

## **How do I read this report?**

Please click on the “Bookmarks” icon to the left of this page. A list of each person that commented will be shown.

If you click on the person’s name, their comment will open. The red boxes outline a portion of the comment that is about a particular “issue” the person has with the proposed Bergstrom Expressway project. The issues were numbered and these numbers correspond to the issues and responses following the comment.

Issues in the comments that do not related to the proposed Bergstrom Expressway project were not itemized nor was a response provided to the issue.

## **Why are there black areas or white space in the comments?**

Personal addresses, phone numbers and e-mail were covered with black so this information would not be distributed on the web. To avoid confusion regarding the comment, the headers on the e-mailed comments and the text from the transcript that didn’t apply to the person’s comment were covered in white.

## **How does this report compare with the Public Hearing Summary and Analysis?**

The issues identified in the comments were put into a table in the “Public Hearing Summary and Analysis”. A summary of the issues is provided in the table. An analysis of all the issues is provided following the table.

On 11/12/14 5:49 PM, [REDACTED] wrote:

>  
>Preliminary plans for the Bergstrom Expressway project call for  
>modifying current accessibility at US 183 and Bolm Road, which will  
>negatively impact communities in East Austin, including the Knollwood  
>on the Colorado neighborhood. We oppose this action for the following reasons:

1 >1) Diminished Mobility: If the purpose of redeveloping 183 is to  
>improve transportation mobility, the elimination of this access point  
>is contrary to that goal. Routing traffic to the Levander Loop area  
>will only increase congestion at that juncture.

2 >2) Increased Emergency Responder Time: By forcing emergency services to  
>be routed through a location that is farther away and only provides  
>single lane access to US 183, an effective and immediate response time  
>is jeopardized.

3 >3) Reduced Public Safety: Per information provided by City of Austin,  
>there were almost three times as many reported crime incidents reported  
>in the vicinity of the Levander Loop area compared to Bolm Road at US  
>183 in the past year. This includes significantly higher incidents of  
>DWI, leaving the scene of a crash/accident and general theft.

4 >4) Contrary To City Planning: City of Austin purchased a significant  
>quantity of land near the US 183 and Bolm Road intersection with the  
>intent of eventually developing into a large park and recreation  
>facility. Eliminating this interchange reduces the value of the  
>investment made by City of Austin.

>Due to these reasons, we respectfully request that the current level of  
>mobility in the vicinity of US 183 and Bolm Road be retained.

>  
>Amber Gehrman

>  
>Sent from my iPhone

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## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

Andrew Davis

1 → Hi---I would like to know why there are only two proposals to the current project?1) No Build2) Toll AlternativeHow about just turning 183 south into a highway without lights at every major intersection? Why wasn't there input on having more options? Why tolling the only option to improving the highway? What about Research Blvd..... that is not a toll road, but was improved on as a highway with stop lights.

2 → Austin does not have a functioning loop around itself because of 183South. And now you want to turn it into a toll road? Don't change our existing roadways as "pay to drive". Improved them instead.Andrew

10/28/2014 18:53



## Issues and Response to Comments

### **1) Issue: Alternatives analysis**

Response: The US 183 build alternatives that were considered in the 1985 Environmental Impact Statement included the limits from US 290 to SH 71. FHWA and TxDOT determined that statement and the Record of Decision did not require a re-evaluation but rather the proposed tolling of the Build Alternative did require an assessment. Therefore, the EA includes the history of the original statement and the analysis of the No-build and the Build Alternative.

### **2) Issue: Toll equity**

Response: Even though federal regulations do not prohibit tolling of existing lanes, House Bill 3588 prohibited tolling of existing lanes in Texas. Texas Legislature passed the bill in 2003 resulting in the *Texas Transportation Code Section 228.201(a)(4)*. Since the approval of the bill, tolled managed lanes have been constructed on Loop 1 North and tolled managed lanes and highways are either under construction or are planned north and west of the proposed Bergstrom Expressway project. The CAMPO RTP includes the planned tolled facilities. At a minimum, the same number of non-tolled lanes that exist today has been provided in the proposed plan for Bergstrom Expressway; however, there are areas where additional non-tolled travel lanes have been included to help improve mobility. By providing equity in the number of non-tolled lanes when compared to those that would be tolled, the Bergstrom Expressway project is in compliance with the *Texas Transportation Code Section 228.201(a)(4)*.

# COMMENT SHEET

Public Hearing  
US 183  
From US 290 to SH 71  
Delco Activities Center – November 19, 2014

1 My suggestion to this plan is to 1. add an entrance between Manor Road and Cameron Road.

2. Give people who have disability plates or placues an exemption on this toll. This is due to the toll will run the length of the route going to the Veterans Affairs (VA) Clinic. For people coming from North like Round Rock or North Austin. to the VA or the airport. This toll can be very costly. GOD bless you all.

Name: Angela Lewis

Address: 5708 Springdale Rd Austin, Tx 78723

Phone: 512-653-2538

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Monday, December 1, 2014 will be included in the official Public Hearing record.** If you have any questions, please contact Shelly Eason at 512-832-7001.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on



## Issues and Response to Comments

### **1) Issue: Changes in Access**

Response: It is understood that a new northbound entrance ramp between Manor Road and Cameron Road would benefit traffic in this area by allowing it to enter onto the US 290 mainlanes and avoid the US 183 frontage road signals at US 290 and Cameron Road. It is important to note that there is not an existing entrance ramp at this location and the proposed condition is similar to the existing.

The two northbound exit ramps (to the US 290 mainlanes and the US 290 frontage roads) between Manor Road and US 290 prevent the placement of an entrance ramp at this location. Several options have been considered to accommodate both the exit ramps and an entrance ramp, but it is not possible to maintain the exit ramps while adding a new entrance ramp.

### **2) Issue: Cost of tolls**

Response: The Central Texas Regional Mobility Authority has no policy in place to provide discounts or waivers for persons with disability plates.



**From:** 19asm69 [REDACTED]  
**Sent:** Wednesday, November 12, 2014 10:02 AM  
**To:** info@ctrma.org  
**Subject:** Please retain current accessibility at US 183 and Bolm Road

Dear Bergstrom Express Project Managers:

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood where I reside. I, and most others in my neighborhood, oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture and it is not equipped to handle that additional traffic burden.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, I respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained. Please don't cut off my neighborhood!  
Thank you,

Angie

Angie Missildine  
[REDACTED]



## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**From:** Autumn Embrey [REDACTED]  
**Reply-To:** Autumn Embrey <[REDACTED]>  
**Date:** Thursday, November 13, 2014 9:23 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** Please no Bergstrom Expressway

Please retain current accessibility at US 183 and Bolm Road

1 Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.

2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.

3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.

4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

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## Issues and Response to Comments

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### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

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Hello,

I am currently a resident of the Knollwood on the Colorado neighborhood near the intersection of Bolm Road and US 183, and I am writing today to ask that plans to modify this area of the highway change and to please retain current accessibility at US 183 and Bolm Road.

1 Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including our Knollwood on the Colorado neighborhood. My neighbors and I oppose this action for the following reasons:

1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.

2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.

3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.

4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

5) Energy Conservation: the current setup of US 183 forces those of us looking to travel south on 183 to drive more than half a mile north on 183, just to turn around and head south. A proposed turnaround under the bridge just north of Bolm Road would solve this problem, but eliminating the current Bolm Road underpass would create an even longer detour when going the opposite direction, forcing us to travel all the way to Levander Loop or the Montopolis bridge just to get to our homes.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Thank you,

Ben Kullerd  
[REDACTED]



## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River, would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the



## Issues and Response to Comments

proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorists in finding their way to the park.

### **5) Issue: Fuel economy**

Response: Keeping cars moving (maintaining mobility) is known to improve gas mileage and fuel economy. Part of the purpose for the Bergstrom Expressway is to improve mobility. After public input at the US 183 Open House held in September 2012, a comparison of the proposed US 183 improved local mobility to the cost of the project was completed during a *Value Engineer Study* (VE). The VE was held in January of 2013. Consideration of how the proposed plan could be changed to improve local and through mobility was part of the VE. The VE specifically included a look at how the turn-arounds at Boggy Creek that were proposed at the Open House by the residents of Knollwood would benefit the local travelers.

Additionally, the consideration of mobility for local travelers at the VE included a look at how the underpass at Bolm Rd would work in the Bergstrom Expressway. A review of the merge patterns caused by the proposed collector distributors and connections to the general purpose lanes indicated that mobility would not be drastically improved over the existing condition for local travelers. This meant that congestion at this intersection would continue as it does today. However, just removing the underpass could negatively affect local mobility so members of the VE considered the turn-arounds at Boggy Creek.

Local mobility was found to be greatly improved by the addition of turn-arounds at Boggy Creek combined with the removal of the proposed Techni Center Dr overpass and Bolm Rd underpass. The money that would have been used to build the Techni Center Dr overpass and rebuild the Bolm Rd underpass would more than pay for the turn-arounds at Boggy Creek, where again there would be an increase in mobility for local travelers. Improved mobility should improve fuel economy.

**From:** parrett [REDACTED]  
**Sent:** Wednesday, November 12, 2014 10:00 AM  
**To:** info@ctrma.org  
**Subject:** Please retain current accessibility at US 183 and Bolm Road

To Whom It May Concern -

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Respectfully,

Brian Parrett





## Issues and Response to Comments

### 1) Issue: **Mobility**

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### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

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**From:** Brian Wedge <[bwedge@intertechflooring.com](mailto:bwedge@intertechflooring.com)>  
**Date:** Wednesday, November 12, 2014 2:19 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** Toll Road

Please retain current accessibility at US 183 and Bolm Road

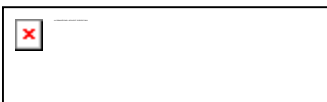
Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

*Thanks!*

Brian



**Brian Wedge**

*Labor Superintendent*

[1106 Smith Rd., Suite 100, Austin, TX 78721](#)

**o** [512.385.4574](tel:512.385.4574)

**f** [512.385.4598](tel:512.385.4598)

**c** [310-200-8249](tel:310-200-8249)

**e** [bwedge@intertechflooring.com](mailto:bwedge@intertechflooring.com)



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## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**COMMENT SHEET**

**Public Hearing  
US 183**

**From US 290 to SH 71**

**Delco Activities Center – November 19, 2014**

1 Please consider an on ramp between Manor Rd and 290. Currently, unless you enter before Manor Rd you must go almost to 1135 to get on I-35. This involves going through lights at 290 and Cameron Rd, this increases traffic load during morning rush hour commute.

Name: Bruce MARTIN

Address: 5917 NELSON OAKS DR Austin TX 78724

Phone: 512-494-5960

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Monday, December 1, 2014 will be included in the official Public Hearing record.** If you have any questions, please contact Shelly Eason at 512-832-7001.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on



## Issues and Response to Comments

### 1) Issue: Changes in Access

Response: It is understood that a new northbound entrance ramp between Manor Road and Cameron Road would benefit traffic in this area by allowing it to enter onto the US 290 mainlanes and avoid the US 183 frontage road signals at US 290 and Cameron Road. It is important to note that there is not an existing entrance ramp at this location and the proposed condition is similar to the existing.

The two northbound exit ramps (to the US 290 mainlanes and the US 290 frontage roads) between Manor Road and US 290 prevent the placement of an entrance ramp at this location. Several options have been considered to accommodate both the exit ramps and an entrance ramp, but it is not possible to maintain the exit ramps while adding a new entrance ramp.

**From:** Bryna Wortham [REDACTED]  
**Date:** Monday, November 17, 2014 2:54 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
  - 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
  - 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
  - 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.
- 4) Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Thank you,  
Bryna Wortham  
[REDACTED]

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## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.



**From:** Caitlin Lundin [REDACTED]  
**Date:** Friday, November 14, 2014 1:11 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** Accessibility to 183 via Bolm

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Thanks,

Caitlin Lundin

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## Issues and Response to Comments

### 1) Issue: Mobility

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: Emergency response time

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: Public Safety

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: Land use

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**From:** CAREE GELLINCK [REDACTED]  
**Reply-To:** CAREE GELLINCK [REDACTED]  
**Date:** Thursday, November 13, 2014 4:52 AM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** 183 Changes concerning Knollwood on the Colorado

I understand that some residents that live along Bolm Road want to lessen their traffic, especially the trucks going to the cement factory. Unfortunately the solution of removing Bolm Road under Hwy 183 cuts off the access to 247 homes that will be in Knollwood on the Colorado in a few years.

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

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## Issues and Response to Comments

### 1) Issue: Mobility

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: Emergency response time

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: Public Safety

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: Land use

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**From:** Carmen Roldan [REDACTED]  
**Date:** Wednesday, November 12, 2014 6:05 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** Proposed Bergstrom Expressway - 183 and Bolm Street Exit

Please retain current accessibility at US 183 and Bolm Road Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons: 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture. 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized. 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft. 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin. Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

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Comments 1, 2, 3,  
and 4 correspond  
to the attached  
numbered  
responses.



## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

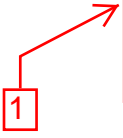
### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

C Click



Stop adding toll roads to existing roadways in Austin!! This is double taxation...Residents pay taxes including property, sales, car registrations, etc. for road maintenance. We should not continuously be charged even more to drive on our roads.

10/28/2014 18:25



## Issues and Response to Comments

### 1) Issue: Tolling

Response: The US 183 corridor from US 290 to SH 71 has been a four-lane divided highway with minor improvements since the 1960s. As you've experienced, congestion in this corridor has grown significantly worse over time. The alternative being proposed is a 6 lane tolled expressway with 6 non-tolled frontage road lanes. This would quadruple the capacity in the corridor and give drivers a choice of whether they would rather pay a toll and bypass the signals or not pay a toll and use the upgraded frontage road lanes. The project will also add bike and pedestrian facilities in the corridor, giving motorists and neighbors multi-modal options.

