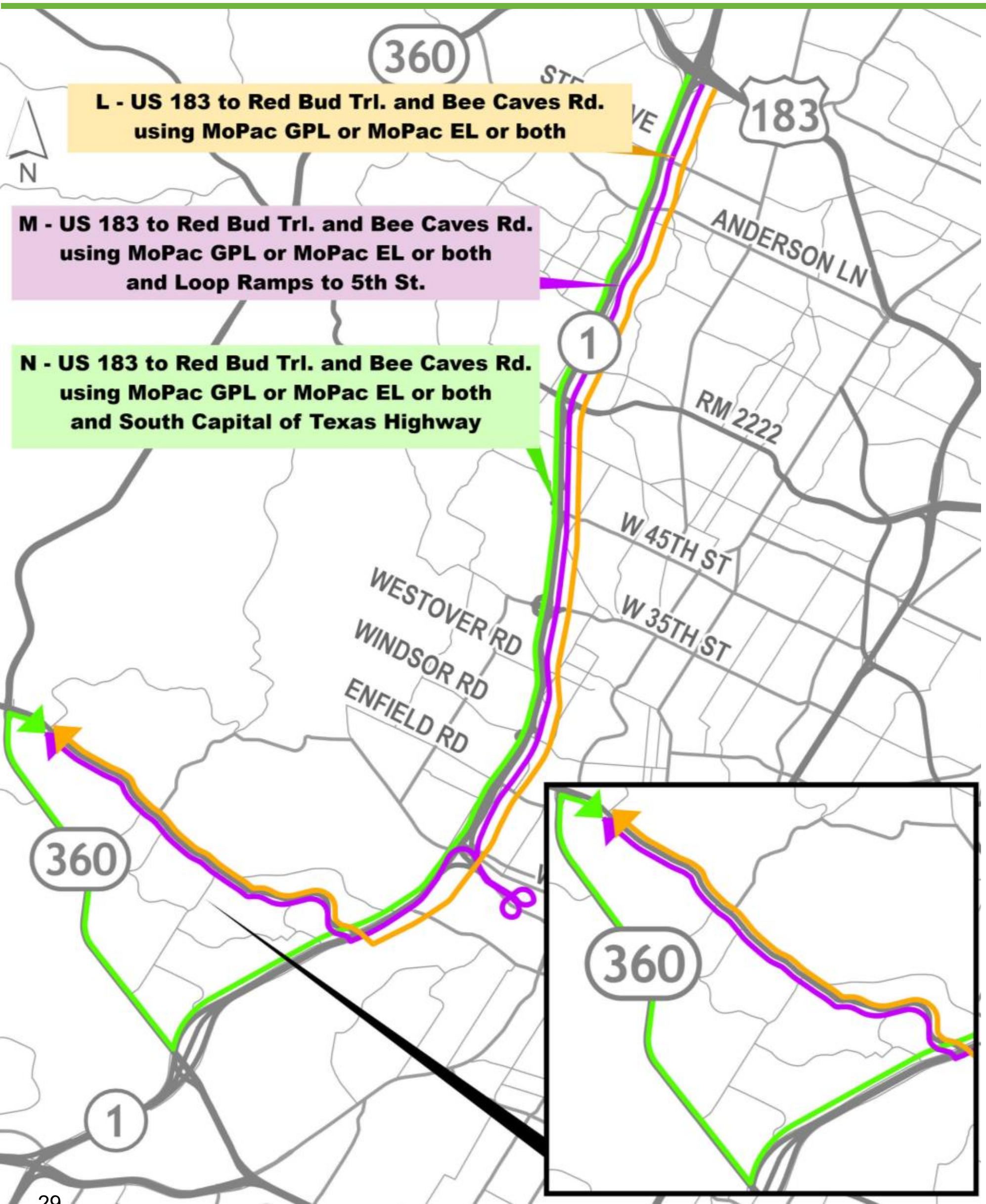
From MoPac EL at south of US 183 to Walsh Tarlton and Bee Caves