State and federal fuel taxes are the primary funding source for roads and bridges in Texas. However, this funding source has remained static since 1991 even though fuel costs have tripled. Because this is an incremental revenue source, decreases in consumer demand due to people driving less and/or driving more fuel efficient vehicles, will also affect revenue generation through the fuel tax. When you factor in the state's significant population growth and demand on the roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Because of this, innovative financing options are considered viable solutions to funding new projects.

Tolling has become a viable option for expediting the delivery of needed improvements in the region. However, only new capacity that is added would be tolled. The same number of taxpayer-funded, non-tolled travel lanes that are available today will remain so in the future in accordance with state law. Drivers would have a choice whether or not to use the Bergstrom Expressway's tolled or non tolled travel lanes.



**From:** Chase Brockman <[chase.brockman@gmail.com](mailto:chase.brockman@gmail.com)>  
**Date:** Wednesday, November 12, 2014 2:08 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** BErgstrom Expressway - Bolm Road Intersection

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility for at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood and the future Bolm Road District Park. We oppose this action for the following reasons:

1) **Diminished Mobility:** If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.

1

2) **Increased Emergency Responder Time:** By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.

2

3) **Reduced Public Safety:** Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.

3

4) **Contrary To City Planning:** City of Austin purchased a significant quantity of land at the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility (Bolm Road District Park). Eliminating this interchange reduces the value of the investment made by City of Austin.

4

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Regards,

--

Chase Brockman  
Brockman Land Services, LLC  
Independent Petroleum Landman  
[chase.brockman@gmail.com](mailto:chase.brockman@gmail.com)  
210.365.0757

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## Issues and Response to Comments

### 1) Issue: Mobility

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: Emergency response time

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: Public Safety

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: Land use

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

---

**From:** Chris Means [REDACTED]  
**Date:** Wednesday, November 12, 2014 12:50 PM  
**To:** Info <Info@mobilityauthority.com>  
**Cc:** [REDACTED]  
**Subject:** Please retain current accessibility at US 183 and Bolm Road

To Whom it May Concern,

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

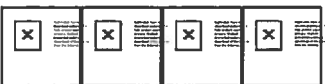
- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

chrismmeans  
projectmanager

**cornerstone** architects

7000 BEE CAVE RD SUITE 200 AUSTIN TX 78746  
512-329-0007  
[WWW.CGAPARTNERS.NET](http://WWW.CGAPARTNERS.NET)



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## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

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# City of Austin

Founded by Congress, Republic of Texas, 1839  
Watershed Protection Department  
P.O. Box 1088, Austin, Texas 78767

December 1, 2014

Ms. Shirley Nichols  
Austin District Environmental Coordinator  
Texas Department of Transportation Austin District  
P.O. Box 15426  
Austin, Texas 78761-5426

RE: Bergstrom Expressway Draft Environment Assessment

The City of Austin Watershed Protection Department has reviewed the draft Environmental Assessment (EA) for the proposed Bergstrom Expressway project. Comments on the draft EA are attached. Broadly, our principal concerns about the draft EA are:

- 1 • The information presented in the draft EA do not adequately support statements regarding potential impacts and the avoidance, minimization, or mitigation of potential impacts. The lack of specificity of project elements and design features (e.g., drainage structures, stormwater treatment, construction sedimentation and erosion control, and bridge crossings for major waterways) makes it difficult to gauge the extent and degree of potential impacts.
- 2 •
- 3 • Aside from the preferred alternative, little attention is given to identification and analysis of other build alternatives. Alternatives are only discussed briefly in reference to the 1985 Environmental Impact Statement for U.S. Highway 183 from RM 620 to SH 71. It would be helpful if the alternatives that were considered for the current project area were described more fully along with the rationale for their exclusion.
- 4 • It is our understanding that a drainage study was conducted for the project area. If so, that document should be made available for public review as part of the draft EA. Absent that study, the draft EA does not provide sufficient information regarding potential impacts to existing drainage systems and floodplains and any measures that will be taken to avoid, minimize, or mitigate such impacts. Lacking specifics, our general desire is that the project conforms to City of Austin drainage and environmental criteria to the extent possible.

If you have any questions concerning the attached comments, please do not hesitate to call me at (512) 974-2652.

Sincerely,

Mike Personett  
Assistant Director

cc: Victoria J. Li, P.E., Director, Watershed Protection Department  
Rob Spillar, P.E., Director, Austin Transportation Department

# Review Comments

## Bergstrom Expressway Draft Environmental Assessment

### City of Austin Watershed Protection Department

December 1, 2014

#### Organization of the Draft Environmental Assessment Report:

The draft EA has some organizational problems that hamper its utility as a decision-support document:

- More detail on the purpose and need, alternatives considered, environmental impacts assessed, and the decision process for the proposed solution from the 1985 EIS should be included. Consider including the executive summary or a new summary of 1985 EIS as an Appendix.
- Some of the technical analyses referenced in the document are not included in the Appendices. These include the 1985 EIS, tree inspection, 2012c initial site assessment, 2012f agency coordination draft, 2012g traffic analysis, and 2013a memorandum to update agency coordination draft. Each of these is referenced as providing information necessary to the development of the preferred alternative.
- The question/answer format of the document makes it difficult to use. Although this was an attempt to make the text more accessible to the general public, a more conventional organization of the document with more substantive discussion of alternatives, potential impacts, and other issues would be more effective.
- The organization of figures and technical reports is also difficult to use with their being both appendices and appendices (with attachments) to the main appendices. It is easy to get lost in the agency coordination section which contains some useful information not found in the draft EA. It also contains some items that may not be strictly necessary such as multiple pages of soil association description and mapping printed directly from the NRCS database. Links to these documents online may be more effective than including them in the document.
- The entire document is 411 pages in the PDF format, yet the EA itself without figures is only 43 pages. Some combination of hyperlinks and appendices could be used to reduce the overall size of the EA. Alternatively, the website should provide an option to download a single document with indexed figures, tables, appendices, their attachments, and major subheadings and divisions.
- Appendix 5 referred to as the Community Assessment contains several analyses that would be better served in separate appendices for reference. These include the traffic analysis summary, noise assessment, neighborhood plan maps, demographic tables, and environmental justice assessment.

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- An index to the agency letters would be beneficial.

**Detailed Comments:**

P. 1 – 1.2: Figures are referenced in terms of sheets with up to 16 pages of sheets for a single figure. The text references make it difficult to find figures corresponding to the text. This is exacerbated by the number of oversized sheets in the document. While this is not a significant problem for those using the PDFs, citizens using the paper copies may have difficulties

P. 1 – Figure 3: It is difficult to see the existing lanes on the aerial photographs under the proposed lane plan view schematics. Consider providing separate existing and proposed aerials vertically on the schematics with the lanes and directional arrows shown on each.

P.2 – 1.2: Similar to the sheet x of y references for several figures, the parenthetical sheet numbers for Figure 3 crossovers is difficult to follow, yet important for citizens to understand.

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P.7 – 1.4: More detail on the purpose and need, alternatives considered, environmental impacts assessed, and the decision process for the proposed solution from the 1985 EIS should be included. Consider including the executive summary or a new summary of 1985 EIS as an Appendix.

3

1

P. 12 – 2.1: Addressing and dismissing impacts to “water and wildlife” resources in a single paragraph is inadequate given the number of waterways crossings. There is an abundance of data available from the City of Austin concerning the health of Little Walnut Creek, Boggy Creek, and the Colorado River. That data was not requested or considered in the draft EA. Notably, there may be opportunities to improve conditions at the existing highway creek crossings but this possibility is not identified or considered in the EA.

P. 14 - 2.2.1: As with other resources, air quality assessment is written off as “not required” due to regulatory classification. The evaluations chosen for a NEPA or TxDOT EA are not limited to the base regulatory requirements for a permit or other program. Quality of life and environmental protection should be used as a determining factor in what detail of assessment is appropriate. Just because a regulatory assessment is not required, it does not mean that the impact can be dismissed as “not significant”.

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P.19 – 2.2.3.2: The final concurrence of the City’s Parks and Recreation Department (PARD) to classification of parkland in terms of the Section 4(f) process only extends to the maintenance and construction of the proposed shared use path. The letter from the Austin City Manager does not extend this concurrence to the closure of the Bolm Road overpass or acquisition of City parkland. The closure of Bolm Road will impact the accessibility of City parkland from the neighborhoods to the west of U.S. 183. Even though TxDOT has demonstrated that the round-about under U.S. 183 southbound is possible for vehicular access to parkland, a round-about will not provide safe pedestrian access. As such, a pedestrian bridge connection is necessary for neighborhoods on the western side of U.S. 183 to connect to City parkland on the eastern side of U.S. 183. TxDOT has communicated to the City that if plans for the development of this parkland advance into construction by the time the Central Texas Regional Mobility’s contractor begins work a pedestrian bridge will be constructed as part of the project. The pedestrian bridge is shown on the schematics included in the draft EA. However, the commitment to construct the pedestrian bridge conditional on development of the City parkland does not appear to be mentioned in the



7

document. As of this date, the PARD is investigating partnerships to begin development of the parkland as a destination for sports related activities such as tennis, baseball and softball.

P.20 – 2.2.4: The soils in the area are dismissed as urban and typical of roadways in the City. Construction limitations and erosion potential for the soils in the project area should be discussed. Although disturbed urban soils predominate, the soil information in the agency coordination appendix should be used rather than this blanket dismissal.

P.21 – 2.2.5.1: Potential erosion problems at bridge crossings were not adequately addressed in the draft EA. There are documented erosion problems in the vicinity of existing bridge crossings in the project area and new bridges and additional lanes could exacerbate these problems. As with other aspects of the project, the City would prefer that City of Austin standards for erosion control be followed, particularly sedimentation and erosion plans for construction phases. These requirements can be found in the City's Environmental Criteria Manual.

P. 21 – 2.2.5.2: USACE nationwide permits are mentioned; however, they are not defined beyond their reference number. Some descriptive information should be provided in the EA as to what these permits are, and why they are used, and why a preconstruction notification to the USACE is not needed

P. 21 – 2.2.5.2: In several places TCEQ, NFIP, TxDOT and FHWA base regulatory requirements for Best Management Practices are mentioned in the draft EA. City of Austin has requirements under its Land Development Code, Drainage Criteria Manual, and Environmental Criteria Manual that are more stringent, more specific to local conditions, and which are required of all other land development in the areas surrounding the project area. The City prefers that local requirements and guidance be used as applicable in lieu of less protective state and federal requirements.

P. 21 2.2.5.2: The evaluation of stormwater quality controls is inadequately documented. The EA or its appendices should include the location and approximate size of stormwater treatment facilities along with calculations of the levels of pollutant removal. Again, the City prefers that local requirements and criteria be followed.

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P. 21 – 2.2.5: The EA states that maximum increases in water surface elevations are to be limited to less than one (1.0) foot per Federal minimum standards. The City prefers attainment of no adverse impact in accordance with City code.

P. 22 – 2.2.5.2: The EA states that minimum Federal standards will be followed. The City requests that this include the preparation of a Conditional Letter of Map Revision (CLOMR) for any floodplain areas where there are predicted (i.e., modeled) increases in water surface elevations as a result of the project. Once the project is completed, the City requests preparation of a Letter of Map Revision (LOMR) to update floodplain maps and associated hydraulic models.

P.22 - 2.2.5.2: Given the level of traffic on the existing highway and the levels anticipated for the proposed improvements, the City requests that the various stream crossings be designed at least to the level of the City's drainage criteria, which limits overtopping during the 100-year event to a maximum of six (6.0) inches.

P.22 – 2.2.5 Figure 3: The plan schematics that comprise Figure 3 indicate additional drainage easement acquisition in certain areas. Are the additional drainage easements intended to encompass all areas with increases in water surface elevations or just areas with increases greater

than one (1.0) foot? Are any of these easements intended for siting of detention or water quality controls?

P.22 – 2.2.6.1: The level of detail of the information included in the draft EA concerning re-vegetation of disturbed area is inadequate. From the Context Sensitive Solutions workshops it appeared that re-vegetation of medians, drainageways, and other greenspaces with native vegetation is a primary request from neighboring citizens. The City would like to collaborate with CTRMA as the project progresses to share experiences with re-vegetation and riparian zone restoration using native plant species, particularly in the vicinity of bridge crossings at Little Walnut Creek, Boggy Creek, and the Colorado River. Additionally, the City prefers that City of Austin standards and guidelines be followed for re-vegetation, restoration, and enhancement. The requirements and guidelines can be found in the City’s Environmental Criteria Manual.

P.23 - 2.2.6.2: Executive Order 133112 concerning invasive species is mentioned in the draft EA. As noted, the COA guidelines for re-vegetation using native plant species and the City’s Invasive Species Management Plan should be considered to avoid introduction of non-native species of concern.

P. 23 – 2.2.7.2: The plans, specifications, and estimates phase is noted to include contain all the procedures required for construction waste handling. However, by the time these documents are prepared, the schematics will already be finalized and alterations will be harder to make. We suggest that hazardous waste handling be considered in more detail in this phase.

P.26 - 2.3.5: No assessment of potential water quality impacts associated with the project is provided. One cannot assume that the quality of receiving waters will not be adversely impacted simply by specifying that certain technology-based water quality controls will be employed. An abundance of data on the water bodies of concern in this project is available from the City and was not included in the assessment.

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P. 27 – 2.2.4: The cumulative environmental impacts of the project were not assessed. The reference to the consideration of the effects and impacts from the mid 1960’s to 2035 is mentioned, but no detail on the nature or type of assessment is provided.

P.27 – 2.2.4 Guidance provided by the American Association of State Highway and Transportation Officials (AASHTO) suggests the following approach for evaluation and documentation of cumulative impacts:

- Explain the Methodology. Just as important as selecting a reasonable methodology is the importance of clearly explaining why a particular methodology was selected. The advantages and disadvantages/drawbacks of the methodology should be expressly acknowledged.
- Provide Factual Support. The evaluation of trends and conclusions about environmental consequences should be based on up-to-date factual information. Graphs, tables, and other graphic elements should be incorporated, where appropriate, to aid readability.
- Use Clear Reasoning. The conclusions of the assessment should be supported by logical analysis and plausible reasoning, and not contain internal inconsistencies or contradictions that put the results into question. It also is important to document the uncertainties involved in the analysis, explain the importance of those uncertainties, and explain how they have been addressed.
- Legal Sufficiency Criteria. For a more detailed list of factors to consider in assessing the legal sufficiency of indirect effects and cumulative impacts analyses, refer to Appendix

1

1A (indirect effects) and Appendix 1B (cumulative impacts) of the AASHTO document. These lists also are based on the recommendations in the NCHRP report, Legal Sufficiency Criteria for Adequate Indirect Effects and Cumulative Impacts Analysis as Related to NEPA Documents (2008).



## Issues and Response to Comment

### 1) Issue: Supporting impact statements

Response: Principal Concerns - When professional qualified environmental personnel use an industry standard for assessment of environmental impacts, the methods for how the assessment is conducted and the details of what was found as a practice are not included in the draft Environmental Assessment (EA). The EA is meant to include a summary of the findings with reference to or attachments of technical reports and studies. Accepted assessment methods were used in the development of the impact statements in the EA. These methods are provided by many agencies including but not limited to the Federal Highway Administration (FHWA), the United States Army Corps of Engineers (USACE), the Federal Emergency Management Agency (FEMA), the Environmental Protection Agency (EPA), the Texas Parks and Wildlife Department (TPWD), the Texas Historical Commission (THC), and the Texas Commission on Environmental Quality (TCEQ).

P.7-1.4: Because the configuration and environmental consideration of the Non-tolled Alternatives in the EIS are very much like the proposed tolled facility, combined with the fact that there is no funding for the Non-tolled Alternatives, the Build Alternative assessed in the EA for the Bergstrom Expressway is the tolled build alternative.

P.12-2.1: The standard methods recognized by FHWA, USACE, FEMA, EPA, TPWD, and TCEQ were used to define the health of water and wildlife in the area. Additionally, members of the Bergstrom Expressway project team met with the City of Austin Watershed Protection Department in July 2014. This meeting did not result in new presentations on watershed health that would change the conclusions made under the standard methods of assessment. Although the conditions for water and wildlife may be improved by the Bergstrom Expressway project, the methods to determine the level upon which the improvement would be deemed significant are not readily available or recognized by agencies tasked with protection of these resources. The funding for the development of new methods to determine the benefit to resources is not available.

P.14-2.2.1: The FHWA, EPA, and TCEQ approved standard methods for assessing changes to air quality were used.

P.20-2.2.4: This summary in the EA is provided to indicate compliance with the Farmland Protection Policy Act. There are no other laws that regulate the specific use of soils for transportation purposes. The erosion potential of the soils is assessed by the design engineers, which results in their design of the erosion control measures. The environmental assessment does not include an assessment of their design methods including the detailed statement regarding soil types.

P.21-2.2.5.1:

There are several crossings at streams which are distressed by disturbance within the watershed (predominantly urbanization). It is not possible to address watershed-scale issues with this transportation project; however as a standard of design practice, this project will



## Issues and Response to Comment

address local erosion and scour issues at all stream crossings and all project discharge locations. The level of detail requested is not typically described in an Environmental Assessment, as it will not be developed in detail until the design phase of the project. Technical Provisions (contractual design requirements) have been developed specific to the Bergstrom Expressway Project to address all known erosion concerns. A coordination meeting was held with several Watershed Protection Department staff, during which information regarding all known flooding and erosion concerns was requested.

It is noted that the City prefers that City of Austin criteria be used; however, as a matter of practice, TxDOT uses a risk-based approach to design in order to optimize use of transportation funds in addition to fully complying with all applicable state and federal requirements. When a local entity desires that more stringent criteria be used, TxDOT endeavours to accommodate these requests on a project-by-project basis through Advanced Funding Agreements whereby the local entity funds the incremental increase in cost.

P.21-2.2.5.2: The detail regarding the USACE permits is included in a technical document coordinated with the TPWD. This document was incorporated by reference in the EA.

P.21-2.2.5.2 Although stormwater quality controls are not planned for this project, the approximate footprint and location of stormwater conveyance design areas are included on Figure 3. The detail of the design of the stormwater conveyance structures has not been fully developed and therefore is not included in the EA. It is noted that the City prefers that City of Austin criteria be used; however, as a matter of practice, TxDOT uses a risk-based approach to design in order to optimize use of transportation funds in addition to fully complying with all applicable state and federal requirements. When a local entity desires that more stringent criteria be used, TxDOT endeavours to accommodate these requests on a project-by-project basis through Advanced Funding Agreements whereby the local entity funds the incremental increase in cost.

P.22-2.2.5.2 and Figure 3: The project will comply with FEMA National Flood Insurance Program requirements in conformance with guidance from the TxDOT Hydraulic Design Manual (HDM). The HDM explains that adhering to more stringent criteria “present[s] a problem of equitable funding of projects among all communities” and further states that “TxDOT cannot favour one community over another simply because one community has stricter criteria than the other community.” (*ref: TxDOT HDM, §5.4, May 2014*).

P.22-2.2.5.2: The design frequencies given in the TxDOT HDM are based on roadway classifications that incorporate risks which include traffic volume, and the HDM includes additional guidance for the selection of design frequencies including balancing budgetary constraints along with importance of the facility. (*ref: TxDOT HDM, §4.6, May 2014*).

P22-2.2.5 Figure 3: The drainage easements may serve one or more purposes, which include: location of detention pond, the need for maintenance access related to stormwater



## Issues and Response to Comment

conveyance, increased inundation of area adjacent to the roadway which causes material impact to the property owner. Technical Provisions (contractual design requirements) for this project include requirements for no rise, no increase in peak flows, and in some cases decrease in peak flows on an outfall-by-outfall basis, based on risk. No permanent water quality BMPs are planned for this project. Potential stormwater detention areas are shown on Sheets 13 and 14 of Figure 3.

P.22-2.2.6.1: The level of detail regarding re-vegetation of disturbed area is adequate for the purpose of environmental study protocols, and it should be noted that the Context Sensitive Solutions (CSS) component is a stand-alone process. Using the CSS process, Technical Provisions (contractual design requirements) have been developed for this project. The associated Landscape and Aesthetic Requirements include extensive use of native species for re-vegetation and aesthetic landscaping features.

It is noted that the City prefers that City of Austin criteria be used; however, as a matter of practice, TxDOT uses a risk-based approach to design in order to optimize use of transportation funds in addition to fully complying with all applicable state and federal requirements. When a local entity desires that more stringent criteria be used, TxDOT endeavours to accommodate these requests on a project-by-project basis through Advanced Funding Agreements whereby the local entity funds the incremental increase in cost.

P.23-2.2.6.2: TxDOT and CTRMA are committed to avoiding introduction of vegetation that is not compatible with local species. Usually, standard FHWA approved, TxDOT seed mix would be used for re-vegetation. In developing the seeding specification including the use of native seeds, TxDOT has worked cooperatively with the Texas Department of Agriculture (TDA). TDA is the only agency established by legislation that can make an official invasive species list. Technical Provisions (contractual design requirements) for this project would be compatible with TxDOT seed mix standards. It is noted that the City prefers that City of Austin criteria be used; however, as a matter of practice, TxDOT uses a risk-based approach to design in order to optimize use of transportation funds in addition to fully complying with all applicable state and federal requirements. When a local entity desires that more stringent criteria be used, TxDOT endeavours to accommodate these requests on a project-by-project basis through Advanced Funding Agreements whereby the local entity funds the incremental increase in cost.

P.23-2.2.7.2: Comment noted.

P.26-2.3.5: The TCEQ water quality control regulations are considered to result in non-degradation of water quality. TxDOT is committed to maintaining the quality and flow of water within the proposed project limits in accordance with federal and state law. In addition, TxDOT also implements more stringent measures outlined in TxDOT guidance to avoid impacts. Where applicable, the guidance was referenced in the EA. It is noted that the City prefers that City of Austin criteria be used; however, as a matter of practice, TxDOT



## Issues and Response to Comment

uses a risk-based approach to design in order to optimize use of transportation funds in addition to fully complying with all applicable state and federal requirements. When a local entity desires that more stringent criteria be used, TxDOT endeavours to accommodate these requests on a project-by-project basis through Advanced Funding Agreements whereby the local entity funds the incremental increase in cost.

P.27-2.2.4: An FHWA and TxDOT approved method for assessing cumulative impacts was used. The approved method includes use of the recommendations from the AASHTO documents.

### **2) Issue: Design details**

Response: The environmental assessment of a project is based on preliminary engineering, and limited design details have been developed. It is noted that the City of Austin reviewers did not have access to the preliminary drainage report for this project at the time of reviewing the Environmental Assessment. The drainage report and electronic H&H models were provided to Karl McArthur on 12/12/2014, and this information includes more specific information about potential project elements. It should also be noted that findings from the preliminary drainage study were used to craft Technical Provisions (contractual design requirements) to ensure that the ultimate design of this project will have no significant adverse impacts. .

### **3) Issue: Alternatives analysis**

Response: The US 183 build alternatives that were considered in the 1985 Environmental Impact Statement included the limits from US 290 to SH 71. FHWA and TxDOT determined that statement and the Record of Decision did not require a re-evaluation but rather the proposed tolling of the Build Alternative did require an assessment. Therefore, the EA includes the history of the original statement and the analysis of the No-build and the Build Alternative.

### **4) Issue: Drainage**

Response: When FHWA considered the draft EA Satisfactory for Further Processing, which includes public review, the drainage study was in draft form. TxDOT is committed to ensuring that the Bergstrom Expressway project would be in compliance with laws, regulations, and rules regarding drainage. See detailed responses to 1) Issue: Supporting impact statements and 2) issue: Proposed design details.

### **5) Issue: Format of the Environmental Assessment**

Response: FHWA and TxDOT followed a recommended format from the report, "Improving the Quality of Environmental Documents". FHWA cooperated with AASHTO and the American Council of Engineering Companies (ACEC) in preparing the report. FHWA fully supports the findings and recommendations included in the report, which represents not only FHWA's, but also the transportation industry's current thinking regarding the use of different formats and alternative approaches to documentation under the National Environmental Policy Act.



## Issues and Response to Comment

**6) Issue: Purpose and Need**

Response: The statements regarding the purpose and need for the Bergstrom Expressway were developed by the FHWA and TxDOT and follow an industry standard.

**7) Issue: Changes in access**

Response: The inclusion of the pedestrian bridge at Bolm Road in the schematics indicates TxDOT's commitment to build the bridge as development occurs in the area.



Colette Mazlack

1 → TxDOT, While re-doing this section of the road into yet another tollroad, please study and repair the traffic mistakes from the last construction on Hwy 71. I live at 1503 Brandt Drive, my house is basically behind the Mr. Gatti's on Hwy 71 in a neighborhood full of old retired Air Force people. Your current proposed project is only yards away from our neighborhood. I feel TxDot is NOT considering the needs of the neighborhoods that connect, only the speed of the Hwy traffic coming into town. There WAS a pass-thru in front of my neighborhood that was used to get in and out of the neighborhood. Ironically, in the maps you are sending out, the pass thru still shows..how nostalgic. That has been shut down. A little further East was a U-Turn lane and beyond that a light. ALL of those have been shut down. So now every single time I (or my neighbors in this subdivision or the mobile home part of the neighborhood that was behind that light want to come home), I have to drive PAST my house, go ahead 2 miles to the airport and exit and do a U-Turn, then speed back the other way.. A feeter-esque road was added, but it Ends at the mobile home park, so I have to illegally drive on the shoulder to avoid getting on and off the highway in just a few feet. It works, but none of us understand why that "lane" didn't continue a few more yards. As annoying as that all is, it does not compare to the DANGER of trying to leave. Since there is nothing stopping traffic until practically the tollroad, the cars are always coming at an extreme rate of speed.. Before, at least the light would provide a gap in traffic. Joining traffic is now a very dangerous venture with wear and tear on my little car. Forget trying to get over to 183 South. That would require me to Very, Very quickly dash across all lanes of traffic to get into the exit lane. There is not enough time to get over nor get up to speed if you live in my neighborhood. Our neighborhood was hamstrung by your actions. My house is a cute vintage home built in 1964 and rest of the houses were built from the then thru the early 80s. We feel cut-off Austin and feel we take our lives into our hands every time we DARE leave our home. I would have never bought my house if this had been the way in and out. I Hate My Home now because of the stress of simply trying to exit and enter and move around the highways. Fix it. Fix it. Fix it. Colette Mazlack

10/26/2014 10:43



## Issues and Response to Comments

**1) Issue: Changes in access**

Response: The proposed Bergstrom Expressway is intended to improve US 183 and the improvements along SH 71 are limited to the areas necessary for the interchange at SH 71. Reconstruction along westbound SH 71 mainlanes would extend to the east to the Gatti's Pizza driveway. It would not extend east of Brandt, allowing a deceleration lane for Brandt to be included with the project.

TxDOT is studying future improvements to improve access to and from Brandt Drive, Old Bastrop Highway, and Thornberry Road.

**From:** Courtney Hannaford [REDACTED]  
**Sent:** Wednesday, November 12, 2014 10:15 AM  
**To:** info@ctrma.org  
**Subject:** Please retain current accessibility at US 183 and Bolm Road

Dear Madam or Sir,

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Yours Sincerely,  
Courtney Hannaford

[REDACTED]



## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River, would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**From:** Crail Bench [REDACTED]  
**Sent:** Wednesday, November 12, 2014 11:19 AM  
**To:** info@ctrma.org  
**Cc:** Joey Lazeren  
**Subject:** PLEASE RETAIN CURRENT ACCESSIBILITY AT US 183 & BOLM ROAD!

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Sincerely,

Crail Bench - Knollwood on the Colorado homeowner



## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River, would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

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Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**From:** David Achee [REDACTED]  
**Date:** Wednesday, November 19, 2014 12:22 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.

2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.

3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.

4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

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## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.