Route	Route Description	2045 AM Peak		2045 PM Peak	
		No Build	Build	No Build	Build
H	EL + Existing Exit to Bee Caves + BC to Walsh Tarlton	13.3	-	14.4	-
H	EL + Exit at RM 2222 + GPL Exit to Bee Caves + BC to Walsh Tarlton	30.1	28.4	20.5	20.8
I	EL + Loop Ramps + GPL Exit to Bee Caves + BC to Walsh Tarlton	16.4	16.3	17.6	17.6
J	All EL + 360 Exit + Tamarron to Walsh Tarlton	16.1	13.9	20.4	14.6

US 183 used as a starting point for comparison to all possible routes to destinations.
"Build" refers to the 2C Configuration where the existing SB EL exit north of the Colorado River becomes an EL entrance, and the existing NB EL entrance north of the Colorado River becomes an EL exit.

From MoPac EL at south of US 183 to Red Bud and Bee Caves



Route	Route Description	2045 AM Peak		2045 PM Peak	
		No Build	Build	No Build	Build
L	EL + Existing Exit to Bee Caves + BC to Red Bud	17.2	-	18.6	-
L	EL + Exit at RM 2222 + GPL Exit to Bee Caves + *BC to Red Bud*	34.0	32.2	24.7	24.9
M	EL + Loop Ramps + GPL exit to BC + *BC to Red Bud*	20.3	21.6	21.8	21.7
N	All EL + GPL 360 Exit + 360 NB + Bee Caves Exit + BC to Red Bud	19.1	17.0	22.0	17.7

US 183 used as a starting point for comparison to all possible routes to destinations.
"Build" refers to the 2C Configuration where the existing SB EL exit north of the Colorado River becomes an EL entrance, and the existing NB EL entrance north of the Colorado River becomes an EL exit.

barrier would be cost-reasonable. Therefore, this barrier is proposed for incorporation into the Project and is depicted in **Appendix D, Exhibit 4, Sheet 7**.

Barrier for Northland River Stone Ranch Community: R407 – This receiver represents 130 impacted residences (classified under NAC Activity Category B) in Northland River Stone Ranch Community, 51 of which are first-row (**Appendix D, Exhibit 4, Sheets 7 and 8**). Based on preliminary calculations performed in TNM, a noise barrier located along the ROW, with gaps to accommodate apartment/condo complex entrances, of 1,611 feet in length and 20 feet in height would reduce noise levels by at least 5 dB(A) for 43 first-row impacted receptors and meet the noise reduction design goal of 7 dB(A) for at least one of those receptors. With a total surface area of 32,220 square feet, or 358 square feet per benefited receptor, the barrier would be cost-reasonable. Therefore, this barrier is proposed for incorporation into the Project and is depicted in **Appendix D, Exhibit 4, Sheets 7** and **8**.

Barrier for MAA Barton Creek/Post Barton Creek: R628-11 – This receiver represents 52 impacted residences (classified under NAC Activity Category B) in MAA Barton Creek/Post Barton Creek Community. Based on preliminary calculations performed in TNM, a noise barrier located along the ROW of 746 feet in length and 16 feet in height would reduce noise levels by at least 5 dB(A) for 15 first-row impacted receptors and meet the noise reduction design goal of 7 dB(A) for at least one of those receptors. With a total area of abatement of 11,936 feet, or 568 square feet per benefited receptor, the barrier would be cost-reasonable. Therefore, this barrier is proposed for incorporation into the Project and is depicted in **Appendix D, Exhibit 4, Sheet 15**.