**From:** Delilah Finch <[dfinch@IntertechFlooring.com](mailto:dfinch@IntertechFlooring.com)>  
**Date:** Wednesday, November 12, 2014 4:06 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

*Thanks!*

*Delilah*



**Delilah Finch**

*Receptionist/Administrative Assistant*

1106 Smith Rd., Suite 100, Austin, TX 78721

o 512.385.4574

e [dfinch@intertechflooring.com](mailto:dfinch@intertechflooring.com)

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## Issues and Response to Comments

### 1) Issue: Mobility

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: Emergency response time

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: Public Safety

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: Land use

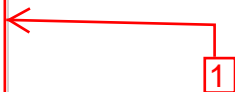
Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**From:** Denise Miller [REDACTED]  
**Date:** Thursday, November 13, 2014 10:16 AM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** Bolm Rd

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility,



the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.

1

2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.

2

3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.

3

4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by

4

City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Sent from my iPhone

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## Issues and Response to Comments

### 1) Issue: Mobility

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### 2) Issue: Emergency response time

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

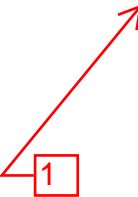
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Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: Land use

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Donna Gamboa



What makes you think anyone is going to pay tolls to use this road. I thought the current toll road was supposed to be used to access the airport. People dont use it because they dont want to pay, all you did was increase the traffic on ih35 and 183. So now you want to reduce the road we dont pay for in hopes that people will be forced to pay a toll. What if it doesn't work and no one pays the toll. Will travis county have to pay increased taxes to pay for the bonds and/ or upkeep on this road if it doesnt generate the revenue you anticipate. What a waste of your salaries, instead of paying for them we should be using that money to increase our roads. Just so you know my 70 year old mother lives off bolm road, so although i live in the country and am surrounded by toll roads i dont use, i visit my mom and this will affect me, if not increase my taxes due to your continue overestimation of the ability to generate revenue on toll roads. We should vote on this proposal!

11/15/2014 16:05





## Issues and Response to Comments

### 1) Issue: Tolling

Response: The Central Texas Regional Mobility Authority (Mobility Authority) is an independent government agency created in 2002 to improve the transportation system in Williamson and Travis counties. Their mission is to implement innovative, multi-modal transportation solutions that reduce congestion and create transportation choices that enhance quality of life and economic vitality. This agency would construct, operate, and maintain the Bergstrom Expressway.

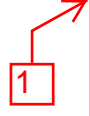
The Mobility Authority currently operates and maintains 183A and Manor Expressway, two successful tolled facilities in Austin. For more information, visit [www.MobilityAuthority.com](http://www.MobilityAuthority.com).

The US 183 corridor from US 290 to SH 71 has been a four-lane divided highway with minor improvements since the 1960s. As you've experienced, congestion in this corridor has grown significantly worse over time. The alternative being proposed is a 6 lane tolled expressway with 6 non-tolled frontage road lanes. This would quadruple the capacity in the corridor and give drivers a choice of whether they would rather pay a toll and bypass the signals or not pay a toll and use the upgraded frontage road lanes. The project will also add bike and pedestrian facilities in the corridor, giving motorists and neighbors multi-modal options.

State and federal fuel taxes are the primary funding source for roads and bridges in Texas. However, this funding source has remained static since 1991 even though fuel costs have tripled. Because this is an incremental revenue source, decreases in consumer demand due to people driving less and/or driving more fuel efficient vehicles, will also affect revenue generation through the fuel tax. When you factor in the state's significant population growth and demand on the roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Because of this, innovative financing options are considered viable solutions to funding new projects.

Tolling has become a viable option for expediting the delivery of needed improvements in the region. However, only new capacity that is added would be tolled. The same number of taxpayer-funded, non-tolled travel lanes that are available today will remain so in the future in accordance with state law. Drivers would have a choice whether or not to use the Bergstrom Expressway's tolled or non tolled travel lanes.

Eric Larson

 I'm strongly opposed to 183 becoming a toll road. The current toll roads on 290 and 183 north of Austin have been unhelpful and seemingly corrupt. The pay-by-mail system along side the automatic billing has caused us to pay late fees numerous times without any opportunity to protest. We have a small business that requires travel on 183 along this stretch 10 times a week. If this becomes a toll road, we will not use it and travel on Airport instead.

11/22/2014 1:15



## Issues and Response to Comments

### 1) Issue: Tolling

Response: The Central Texas Regional Mobility Authority (Mobility Authority) is an independent government agency created in 2002 to improve the transportation system in Williamson and Travis counties. Their mission is to implement innovative, multi-modal transportation solutions that reduce congestion and create transportation choices that enhance quality of life and economic vitality. This agency would construct, operate, and maintain the Bergstrom Expressway.

The US 183 corridor from US 290 to SH 71 has been a four-lane divided highway with minor improvements since the 1960s. As you've experienced, congestion in this corridor has grown significantly worse over time. The alternative being proposed is a 6 lane tolled expressway with 6 non-tolled frontage road lanes. This would quadruple the capacity in the corridor and give drivers a choice of whether they would rather pay a toll and bypass the signals or not pay a toll and use the upgraded frontage road lanes. The project will also add bike and pedestrian facilities in the corridor, giving motorists and neighbors multi-modal options.

State and federal fuel taxes are the primary funding source for roads and bridges in Texas. However, this funding source has remained static since 1991 even though fuel costs have tripled. Because this is an incremental revenue source, decreases in consumer demand due to people driving less and/or driving more fuel efficient vehicles, will also affect revenue generation through the fuel tax. When you factor in the state's significant population growth and demand on the roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Because of this, innovative financing options are considered viable solutions to funding new projects.

Tolling has become a viable option for expediting the delivery of needed improvements in the region. However, only new capacity that is added would be tolled. The same number of taxpayer-funded, non-tolled travel lanes that are available today will remain so in the future in accordance with state law. Drivers would have a choice whether or not to use the Bergstrom Expressway's tolled or non tolled travel lanes.

For questions about TxTag, please visit <https://www.txtag.org>. For questions about the Pay by Mail program, please visit <https://www.paytexasoll.com/faqs.aspx>.

**From:** Fabian Aguirre [REDACTED]  
**Date:** Wednesday, November 19, 2014 2:47 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** Opportunities to Oppose Reducing Access to Knollwood from Bolm Road

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in [info@ctrma.org](mailto:info@ctrma.org) East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Thank you,  
Fabian Aguirre

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The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.



## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

# COMMENT SHEET

Public Hearing  
US 183  
From US 290 to SH 71  
Delco Activities Center – November 19, 2014

1

I appreciate and value the non-tolled bypass roads for their creative solution of affordable continuous travel along 183. However, I am concerned about the signage and traffic flow into and out of these bypass roads.\* I expect the majority of commuters will prefer the free "general purpose lanes", therefore they should be given greater ease of access

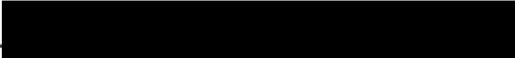
2

and ~~more lanes~~ no less than three lanes.

1

\* Toll road access ramp immediately precedes free bypass road. How clear will this be to drivers? Will this confusion create a bottleneck?

Name: George Doubleday

Address: 

Phone: 

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Monday, December 1, 2014 will be included in the official Public Hearing record.** If you have any questions, please contact Shelly Eason at 512-832-7001.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

# COMMENT SHEET

Public Hearing  
US 183  
From US 290 to SH 71  
Delco Activities Center – November 19, 2014

3

Bolm Rd. Crossing: What is the City's view on direct access to Bolm Rd. Park being re-routed away from Bolm

4

Rd.? This may inhibit the parks use by making access

3

difficult. This also makes access to residents off of Smith Rd. more inconvenient, which will grow to over 500 homes in two years. This volume of traffic must be considered.

5

Boggy Creek: Bank erosion on Boggy Creek downstream of 183 is severe. Large rock rip rap is unsightly and not a preferred erosion solution. This may be a good opportunity for <sup>more</sup> natural engineered solutions.

Name:

George Doubleday

Address:

Phone:

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. All written comments received on or before Monday, December 1, 2014 will be included in the official Public Hearing record. If you have any questions, please contact Shelly Eason at 512-832-7001.

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

**From:** George Doubleday [REDACTED]  
**Date:** Wednesday, November 12, 2014 12:34 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** 180 Hwy and Bolm Rd

I wish to request that you please retain current accessibility at US 183 and Bolm Road  
Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

1

1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.

6

2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.

7

3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.

3

4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Thanks,

George M. Doubleday

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The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.





## Issues and Response to Comments

### 1) Issue: Mobility

Response: The purpose for the Bergstrom Expressway to improve mobility is in line with your comment indicating the proposed design would provide for affordable continuous travel on the general purpose lanes. To avoid possible bottlenecks or congestion on the general purpose lanes near the entrance ramp and the proposed collector/distributor lane located north of MLK Boulevard, extensive signage would be used to direct the motorist to the appropriate lane. The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: Toll equity

Response: At a minimum, the same number of non-tolled lanes that exist today has been provided in the proposed plan for Bergstrom Expressway; however, there are areas where additional non-tolled travel lanes have been included to help improve mobility. By providing equity in the number of non-tolled lanes when compared to those that would be tolled, the Bergstrom Expressway project is in line with your comment indicating the proposed design would provide for affordable continuous travel on the general purpose lanes.

### 3) Issue: Changes in access

Response: Reductions in access can occur when mobility is reduced. Under the existing condition, mobility is expected to continue to decrease through the years to 2035. After public input at the US 183 Open House held in September 2012, a comparison of improved local mobility to the cost of the project was completed during a *Value Engineer Study* (VE). The VE was held in January of 2013. Consideration of how the proposed plan could be changed to improve local and through mobility was part of the VE. The VE specifically included a look at how the turn-arounds at Boggy Creek that were proposed at the Open House by the residents of Knollwood would benefit the local travelers.

Additionally, the consideration of mobility for local travelers at the VE included a look at how the proposed underpass at Bolm Rd would work. A review of the merge patterns caused by the proposed collector distributors and connections to the general purpose lanes indicated that mobility (traffic movements) would not be drastically improved over the existing condition for local travelers. However, just removing the underpass could negatively affect local mobility so members of the VE considered the turn-arounds at Boggy Creek.

Local mobility was found to be greatly improved by the addition of turn-arounds at Boggy Creek combined with the removal of the proposed Techni Center Dr overpass and Bolm Rd



## Issues and Response to Comments

underpass. The money that would have been used to build the underpasses would more than pay for the turn-arounds at Boggy Creek, where again there would be an increase in mobility for local travelers.

The future residents along Smith Road would reap the benefits of improved mobility on US 183. The traffic models developed for the project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection.

#### **4) Issue: Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain the plan by the City for the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

#### **5) Issue: Erosion control**

Response: TxDOT is committed to erosion control measures that comply with the Texas Commission on Environmental Quality, Federal Emergency Management Agency, and the Environmental Protection Agency's regulations regarding storm water management. However, in addition to regulatory compliance, every effort has been and will be made to maintain quality aesthetic designs throughout the corridor including those at Boggy Creek.

#### **6) Issue: Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River, would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.



## Issues and Response to Comments

### **7) Issue: Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

# COMMENT SHEET

Public Hearing  
US 183  
From US 290 to SH 71  
Delco Activities Center – November 19, 2014

I fully support this long-overdue project.

1 → I often drive the entire length and during rush hour it takes a long time to cover this distance.

2 → How soon will construction begin and when will the Bergstrom Expressway open for traffic?

Name: HECTOR M. BARRIENTOS

Address: 

Phone: 

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Monday, December 1, 2014 will be included in the official Public Hearing record.** If you have any questions, please contact Shelly Eason at 512-832-7001.

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## Issues and Response to Comments

**1) Issue: Mobility**

Response: The purpose for the Bergstrom Expressway to improve mobility is in line with your comment indicating support of the proposed project and acknowledgment of existing congestion.

**2) Issue: Construction timeline**

Response: Should the project move forward, construction would likely begin in late 2015 and would be complete in 2020. Dates are subject to change.

**From:** Jalah [REDACTED]  
**Sent:** Wednesday, November 12, 2014 10:53 AM  
**To:** info@ctrma.org  
**Subject:** Please retain current accessibility at US 183 and Bolm Road

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Thank you for your consideration,  
Jalah Goette  
Sent from my iPad



## Issues and Response to Comments

### **1) Issue: Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### **2) Issue: Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, most of the loop in this area would be reconstructed to allow adequate lanes for traffic to pass in emergency situations. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River, would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### **3) Issue: Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southeast of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### **4) Issue: Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain the plan by the City for the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**From:** jared ryan [REDACTED]  
**Date:** Tuesday, November 18, 2014 3:24 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** Please retain current accessibility at US 183 and Bolm Road

Hello,

As a homeowner in the Knollwood on the Colorado subdivision, I would like to express my concern regarding the Bergstrom Expressway project and how it will negatively impact my family, neighbors and myself.

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. I oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.



4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

4

5) Given the current size of the Knollwood on the Colorado subdivision, and the expected increase in homes with the additional 3rd phase of expansion, I believe the number of community members it will affect here alone is substantial and reiterates the heavy concern for all community members with regard to points 1-4 above.

5

Thank you for your consideration,

Jared Ryan

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## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.



## Issues and Response to Comments

**5) Issue: Community**

Response: The purpose of the proposed Bergstrom Expressway is to improve mobility and safety. The studies have shown that the residents living in the vicinity of US 183 would experience improved mobility and safety on US 183.

**From:** Jean Twaddell [REDACTED]  
**Sent:** Wednesday, November 12, 2014 10:11 AM  
**To:** info@ctrma.org  
**Subject:** Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Thank you,

Jean Twaddell  
[REDACTED]



## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**From:** Jeff Elliott <[jelliott80@yahoo.com](mailto:jelliott80@yahoo.com)>  
**Reply-To:** Jeff Elliott <[jelliott80@yahoo.com](mailto:jelliott80@yahoo.com)>  
**Date:** Wednesday, November 12, 2014 5:23 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** The Bergstrom Expressway project DO NOT CLOSE BOLM ROAD!