Barrier for Zilker Park, MacBeth Recreation Center, Hike and Bike Trail, and Nature's Way Preschool R749, R759, R761, R765, R767, R771, and R772 – These impacted receivers represent a park, trail, recreational center, and preschool, classified under NAC Activity Categories C and D (**Appendix D, Exhibit 5, Sheets 17 and 18**). The impacted areas of the park, trail, recreational center, and preschool are predicted to be approximately 756,144 square feet and is equivalent to 84 residential receptors, based on the 9,003 square feet average residential lot size in the Project Area. Based on preliminary calculations performed in TNM, an overlapping noise barrier located along the ROW and the shoulders of both northbound and southbound MoPac for a total of 6,919 feet in length and approximately 20 feet in height at the ROW and 14 feet in height at the shoulder (except where limited to 8 feet on structure) would reduce noise levels by at least 5 dB(A) and meet the noise reduction design goal of 7 dB(A) for the receptors representing the park, trail, and recreational center. With a total surface area of abatement of 89,954 feet, or 1,067 square feet per benefited receptor, the barrier would be cost-reasonable. Therefore, this barrier is proposed for incorporation into the Project and is depicted in **Appendix D, Exhibit 4, Sheets 17** and **18**.

Temporary easements will be required to construct barriers along Zilker Park. However, the noise barrier will be constructed within the existing ROW.

Table 5-8: Noise Barrier Proposal (Preliminary)

Barrier ID	Impacted Representative Receivers	Total # Benefited	Length (feet)	Height (feet)	Total Sq. Ft.	Sq. Ft. per Benefited Receptor
1	Legacy at Western Oaks	170	2,934	20	58,680	345
2	Sedona Springs Apartments	21	726	18	13,068	622
3	Northland River Stone Ranch and Marquis Barton Trail Community 2	90	1,611	20	32,220	358
4	MAA Barton Creek (Post Barton Creek) Community	21	746	16	11,936	568
5	Zilker Park	84*	6,919	20, 14, and 8	89,594	1,067

**Zilker Park was evaluated as a non-residential land use using residential equivalents. The number shown represents the equivalent number of residences for the park.*

Additional details regarding the barrier analysis are in the *Traffic Noise Analysis Report* (TxDOT 2025e).

To avoid noise impacts that may result from future development of properties adjacent to the Project, local officials responsible for land use control programs must ensure, to the maximum extent possible, no new activities are planned or constructed along or within the following predicted (2050) noise impact contours.

Table 5-9: Noise Contours

Roadway Segment	Land Use	Impact Contour (dB[A])	Distance from the ROW (feet)
Northbound MoPac from Slaughter Lane to Davis Lane	NAC B & C	66	160
	NAC E	71	40
Southbound MoPac from Davis Lane to Slaughter Lane	NAC B & C	66	40
	NAC E	71	Within ROW
Northbound MoPac from Davis Lane to Convict Hill Road	NAC B & C	66	230
	NAC E	71	100
Southbound MoPac from Convict Hill Road to Davis Lane	NAC B & C	66	320
	NAC E	71	160

Project Location

Validation Site

Noise Sensitive Sites

Benefited

Impacted

Not Impacted

Existing Noise Barrier

Proposed Noise Barrier

Neighborhood Wall

MULTI-STORY UNITS ARE NOT REPRESENTED GRAPHICALLY, BUT WERE EVALUATED. FOR MORE DETAILS ON IMPACTS AND/OR BENEFITS AT EACH HEIGHT (5 FT./15 FT./25 FT./35 FT./45 FT. REPRESENTED BY THE ALPHANUMERIC SUFFIX A/B.C/D/E, RESPECTIVELY) SEE APPENDIX E IN NOISE ANALYSIS REPORT.

0 150 300 Feet

MoPac South

Exhibit 4
Traffic Noise Analysis
Appendix D

MoPac South
Central Texas Regional Mobility Authority
Travis County, Texas
Sheet 2 of 13

Date: Aug 15, 2025 | Scale: 1 in = 300 feet

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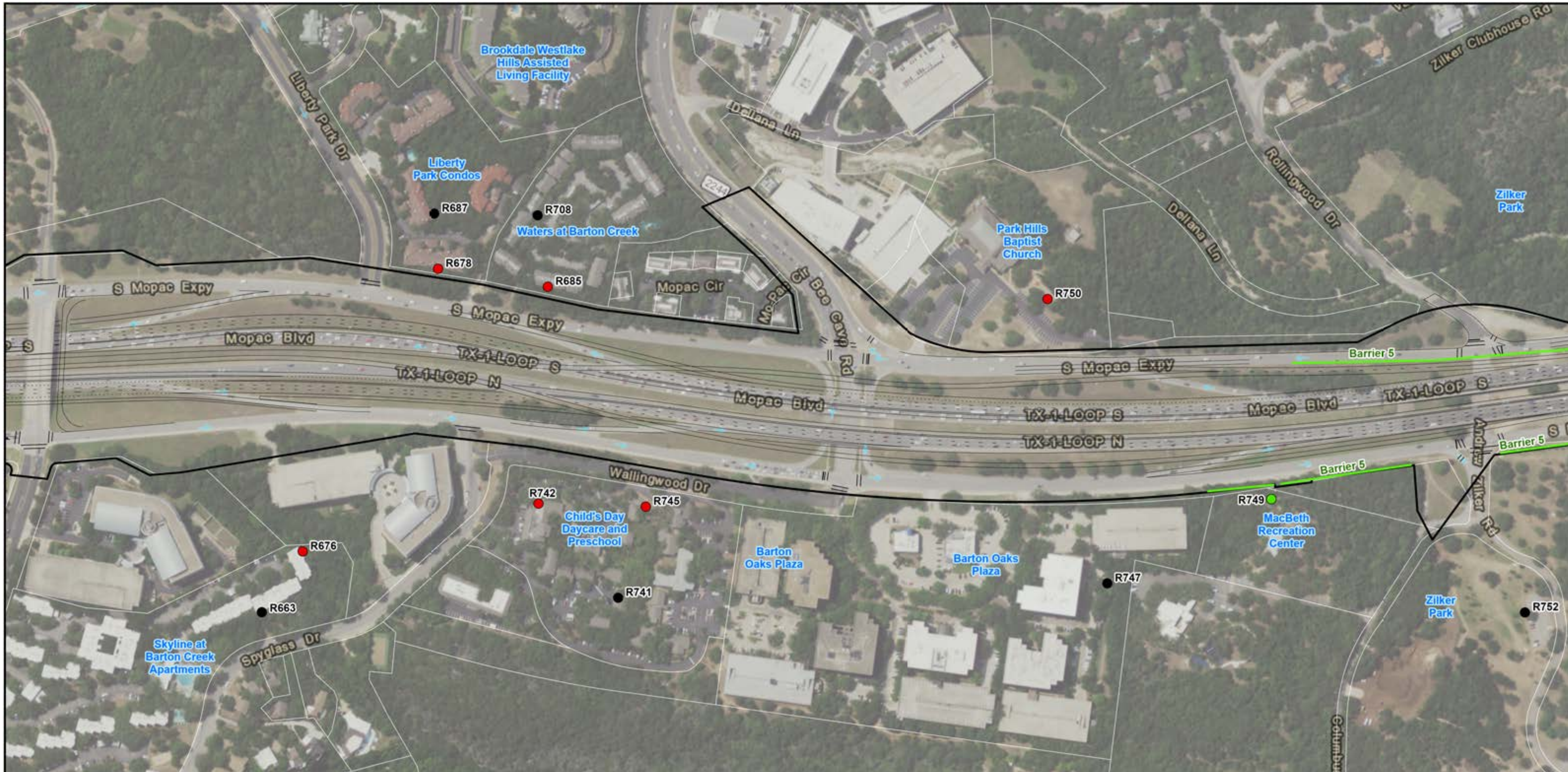
Aerials: NAIP/NRCS/USDA. Ortho Mosaic. 2022. 1:181,292; generated by AtkinsRéalis; using ArcGIS Pro. (15 August 2025).