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

**Jeff Elliott**

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## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**From:** Jeff Scott <[jeffscott.pe.mba@gmail.com](mailto:jeffscott.pe.mba@gmail.com)>  
**Date:** Monday, November 17, 2014 8:30 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** Retain the existing crossing at US 183 and Bolm Road

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
  - 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
  - 3) Increased traffic of heavy trucking on the frontage road across a neighborhood single family single-point entry to neighborhood. The current concrete & aggregate plant on the east side of 183 and Bolm currently has traffic and accessibility from the west and both directions of 183. Also, the current industrial and commercial truck warehouse traffic utilize Bolm as an access point to 183 in both directions across Bolm. The elimination of this crossing will drive increased large load traffic to higher risk areas under the 183 bridge at Levander Loop in addition to increasing the traffic on the north bond frontage road at the Knollwood subdivision single point of access.
  - 4) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
  - 5) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.
- 5) Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

--  
Jeff Scott  
(512) 328-0011 Office  
(512) 736-5942 Cell  
P.E., LEED-AP BD+C, C.F.M., & MBA  
[Jeffscott.pe.mba@gmail.com](mailto:Jeffscott.pe.mba@gmail.com)

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## Issues and Response to Comments

### 1) Issue: Mobility

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: Emergency response time

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: Changes in access

Response: Reductions in access can occur when mobility is reduced. Under the existing condition, mobility is expected to continue to decrease through the years to 2035. After public input at the US 183 Open House held in September 2012, a comparison of improved local mobility to the cost of the project was completed during a *Value Engineer Study (VE)*. The VE was held in January of 2013. Consideration of how the proposed plan could be changed to improve local and through mobility was part of the VE. The VE specifically included a look at how the turn-arounds at Boggy Creek that were proposed at the Open House by the residents of Knollwood would benefit the local travelers.

Additionally, the consideration of mobility for local travelers at the VE included a look at how the proposed underpass at Bolm Rd would work. A review of the merge patterns caused by the proposed collector distributors and connections to the general purpose lanes indicated that mobility (traffic movements) would not be drastically improved over the existing condition for local travelers. However, just removing the underpass could negatively affect local mobility so members of the VE considered the turn-arounds at Boggy Creek.

Local mobility was found to be greatly improved by the addition of turn-arounds at Boggy Creek combined with the removal of the proposed Techni Center Dr overpass and Bolm Rd underpass. The money that would have been used to build the underpasses would more than pay for the



## Issues and Response to Comments

turn-arounds at Boggy Creek, where again there would be an increase in mobility for local travelers.

The future residents along Smith Road would reap the benefits of improved mobility on US 183. The traffic models developed for the project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection.

#### **4) Issue: Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

#### **5) Issue: Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

On 11/12/14 1:15 PM, "Jeni Green" [REDACTED] wrote:

>  
>Please retain current accessibility at US 183 and Bolm Road  
>  
>Preliminary plans for the Bergstrom Expressway project call for  
>modifying current accessibility at US 183 and Bolm Road, which will  
>negatively impact communities in East Austin, including the Knollwood  
>on the Colorado neighborhood. We oppose this action for the following reasons:

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2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.

3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.

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>intent of eventually developing into a large park and recreation  
>facility. Eliminating this interchange reduces the value of the  
>investment made by City of Austin.

>  
>Due to these reasons, we respectfully request that the current level of  
>mobility in the vicinity of US 183 and Bolm Road be retained Sent from  
>my iPhone

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## Issues and Response to Comments

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### 2) Issue: **Emergency response time**

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### 3) Issue: **Public Safety**

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Jennifer Perkins

Will the overpasses/bridges extend over any of the houses on Thurgood Avenue nearest to 183 South for the Bergstrom Expressway?

1

11/3/2014 19:59



## Issues and Response to Comments

**1) Issue: Changes in access**

Response: The Bergstrom Expressway Project does not propose to extend bridges or overpasses over any houses on Thurgood Avenue.

Dear Tx Dot and Bergstrom Expressway Project,

The following pages address the stretch of US183 that is currently the subject of the Bergstrom Expressway Project. Regardless of the final configuration and schedule of the project, there are changes to several bottlenecks that can be made, and made now (in fact, one change has already been made) that involve little or no changes to the actual roadway (at least, the road base material).

The changes I propose involve moving barriers and repainting the lanes. I will outline three such "paint and barrier" changes, one that has been done, and two others for your consideration.

Starting with View A, View A shows the entire area of interest.

View B is an expanded view of 183 just north of the River.

Within View B is View C, which shows the changes that were made earlier this year. View C1 is the 'Before' configuration, C2, the 'After.'

Note that the section of road that went from one to two lanes was not widened, but simply repainted as two lanes.

The change made was an excellent call, and has made significant improvements for all of the North bound traffic across the bridge. But in my humble opinion, more is needed, and the change made above has set a precedent for more paint and barrier type changes.

View D1 shows the bottleneck where Southbound First, Second, Fifth, Seventh, and Airport boulevard compete for the West lane across the river on the 'Old' bridge.

183 Southbound traffic wishing to go to Montopolis Ave has the entire East lane of the same bridge.

View D2 shows the first of my proposed changes. With paint and barrier changes, let Southbound Airport Blvd traffic have the entire East lane of the bridge. Then, have the Montopolis Ave traffic from 183 Southbound yield to the Airport Blvd. traffic. Once the barriers are moved, this particular change may require some road top material to be put down. But the base material is already in place, and would require minimal preparation for the top.

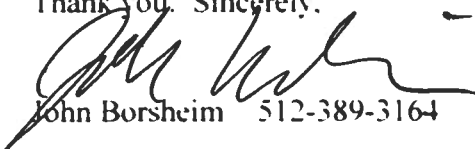
Next, please have a look at View E with proposed changes in Views F and G.

View F1 shows all 183 Northbound traffic, including Eastbound Hwy 71 traffic wanting to go North, flowing into a one lane bottleneck/bridge. The bridge is wide enough for two lanes, it is just currently painted down to one lane.

View G1 shows Westbound Hwy 71 wishing to go North on Hwy 183 using a two lane exit. My proposed solution here is quite simple: Paint the two lane exit down to one, and, paint in two lanes for the North bound 183 traffic. The proposed changes are shown in view F2, and G2.

If there are any questions regarding these proposed changes, please don't hesitate to call.

Thank you. Sincerely,

  
John Borsheim 512-389-3164

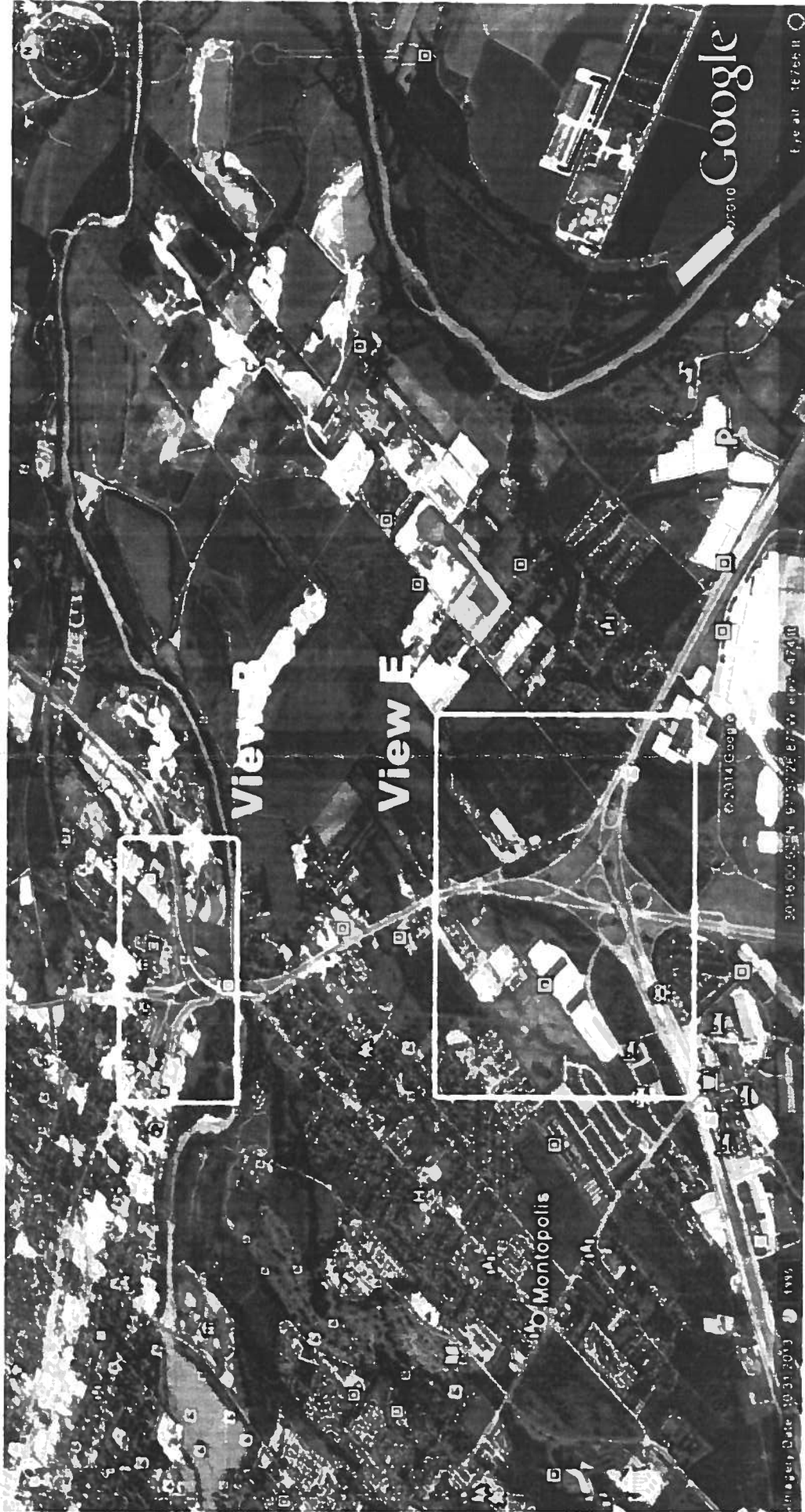
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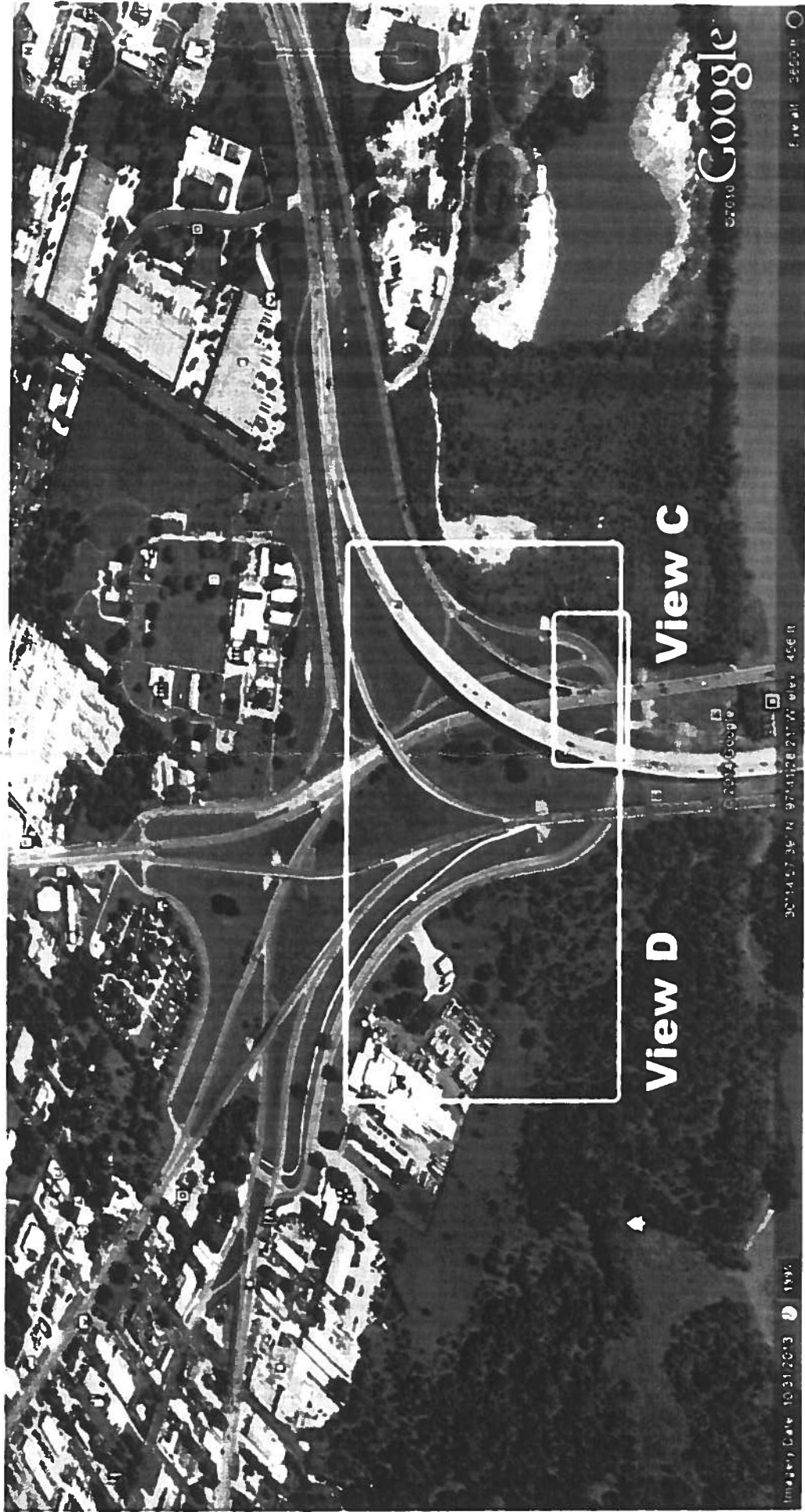
D14 - Austin District  
Business Services



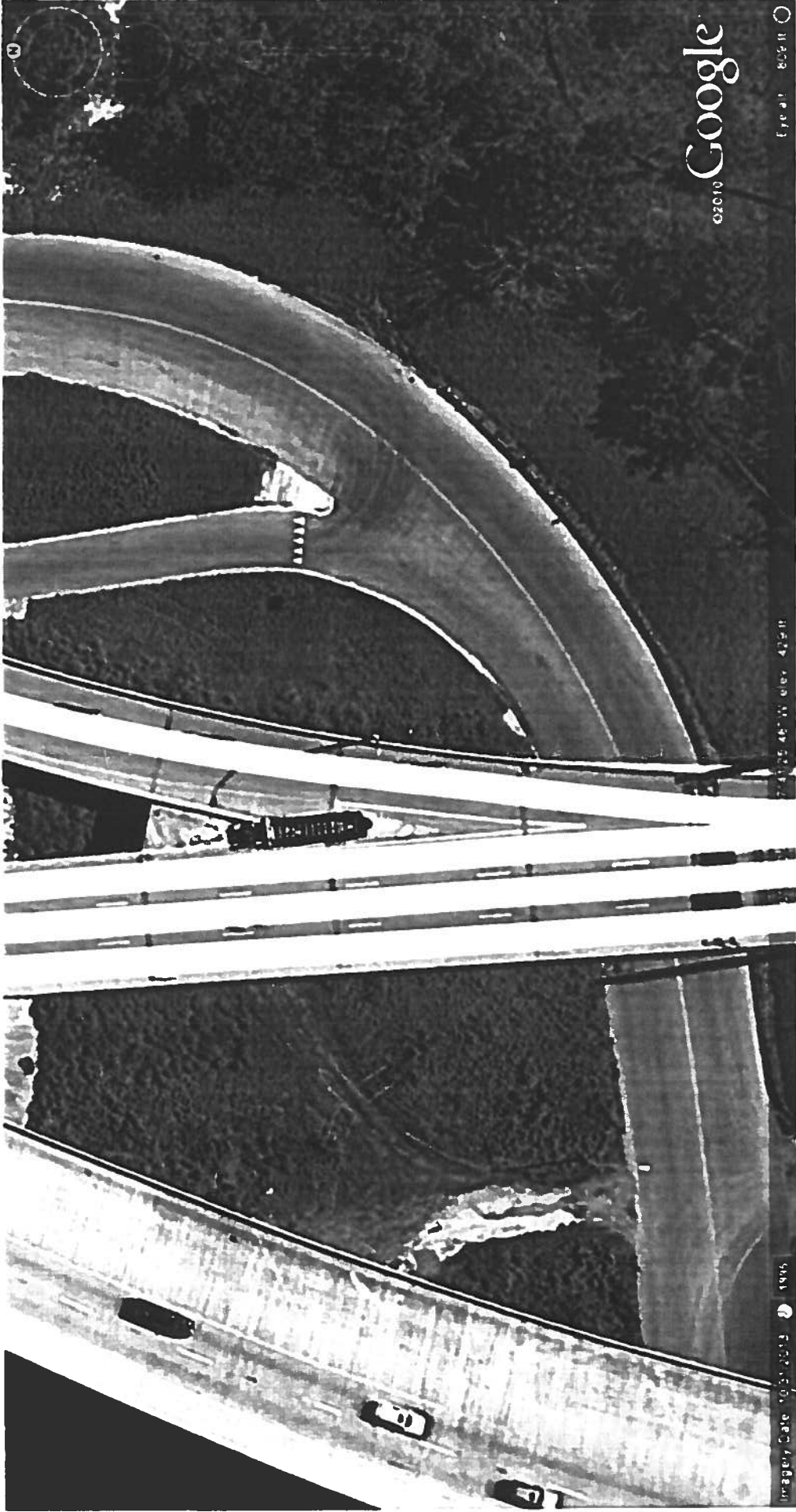
# View A: 183 N crossing Hwy 71 and Colorado River



**View B: 183 north of the river overall view**



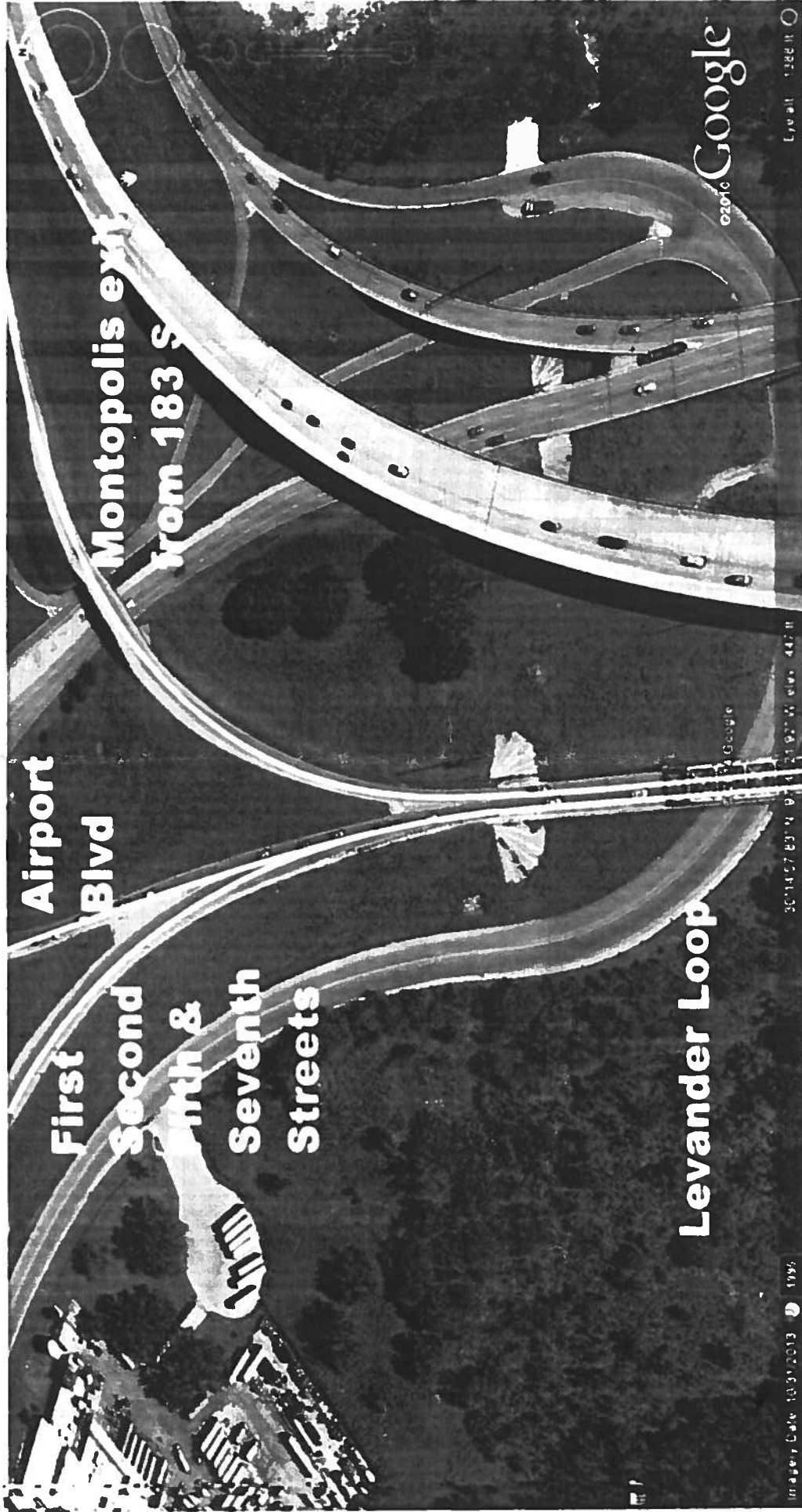
**View C1: 183 N just north of the river - BEFORE**



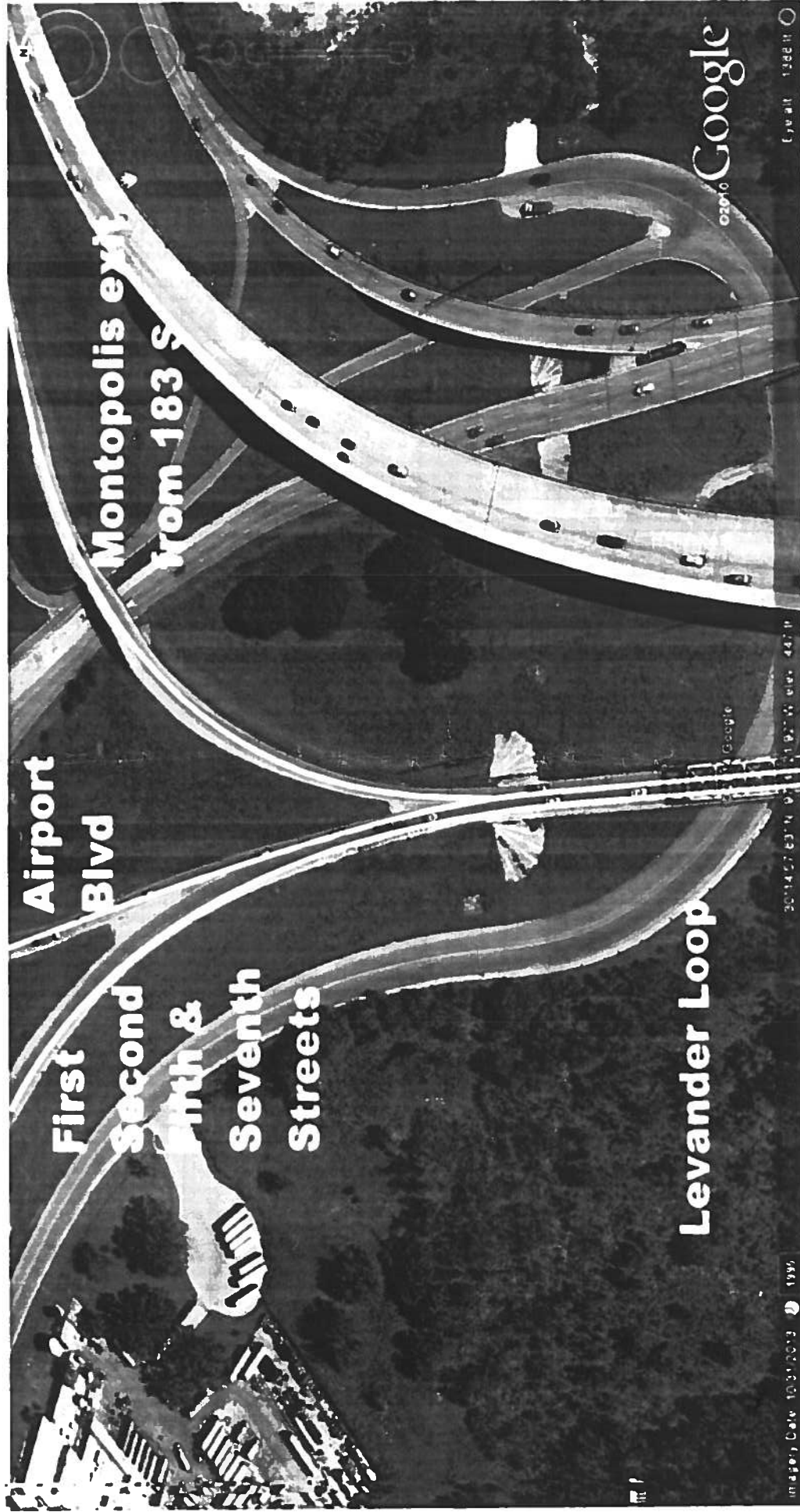
**View C2: 183 N just north of the river - AFTER**



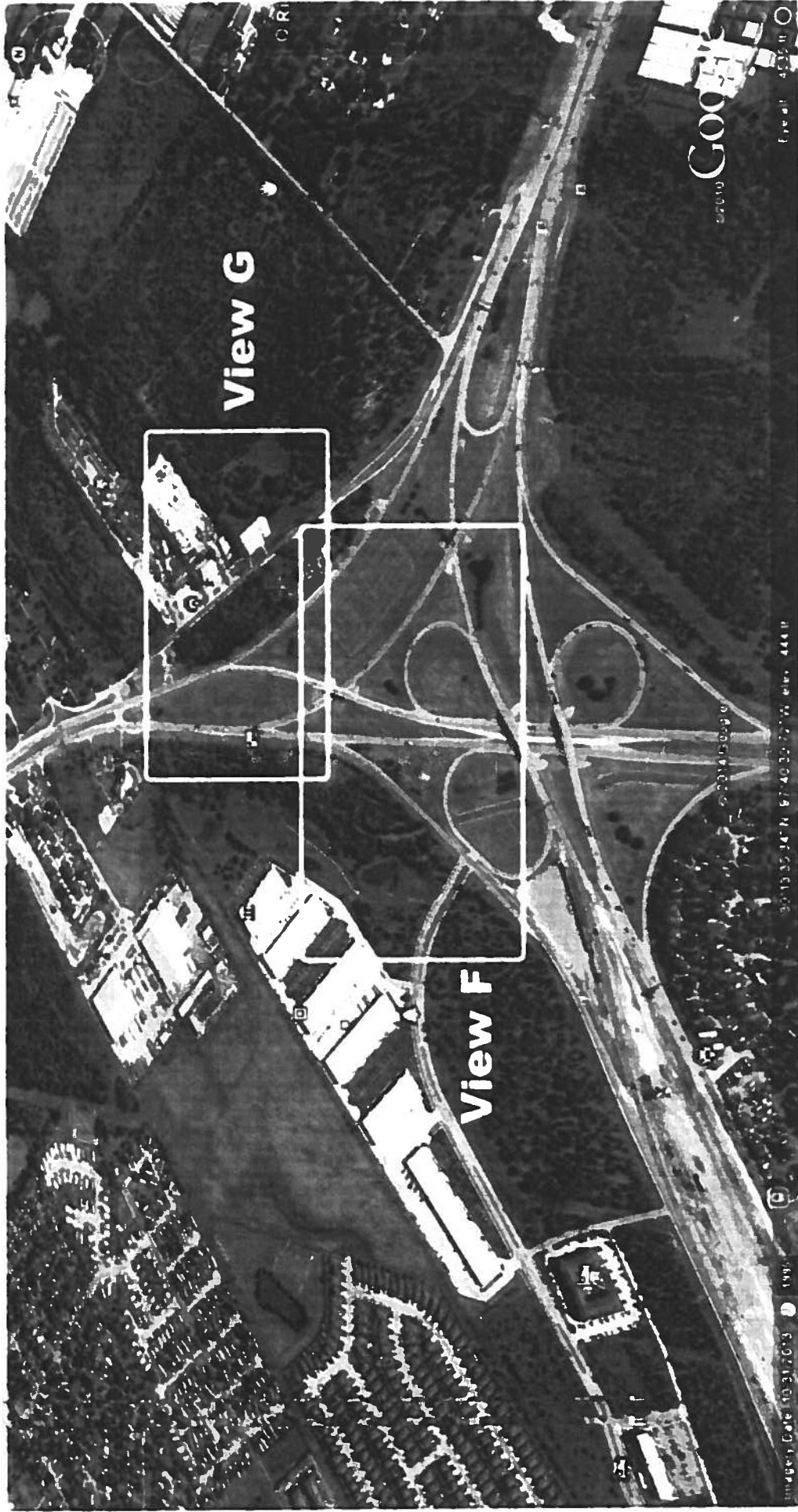
**View D1: 183 S just before the 'old' bridge - PRESENT**