Project Location
Validation Site
Noise Sensitive Sites
Benefited
Impacted
Not Impacted

Existing Noise Barrier
Proposed Noise Barrier
Neighborhood Wall

MULTI-STORY UNITS ARE NOT REPRESENTED GRAPHICALLY, BUT WERE EVALUATED. FOR MORE DETAILS ON IMPACTS AND/OR BENEFITS AT EACH HEIGHT (5 FT./15 FT./25 FT./35 FT./45 FT. REPRESENTED BY THE ALPHANUMERIC SUFFIX A/B.C/D/E, RESPECTIVELY) SEE APPENDIX E IN NOISE ANALYSIS REPORT.

0 150 300 Feet

MoPac South

Exhibit 4
Traffic Noise Analysis
Appendix D

MoPac South
Central Texas Regional Mobility Authority
Travis County, Texas
Sheet 3 of 13

Date: Aug 15, 2025	Scale: 1 in = 300 feet

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Aerials: NAIP/NRCS/USDA Ortho Mosaic, 2022. 1:181,292; generated by AtkinsRéalis; using ArcGIS Pro. (15 August 2025).

CITY OF WEST LAKE HILLS

911 Westlake Drive | West Lake Hills, TX 78746 | (512) 327-3628

www.westlakehills.org

April __, 2026

MoPac South Environmental Study

Central Texas Regional Mobility Authority

3300 N. IH-35, Suite 300

Austin, TX 78705

Re: Public Comment on Draft Environmental Assessment — MoPac South Expressway Project (CSJ 3136-01-176), Cesar Chavez Street to Slaughter Lane

Dear CTRMA Board Members and Project Team,

The City of West Lake Hills submits this public comment on the Draft Environmental Assessment for the MoPac South Expressway Project. We write as a community that has been actively engaged in this project since October 2024, and we want to begin by acknowledging the productive and responsive dialogue we have had with the Mobility Authority throughout that process.

When we first reviewed the Build Alternative in late 2024, we identified several concerns about how the design would affect access and mobility for Westlake-area residents. CTRMA staff met with us and the City of Rollingwood on multiple occasions, provided detailed origin-destination data and travel time analyses, developed a Diverging Diamond Intersection concept at Bee Caves Road, and incorporated schematic revisions that materially improve the project for our community. The 43-page presentation CTRMA prepared for Rollingwood and West Lake Hills in March 2026 reflects a level of engagement and transparency that we appreciate and want to recognize publicly.

As a result, the City of West Lake Hills conditionally supports the MoPac South Build Alternative. We believe the project delivers significant regional mobility improvements and serves the Westlake-area communities well. Our support is conditioned on two outstanding items addressed in the final section of this letter: funding commitment for the Bee Caves Road DDI, appropriate stormwater treatment technology upgrades, and adequate noise mitigation for Rollingwood residents.

I. Improvements to the Build Alternative

The following improvements have been incorporated into the Build Alternative through our engagement with CTRMA and the City of Rollingwood.

1. Diverging Diamond Intersection (DDI) at Bee Caves Road

The DDI reconfigures the Bee Caves/MoPac intersection to eliminate conflicting left-turn movements and streamline traffic flow in every direction. Overall peak-hour delay drops 48–58%, eastbound Bee Caves delay is cut 33–50%, and westbound Bee Caves delay is cut 57–83%. Southbound frontage delay is reduced up to 75% in the PM peak. An independent construction cost estimate puts the DDI at approximately $10.9 million, and CTRMA has estimated $5–10 million — a remarkably efficient investment for the scale of improvement it delivers.