# View D2: 183 S just before the 'old' bridge - PROPOSED



**View E: 183 and Hwy 71 overall view.**



**View F1: 183 N pinched to 1 lane just N of Hwy 71 - PRESENT**





**View F2: 183 N continues as 2 lanes N of Hwy 71 - PROPOSED**



**View G1: 183 N (1 lane) merging with Hwy 71 (2 lanes) - PRESENT**



**View G2: 183 N (2 lanes) merging with Hwy 71 (1 lane) - PROPOSED**





## Issues and Response to Comments

**Response:** Thank you for the interim proposals for US 183. The public hearing and comment period is for the submittal of comments on the proposed Bergstrom Expressway. These suggested interim improvements for US 183 will be forwarded to appropriate personnel.

1 (Technical difficulties with the  
2 microphone.)

3 JOHN DAVIS: John Davis, J-O-H-N  
4 D-A-V-I-S.

5 And I wanna urge all the workers here and  
6 the committee to please consider that back in the 1980s,  
7 Highway 183 was fully funded by bonds and under -- other  
8 funding mechanism. In fact, 183 North was completed  
9 about 15 years ago. 183 South should have been  
10 completed, but instead, money was diverted to the new  
11 toll road 130.

12 And the fact -- I urge y'all to look that  
13 converting vital freeways into toll roads is blatantly  
14 discriminatory to those in this community that are  
15 disadvantaged economically; to put basically a rich  
16 man's road in an area where people can ill afford to pay  
17 the fees, to pay the exorbitant toll rates.

18 So there are other ways, like indexing the  
19 gas tax would be the best solution, that has been frozen  
20 for 20 years. With prices dropping and fluctuating, the  
21 people won't mind paying five cents more a gallon. And  
22 that indexing the gas tax, something -- something so  
23 simple as that, will basically allow enough funding to  
24 not have any toll roads. You'll save yourself a lotta  
25 trouble by trying to force this into a community that

1 can't afford it.

2 Why not toll the north side of the  
3 community, that has enjoyed freeway access for over 20  
4 years? And I've lived here and waited and waited and  
5 waited, and then finally, when there is some light that  
6 there's gonna be a nice road system, you -- you put up  
7 here that it's gonna be toll roads.

3

8 And when that happens -- and I know you  
9 guys are gonna force it through, like you tried to do in  
10 2005. The CAMPO CTMMA are sitting on hundreds of  
11 millions of dollars in reserve funds. Use that money.  
12 Stop trying to force toll roads on existing roads, like  
13 you've done on Manor Expressway; like you're doing on  
14 Mopac. It's not gonna work here. And you can take  
15 it . . . replan it, do what you have to do, but . . . we  
16 will not accept toll roads on existing freeways.

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## Issues and Response to Comment

### 1) Issue: Funding

Response: In 1985, the estimated cost to build US 183 freeway was almost 400 million dollars. The US 183 projects have been completed as growth and development on surrounding lands resulted in increased traffic and roadway congestion. The funding was spent appropriately on the projects completed to date and no US 183 funds have been redirected to the SH 130 project. The cost to construct the project has continually grown and the estimated funds have not kept-up with the amount of money needed to finish the project from US 290 to SH 71. Growth in Austin and in the surrounding areas has resulted in the need for many roadway improvements throughout the region. Therefore, there has been a shift in the view of how much value comes from tolled facilities. Once the Capitol Area Metropolitan Planning Organization (CAMPO) determined that within a 25 year planning period, there would not be enough federal or state money to complete the non-tolled six-lane controlled access US 183, tolling the US 183 project from US 290 to SH 71 was approved in the CAMPO 2035 Regional Transportation Plan (RTP).

### 2) Issue: Environmental justice

Response: The Community Assessment of the proposed Bergstrom Expressway includes a look at the potential for the project to effect environmental justice (EJ) populations (minority and low-income). Additionally, CAMPO completed the Regional Toll Network Analysis. This study indicates that the toll roads included in the RTP would not have disproportionately high and adverse human health or environmental effects to any population.

The project-specific EJ analysis of the US 183 proposed project indicates that although EJ populations may spend a higher percent of their total yearly income on tolls than non-EJ populations, the effect would not be adverse or disproportionate because maintaining or saving travel costs could occur under the Build Alternative. For example, the existing congestion under the No-build Alternative may result in local travelers seeking alternative routes that increase travel time and distance. The Build Alternative would result in reduced travel time and distance to most destinations along US 183. Considering that people living in Austin value their time at \$16.30 an hour or 27 cents a minute, saving up to 4 minutes of travel time would be perceived to be a maximum savings of about 1 dollar. Losing a maximum of 1 minute of travel time would be perceived as a loss of 27 cents. Under the Build Alternative, the saving of an estimated 0.5 to 4 minutes of travel to the grocery, the high school, the city of Montopolis, and Callahan's General Store would mitigate the estimated 0.5 to 1 minute increase in travel time to the YMCA, MLK/FM 969, or Knollwood on the Colorado River. Specifically, the turn-around structures at Boggy Creek were included in the roadway design to mitigate the increase in travel distance for residents of Knollwood on the Colorado River. Furthermore, to mitigate for the change in access to the YMCA, a proposed pedestrian bridge at 51<sup>st</sup> connects to the proposed US 183 shared-use path and sidewalks. These options for travel would facilitate travelers maintaining or saving travel cost. The mitigation of the changes in access has resulted in effects that are not disproportionately high and adverse.



## Issues and Response to Comment

Overall, the Build Alternative provides improved mobility and the same non-tolled travel capacity on the proposed general purpose lanes as currently exists within the limits. The improved mobility saves time to travel to a job allowing more reliable work and leisure hours. Additionally, under the Build Alternative, although increases in the travel distance and time occurs for some travelers to a few destinations, overall, the benefits of reduced congestion and improved mobility would offset the negative effects of changes in travel patterns.

### **3) Issue: Toll Equity**

Response: Even though federal regulations do not prohibit tolling of existing lanes, House Bill 3588 prohibited tolling of existing lanes in Texas. Texas Legislature passed the bill in 2003 resulting in the *Texas Transportation Code Section 228.201(a)(4)*. Since the approval of the bill, tolled managed lanes have been constructed on Loop 1 North and tolled managed lanes and highways are either under construction or are planned north and west of the proposed Bergstrom Expressway project. The CAMPO RTP includes the planned tolled facilities. At a minimum, the same number of non-tolled lanes that exist today has been provided in the proposed plan for Bergstrom Expressway; however, there are areas where additional non-tolled travel lanes have been included to help improve mobility. By providing equity in the number of non-tolled lanes when compared to those that would be tolled, the Bergstrom Expressway project is in compliance with the *Texas Transportation Code Section 228.201(a)(4)*.



**From:** Johnnie Jones <[IS40@protectamerica.com](mailto:IS40@protectamerica.com)>  
**Date:** Thursday, November 13, 2014 3:57 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** The Bergstrom Expressway

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Sincerely,

Johnnie Jones

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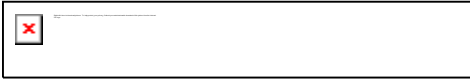
**Johnnie Jones**

Inside Sales | Sales Team Member

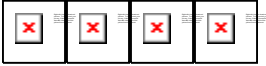
T: (800) 951-5111 Ext 7040

F: (888) 259-5520

E: [IS40@protectamerica.com](mailto:IS40@protectamerica.com)



[3800 Quick Hill Road Building 1-100 Austin, Texas 78728](#)



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## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

On 11/12/14 12:13 PM, "Joseph Trevino" [REDACTED] wrote:

>Please retain current accessibility at US 183 and Bolm Road

>

>Preliminary plans for the Bergstrom Expressway project call for  
>modifying current accessibility at US 183 and Bolm Road, which will  
>negatively impact communities in East Austin, including the Knollwood  
>on the Colorado neighborhood. We oppose this action for the following reasons:

>

1 >1) Diminished Mobility: If the purpose of redeveloping 183 is to  
>improve transportation mobility, the elimination of this access point  
>is contrary to that goal. Routing traffic to the Levander Loop area  
>will only increase congestion at that juncture.

>

2 >2) Increased Emergency Responder Time: By forcing emergency services to  
>be routed through a location that is farther away and only provides  
>single lane access to US 183, an effective and immediate response time  
>is jeopardized.

>

3 >3) Reduced Public Safety: Per information provided by City of Austin,  
>there were almost three times as many reported crime incidents reported  
>in the vicinity of the Levander Loop area compared to Bolm Road at US  
>183 in the past year. This includes significantly higher incidents of  
>DWI, leaving the scene of a crash/accident and general theft.

>

4 >4) Contrary To City Planning: City of Austin purchased a significant  
>quantity of land near the US 183 and Bolm Road intersection with the  
>intent of eventually developing into a large park and recreation

>facility. Eliminating this interchange reduces the value of the  
>investment made by City of Austin.

>  
>Due to these reasons, we respectfully request that the current level of  
>mobility in the vicinity of US 183 and Bolm Road be retained.

>  
>  
>Sincerely,

>  
>Joseph Trevino

>  
>Knollwood on the Colorado resident

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## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

Jun zhou

1

I strongly recommend to have a separate u-turn pass from west to east at the intersection of Montopolis to help the people from 1st, 5th, 7th, and airport blvd to get easy access to the north bound Bergstrom expressway.

11/2/2014 15:13



## Issues and Response to Comments

### 1) Issue: Changes in access

Response: Levander Loop serves as a northbound US 183 connection for traffic from, 7<sup>th</sup> Street, and Airport Blvd. Traffic from 1<sup>st</sup> Street and 5<sup>th</sup> Street have the option of connecting to 7<sup>th</sup> Street via Shady Lane prior to the intersection and then using Levander Loop to access northbound US 183. The projected southbound US 183 traffic using Montopolis to travel north is low. The proposed US 183 mainlanes cross the Colorado River and shortly after go under the bridge at Montopolis. There would not be enough clearance above the mainlanes to a turnaround constructed north of Montopolis.



Karen Skelton

1 I am the owners representative for multiple tracts in Airport Commerce Park, located in the North East Quadrant of US 183 and SH 71. The proposed plans on [www.bergstromexpressway.com](http://www.bergstromexpressway.com) render valuable frontage tracts almost completely inaccessible and create an enormous financial hardship for my client, a syndication of retirees, because this change in access both devalues the property and in some cases, makes it unsellable at virtually any price.

12/1/2014 16:30



## Issues and Response to Comments

**1) Issue: Changes in access**

Response: Further information is needed regarding the tracts in question. Access to the majority of parcels in this area would be unaffected by the proposed project.

**From:** Kathy [REDACTED]  
**Date:** Wednesday, November 12, 2014 12:59 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** Accessibility at Bolm Road and US 183

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Thank you for this opportunity to comment.

Kathy Flocco-McMaster  
[REDACTED]  
Knollwood On the Colorado

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## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

Kristin Allred

1

Is this "improvement" going to make this stretch of 183 a toll road? If so I will be finding another route to work. The pricing on the toll roads is excessive. I can drive all the way across the state of Kansas for what it costs to go from Buda to Georgetown. That is ridiculous. They are losing money on 130 because of the pricing. Lower it and they might actually break even.

10/28/2014 13:06



## Issues and Response to Comments

### 1) Issue: Tolling

Response: The US 183 corridor from US 290 to SH 71 has been a four-lane divided highway with minor improvements since the 1960s. As you've experienced, congestion in this corridor has grown significantly worse over time. The alternative being proposed is a 6 lane tolled expressway with 6 non-tolled frontage road lanes. This would quadruple the capacity in the corridor and give drivers a choice of whether they would rather pay a toll and bypass the signals or not pay a toll and use the upgraded frontage road lanes. The project will also add bike and pedestrian facilities in the corridor, giving motorists and neighbors multi-modal options.

State and federal fuel taxes are the primary funding source for roads and bridges in Texas. However, this funding source has remained static since 1991 even though fuel costs have tripled. Because this is an incremental revenue source, decreases in consumer demand due to people driving less and/or driving more fuel efficient vehicles, will also affect revenue generation through the fuel tax. When you factor in the state's significant population growth and demand on the roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Because of this, innovative financing options are considered viable solutions to funding new projects.

Tolling has become a viable option for expediting the delivery of needed improvements in the region. However, only new capacity that is added would be tolled. The same number of taxpayer-funded, non-tolled travel lanes that are available today will remain so in the future in accordance with state law. Drivers would have a choice whether or not to use the Bergstrom Expressway's tolled or non tolled travel lanes.

The average toll price in Austin is 30 cents a mile. The project hasn't been financed yet, so we don't know the exact toll rates at this time.