2. Direct Northbound Express Lane Entrance from Bee Caves Road

The DDI also provides a dedicated entrance ramp from eastbound Bee Caves Road directly into the northbound Express Lanes, serving up to 2,700 vehicles daily — the 15% of eastbound Bee Caves traffic whose destinations make Express Lane use beneficial. For residents traveling north, it is a meaningful new connection between our community and the regional express network, and a vast improvement over our current access which requires entering general lanes then merging across the full highway.

3. Northbound Express Lane Access from Loop 360

Drivers arriving from Loop 360 and points south will now be able to enter the northbound Express Lanes — access that was not part of the earlier design. This change was essential. TxDOT is currently improving Loop 360 and has larger plans to improve highway throughput. Had this change not been made, the most efficient route for Loop 360 users to access the Express Lanes would have been the loops at WAYA/Austin High — inefficient, dangerous, and unnecessary. We are extremely thankful this adjustment has been made.

4. General-Purpose Lane Exit to Bee Caves Road Shifted North

The exit from the southbound general-purpose lanes to Bee Caves Road has been relocated further north along the frontage road. CTRMA and their engineers have assured us that the exit will now be as far north as possible, giving users ultimately travelling west on Bee Caves Road more time to merge safely.

5. Improved Pedestrian and Bicycle Infrastructure

Under the Build Alternative, a new shared-use path along the west side of the MoPac frontage road allows pedestrians and cyclists to travel north and connect directly to the already-improved sidewalk infrastructure on Barton Springs Road, accessing the park system entirely from the west side without crossing under MoPac. This is part of a broader 7.8-mile, 10-foot-wide shared-use path from the Roberta Crenshaw Bridge to Slaughter Lane, built to ADA standards with pedestrian safety elements at every cross street.

II. Analysis: Elimination of the Southbound Express Lane Exit

The Build Alternative removes the existing southbound Express Lane exit north of the Colorado River, eliminating the direct exit that approximately 2,300 daily Express Lane users currently take to reach Bee Caves Road. Along with the originally proposed elimination of a northbound Express Lane entrance accessible from Bee Caves Road, this was our most significant concern. However, CTRMA's origin-destination data reveals that these 2,300 users break into distinct groups with very different outcomes. All page references tie to the March 2026 CTRMA presentation. All timing data applies only to Express Lane users; general lane users will continue to have the same experience with improvements as the Express Lanes absorb more capacity.

Group 1: Destinations between Edgegrove and Mopac (Rollingwood)

Vehicles affected: ~230/day (10% of 2,300). These are the only users for whom the WAYA loop ramps are the optimal alternate route (Route E, p. 27). Travel time impact: +2.9 minutes AM peak, +3.3 minutes PM peak (Route E Build vs. Route D No Build). This is the most impacted group.

Groups 2 & 3: Edgegrove to Camp Craft (Approximating).

Vehicles affected: ~1,270/day (55% of 2,300). The Tamarron route (Route J, p. 28) serves both groups well. Note, we did not receive data along every point of Bee Cave. However, common sense dictates that using Walsh Tarlton to access these areas is logical. 360->Tamarron->Walsh Tarlton has an AM peak of 13.9 minutes (Build) vs. 13.3 (No Build) and a PM peak: 14.6 vs. 14.4. These are minor increases in travel time.

Group 4: Destinations near Redbud and Past 360.

Vehicles affected: ~805/day (35% of 2,300). These users have the best outcome. Their optimal route is Express Lane to 360 to Bee Cave/360, this route is 17.0 minutes AM versus 17.2 minutes (p. 29, Route N).

Group	Vehicles/Day	% of 2,300	Travel Time Change
1 — Rollingwood core	230	10%	+3 minutes
2 & 3 — Edgegrove to Camp Craft	1,270	55%	+36 seconds
4 — Near Redbud and Past 360	805	35%	-20 seconds

Vehicle counts derived from p. 20 total (2,300) applied to p. 19 destination percentages.

Only Group 1 (~230 vehicles, 1.4% of all southbound Express Lane traffic) faces a meaningful increase. Groups 2 through 4 — 90% of affected users — see negligible impact or outright improvement. The WAYA loop ramps should not experience substantially increased traffic now. Southbound increased usage will be limited to East Rollingwood/Treemont users. Northbound will see no increased usage as Bee Caves Rd users and Loop 360 users have an entrance to the Northbound Express Lanes.

III. Walsh Tarlton Corridor: Traffic Impact and Mitigation

A natural concern with the rerouting is the added load on the Walsh Tarlton and Bee Caves Road intersection, home to two Eanes ISD schools. We have examined this carefully.

Volume. Groups 2 and 3 (~1,270 vehicles/day) arrive via the Tamarron/360 route, concentrated in the PM peak. Estimated additional vehicles during the worst peak hour (approximately 5:00–6:00 PM): ~265, or roughly 4–5 extra cars per minute.

School overlap: minimal. PM school dismissal (~3:00–3:30 PM) falls a full hour before the PM commuter peak (4:30–7:00 PM). No overlap. AM school arrival (~7:15–7:45 AM) overlaps only the first 15 minutes of the AM peak — an estimated 25 additional cars. Walsh Tarlton has the widest sidewalks of any street in the core Westlake area, providing robust pedestrian separation for school-age children.

AI adaptive signal technology. The City of West Lake Hills is deploying NoTraffic's AI-powered adaptive signal control at this intersection. Across seven deployments in cities including Phoenix, Houston, Oklahoma City, and Kirkland, NoTraffic has documented average delay reductions of 19% overall and 40–52% at key congested intersections, with Tucson achieving 46% reduction across 80+ intersections. An additional ~265 peak-hour vehicles is a modest increment this system is purpose-built to absorb. Even a conservative 10% delay reduction at Walsh Tarlton would more than accommodate the additional volume.

IV. Requests for the Final Environmental Assessment

Our support is conditioned on the resolution of the following three items.

A. Bee Caves Road DDI: Funding Commitment Required

The February 2026 Schematic Roll Plot annotates the Bee Caves intersection as *"Pending Funding Coordination — Potential Collaboration with Municipalities and TxDOT."* We request this be revised to reflect the DDI as a committed, funded element of the Build Alternative.

The DDI is mitigation, not an enhancement. The Build Alternative eliminates the existing southbound Express Lane exit that 2,300 vehicles per day currently use (p. 19). Without the DDI and corresponding ramp, our access to the Northbound Express Lane would also be eliminated, pushing users to the WAYA Ramps. The DDI was presented to our municipalities in March 2026 as CTRMA's proposed solution to the address these concerns, with modeled delay reductions of 48–58% (pp. 7–11). An improvement the project sponsor designed and modeled as mitigation should not have funding uncertainty.

Municipal funding is not appropriate. The MoPac South project is an $825 million regional toll facility. Asking municipalities with combined populations under 10,000 to subsidize intersection infrastructure on state facilities is not a reasonable expectation. The City of West Lake Hills will not fund any portion of this reconfiguration.

The DDI is fundable within existing authority. An independent cost estimate places the DDI at $10.9 million ($5.7 million direct construction) — less than 0.7% of the project's total cost. The DDI also creates a new toll access point serving up to 2,700 vehicles per day, generating incremental revenue CTRMA would not otherwise collect. Under Transportation Code Chapter 370, CTRMA has the authority to set differential toll rates by access point; a modest location-specific surcharge on the Bee Caves northbound entrance would create a dedicated revenue stream sufficient to recover the construction cost over time. Alternatively, TxDOT and CAMPO routinely fund intersection improvements at junctions of state facilities through the Unified Transportation Program. Both agencies have an interest in building this intersection correctly during initial construction rather than retrofitting later at far greater expense.

We request that (1) the DDI be included as a committed, funded element in the Final EA, with the “pending funding coordination” annotation removed; (2) CTRMA provide a firm cost estimate and funding source prior to the Final EA; and (3) if CTRMA cannot fund within the base project, it formally coordinate with TxDOT and CAMPO to program the improvement concurrently.

B. Traffic Noise: Barrier Materials and Receptor Evaluation

Park Hills Baptist Church. Barrier 5 (Zilker Park) — 6,919 feet long, up to 20 feet high — includes segments on both sides of MoPac. The west-side barrier terminates near Park Hills Baptist Church while the east-side barrier continues north, creating an unmatched section where reflected sound reaches an unshielded area. The church maintains a playground constituting an exterior area of frequent human use, qualifying it as an Activity Category C receptor under 23 CFR 772 (same 66 dBA TxDOT threshold as Zilker Park). We request the Traffic Noise Analysis evaluate the church under

Category C exterior criteria. If impacted, which under Category C analysis it almost certainly is, a barrier extension would close the remaining protection gap.

Absorptive barrier materials. The Draft EA specifies barrier dimensions but no material type. The MoPac North project installed precast concrete walls with NRC of approximately 0.00–0.20, reflecting the vast majority of sound energy. CTRMA's own spokesman Steve Pustelnyk described that approach at the time as an "old school, concrete wall blocking sound waves." Residents adjacent to those barriers have reported little perceptible difference in traffic noise — an outcome consistent with walls that block transmission but reflect nearly all incident sound energy back across the highway. This outcome must not be repeated. We request all five barriers, particularly Barrier 5, be specified with absorptive materials achieving NRC ≥ 0.85 on the highway-facing surface. At 6,919 feet and up to 20 feet tall, a reflective Zilker barrier would be the largest sound-reflecting surface on the corridor, aimed directly at Rollingwood homes. Should CTRMA decline to specify absorptive materials, we request confirmation that third-party funded absorptive upgrades will be accommodated in the barrier design and foundation specifications.

C. Water Quality: Stormwater Treatment in the Barton Springs Zone

The Draft EA proposes hydrodynamic separator (HDS) devices at multiple locations within the Barton Springs Zone and Edwards Aquifer Recharge Zone. While these satisfy TCEQ's 80% TSS removal requirement, they provide no treatment for dissolved pollutants — including dissolved zinc, copper, and phosphorus — that pose direct risks to groundwater through recharge zone infiltration. We request that all STU locations in the BSZ/recharge zone specify **media filtration manufactured treatment devices (MTDs)** in place of hydrodynamic separators.

We are not requesting a different regulatory regime or City of Austin BSZ standards. The choice of treatment technology within the TCEQ framework is a design decision. Media filtration MTDs occupy the same underground footprint, require no additional right-of-way, and expand effective treatment from one pollutant (TSS) to four or five — capturing dissolved metals and phosphorus that HDS devices miss entirely. The incremental cost is not material to an $825 million project. This is a single, specific, proportionate design change for the most environmentally sensitive groundwater area in the corridor.

Pollutant	HDS	Filtration MTD	Highway Runoff Source
TSS	Effective	Effective	Pavement wear, vehicle deposits
Lead (Total)	Partial	Effective	Legacy deposits, wheel weights
Zinc (Total)	Partial	Effective	Tire wear, galvanized infrastructure
Total Phosphorus	Minimal	Effective	Brake dust, organic debris
COD	Minimal	Partial	Oil/grease, asphalt leachate, PAHs

Performance ratings per International Stormwater BMP Database (2020).

V. Conclusion

The MoPac South project is a vital piece of regional infrastructure. The City of West Lake Hills supports the Build Alternative and commends CTRMA for the responsiveness demonstrated throughout our engagement. Our support is conditioned on commitment to DDI funding, absorptive noise barrier specifications, and media filtration for stormwater treatment in the Barton Springs Zone. We believe each request is specific, proportionate, and achievable within the project's existing framework. We look forward to continuing this productive dialogue through the Final EA process.

Respectfully submitted,

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