**From:** Kris Wong [REDACTED]  
**Date:** Wednesday, November 12, 2014 2:30 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** <no subject>

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. This neighborhood has seen tremendous growth recently, and is continuing to grow at a rapid pace. By the time development is complete, there will be over 100 residents in this neighborhood alone. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

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## Issues and Response to Comments

### 1) Issue: Mobility

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: Emergency response time

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: Public Safety

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: Land use

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.



**From:** Larry Foulkrod [REDACTED]  
**Sent:** Wednesday, November 12, 2014 11:18 AM  
**To:** info@ctrma.org  
**Subject:** Bergstrom expressway changes

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.

2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.

3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.

4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Sincerely,  
Larry Foulkrod  
Knollwood on the Colorado  
[REDACTED]



## Issues and Response to Comments

### 1) Issue: Mobility

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

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Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: Land use

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

Margaret Lake

1

Traffic can also be improved along this corridor by encouraging carpooling. Will the Bergstrom Expressway allow for high occupancy vehicles (HOV) to use the toll lanes free of charge?

11/14/2014 11:00



## Issues and Response to Comments

### 1) Issue: Tolling

Response: The US 183 corridor from US 290 to SH 71 has been a four-lane divided highway with minor improvements since the 1960s. As you've experienced, congestion in this corridor has grown significantly worse over time. The alternative being proposed is a 6 lane tolled expressway with 6 non-tolled frontage road lanes. This would quadruple the capacity in the corridor and give drivers a choice of whether they would rather pay a toll and bypass the signals or not pay a toll and use the upgraded frontage road lanes. The project will also add bike and pedestrian facilities in the corridor, giving motorists and neighbors multi-modal options.

High occupancy vehicles, or HOV, lanes were not carried forward as part of the Bergstrom Expressway project. According to the Federal Highway Administration, HOV lanes are often under-utilized in off-peak periods. The Texas A&M Transportation Institute reported that as of spring 2013, Departments of Transportation across the country had converted or planned to convert 24 HOV lanes to either Express Lanes or High Occupancy Toll lanes. Furthermore, there is no reliable electronic enforcement technology to ensure single-occupant vehicles do not enter the HOV lanes.

Drivers who carpool will pay the same toll as regular users. However, because carpoolers are sharing a ride, they will have the option to split the cost.

Tolling has become a viable option for expediting the delivery of needed improvements in the region. However, only new capacity that is added would be tolled. The same number of taxpayer-funded, non-tolled travel lanes that are available today will remain so in the future in accordance with state law. Drivers would have a choice whether or not to use the Bergstrom Expressway's tolled or non tolled travel lanes.

On 11/12/14 12:23 PM, "Jo Ann" <margaretmadison@ [REDACTED]> wrote:

>  
>  
>Please retain current accessibility at US 183 and Bolm Road  
>  
>Preliminary plans for the Bergstrom Expressway project call for  
>modifying current accessibility at US 183 and Bolm Road, which will  
>negatively impact communities in East Austin, including the Knollwood  
>on the Colorado neighborhood. We oppose this action for the following reasons:  
>

1  
>1) Diminished Mobility: If the purpose of redeveloping 183 is to  
>improve transportation mobility, the elimination of this access point  
>is contrary to that goal. Routing traffic to the Levander Loop area  
>will only increase congestion at that juncture.  
>

2  
>2) Increased Emergency Responder Time: By forcing emergency services to  
>be routed through a location that is farther away and only provides  
>single lane access to US 183, an effective and immediate response time  
>is jeopardized.  
>

3  
>3) Reduced Public Safety: Per information provided by City of Austin,  
>there were almost three times as many reported crime incidents reported  
>in the vicinity of the Levander Loop area compared to Bolm Road at US  
>183 in the past year. This includes significantly higher incidents of  
>DWI, leaving the scene of a crash/accident and general theft.  
>

4  
>4) Contrary To City Planning: City of Austin purchased a significant  
>quantity of land near the US 183 and Bolm Road intersection with the  
>intent of eventually developing into a large park and recreation  
>facility. Eliminating this interchange reduces the value of the  
>investment made by City of Austin.  
>

>Due to these reasons, we respectfully request that the current level of  
>mobility in the vicinity of US 183 and Bolm Road be retained.  
>Sent from my iPhone

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The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.



## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**From:** Maria Herrera [REDACTED]  
**Sent:** Wednesday, November 12, 2014 10:23 AM  
**To:** info@ctrma.org  
**Subject:** Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Thank you,

Maria Herrera  
Resident of Knollwood on the Colorado





## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

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Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

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MARISABEL RAMTHUN: The next speaker is  
Mary Jo Hernandez.

MARY JO HERNANDEZ: Yes.

(Technical difficulties.)

MARY JO HERNANDEZ: My name's Mary Jo  
Hernandez, and I'm a member of the Restore Rundberg  
Revitalization Team. I speak for myself and for the  
affordability and accessibility of the northeastern,  
eastern, and southern sections of the city of Austin.

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1                   The Rundberg area of the city of Austin is  
2 bounded by 183 on the south, Metric Boulevard on the  
3 west, Braker Lane on the north, and Cameron/Dessau Lane  
4 on the east. 183 is a major thoroughfare and access  
5 point for the Rundberg area.

6                   Rundberg, like all of Austin, is deeply  
7 concerned about affordability and traffic congestion.  
8                   The median income for a family of four persons in the  
9 area is no more than \$24,000 per year. The needs of the  
10 Rundberg area for free access to all of Austin are the  
11 same as those of other residents.

12                   District 4 and the Rundberg area voted  
13 against the recent rail project, and for the Proposition  
14 1, which now releases transportation moneys from the  
15 State rainy-day fund for nontolled-road improvements.  
16 These funds should be used for this project.

17                   Tolled roads benefit only private  
18 investors, not the population of Austin, Travis County,  
19 Williamson, or Hays/Caldwell counties.

20                   Tolled-road construction does not  
21 represent the values of the people. Free, tax-based  
22 road construction is clearly the choice of those who  
23 drive and those who will pay the cost of another toll  
24 road.

25                   The residents of the Rundberg area cannot

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afford to fund or to use toll roads.

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Central Texas Regional Mobile Authority --

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Mobility Authority and TxDOT, we ask you to listen to

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us. Respect and honor the will of the people. Improve

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183 and keep it free from tolls.

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Thank you.

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## Issues and Response to Comment

### 1) Issue: Environmental justice

Response: The Community Assessment of the proposed Bergstrom Expressway includes a look at the potential for the project to effect environmental justice (EJ) populations (minority and low-income). Additionally, CAMPO completed the Regional Toll Network Analysis. This study indicates that the toll roads included in the RTP would not have disproportionately high and adverse human health or environmental effects to any population.

The project-specific EJ analysis of the US 183 proposed project indicates that although EJ populations may spend a higher percent of their total yearly income on tolls than non-EJ populations, the effect would not be adverse or disproportionate because maintaining or saving travel costs could occur under the Build Alternative. For example, the existing congestion under the No-build Alternative may result in local travelers seeking alternative routes that increase travel time and distance. The Build Alternative would result in reduced travel time and distance to most destinations along US 183. Considering that people living in Austin value their time at \$16.30 an hour or 27 cents a minute, saving up to 4 minutes of travel time would be perceived to be a maximum savings of about 1 dollar. Losing a maximum of 1 minute of travel time would be perceived as a loss of 27 cents. Under the Build Alternative, the saving of an estimated 0.5 to 4 minutes of travel to the grocery, the high school, the city of Montopolis, and Callahan's General Store would mitigate the estimated 0.5 to 1 minute increase in travel time to the YMCA, MLK/FM 969, or Knollwood on the Colorado River. Specifically, the turn-around structures at Boggy Creek were included in the roadway design to mitigate the increase in travel distance for residents of Knollwood on the Colorado River. Furthermore, to mitigate for the change in access to the YMCA, a proposed pedestrian bridge at 51<sup>st</sup> connects to the proposed US 183 shared-use path and sidewalks. These options for travel would facilitate travelers maintaining or saving travel cost. The mitigation of the changes in access has resulted in effects that are not disproportionately high and adverse.

Overall, the Build Alternative provides improved mobility and the same non-tolled travel capacity on the proposed general purpose lanes as currently exists within the limits. The improved mobility saves time to travel to a job allowing more reliable work and leisure hours. Additionally, under the Build Alternative, although increases in the travel distance and time occurs for some travelers to a few destinations, overall, the benefits of reduced congestion and improved mobility would offset the negative effects of changes in travel patterns.

### 2) Issue: Funding

Response: In 1985, the estimated cost to build US 183 freeway was almost 400 million dollars. The US 183 projects have been completed as growth and development on surrounding lands resulted in increased traffic and roadway congestion. The funding was spent appropriately on the projects completed to date. The cost to construct the project has continually grown and the estimated funds have not kept-up with the amount of money needed to finish the project from US 290 to SH 71. Growth in Austin and in the surrounding



## Issues and Response to Comment

areas has resulted in the need for many roadway improvements throughout the region. Therefore, there has been a shift in the view of how much value comes from tolled facilities. Once the Capitol Area Metropolitan Planning Organization (CAMPO) determined that within a 25 year planning period, there would not be enough federal or state money to complete the non-tolled six-lane controlled access US 183, tolling the US 183 project from US 290 to SH 71 was approved in the CAMPO 2035 Regional Transportation Plan (RTP).

**From:** Mercedes Guzmán <[meguzman@controval.com](mailto:meguzman@controval.com)>  
**Date:** Wednesday, November 12, 2014 4:18 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** Oppose to Reducing Access to Knollwood from Bolm Road

Dear Sirs,

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

We appreciate your answer,

*Mercedes Guzmán*  
Controval Corp.  
Direct: (512) 436.95.55 – Fax: (512) 436.95.53 – Mobile: (979) 422.05.35



## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

# COMMENT SHEET

Public Hearing  
US 183  
From US 290 to SH 71  
Delco Activities Center – November 19, 2014

1 → PROTECT THE GATEWAY OAKS.  
THESE TREES NEED TO BE  
PRESERVED + PROTECT AS MUCH  
OF THE CRITICAL ROOT ZONE  
AS POSSIBLE. WHEN ANY PATHS  
OR SIDEWALKS ARE BUILT ~~IN~~ OVER  
THE CRITICAL ROOT ZONE OF  
A TREE, THE SAND BRIDGE TECHNIQUE  
MUST BE USED.

THANK YOU.

Name: MICHAEL FOSSUM

Address: 5100 SUBURBAN DR. 78745

Phone: 512-447-1598

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Monday, December 1, 2014 will be included in the official Public Hearing record.** If you have any questions, please contact Shelly Eason at 512-832-7001.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on





## Issues and Response to Comment

**1) Issue: Tree protection**

Response: The large live oak trees south of Vargas Road are to be protected using Best Management Practices developed by the Bergstrom Expressway team in coordination with a qualified arborist.

**From:** Pacey Chynoweth <[pchynoweth@intertechflooring.com](mailto:pchynoweth@intertechflooring.com)>  
**Date:** Thursday, November 13, 2014 12:02 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** PROPOSED CHANGES TO BOLM ROAD & US 183

Good afternoon,

As a business operating near the intersection of Bolm Road and US Highway 183, the purpose of this email is to notify you that the Bergstrom Expressway project plans to reduce access at this juncture, which may impact your operations. Several neighborhoods nearby are voicing concerns over this proposed change, and we hope that you will join with us in this effort.

Background: The Bergstrom Expressway project will convert US 183 Highway from its current state to a multi-lane toll and frontage road system. While this has a variety of pros/cons for transportation, the underpass of Bolm Road at US 183 would be eliminated. Vehicles travelling via US 183 South or approaching from Bolm Road would be forced to route all the way down to the Levander loop and Montopolis Bridge area. I am writing as a representative of a nearby neighborhood association who opposes this.

If your business is also opposed to this action, you have the following outlets:

- 1) Attend a public meeting scheduled for November 13th and 19th,
- 2) Cut and paste the email I've drafted below (feel free to make changes) and send to [info@ctrma.org](mailto:info@ctrma.org), or
- 3) Call [1-866-424-3583](tel:1-866-424-3583)

Thanks in advance for your time and please let me know if you have questions or if I can be of assistance! More info can be found here: <http://www.bergstromexpressway.com/>

\*\*\*

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

**I do agree that changes need to be made to the traffic flow on US183, but not as a toll road and not at this intersection. The congestion occurs at the intersections where there are stop lights. I believe that overpasses need to be built in those areas and that will ease traffic up tremendously! Additionally, I think that an overpass/exchange at the intersection of US183 and IH35 south is necessary and will relieve congestion as folks are headed into Austin.**

Thanks!

*Pacey*



**Pacey Chynoweth**  
*Contract Administrator*  
1106 Smith Rd., Suite 100, Austin, TX 78721  
o 512.385.4574  
f 512.385.4577  
e [pchynoweth@intertechflooring.com](mailto:pchynoweth@intertechflooring.com)





## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

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Patrick Moore

Hi there! Two things:1) I am a resident of the Knollwood on the Colorado neighborhood, of which many of our resident are in opposition to the proposed elimination of the Bolm Road underpass at US 183. I just want to make clear that should y'all make any changes based on these protests, please do not sacrifice any of the improvements in the surrounding area that you have already planned for (e.g. turnaround addition at Waller Creek bridge, dedicated turnaround at Levander Loop, pedestrian bridge at Bolm, etc.). All those improvements are genuinely appreciated by Knollwood residents. We do have issue with the proposed change of Bolm Road, but do not interpret that as a desire to retain that accessibility at the expense of these other amenities.2) Y'all have some great people working on this project. I've always been very impressed in my conversations with involved engineers and public relations staff, such as Melissa and Bobbi. Well done on that front!Please contact me if you have any questions or if I can be of assistance. Thanks!

11/19/2014 14:38



## Issues and Response to Comments

**1) Issue: Public involvement**

Response: All comments received during the public hearing comment period will be taken into consideration.

Preston Murphy

1 I would like to know who would be benefiting from this project. People in Austin are fed up with toll roads. When I moved to Austin, there were 0 toll roads. Every single new road project since I moved here has involved tolls. We have already been taxed to maintain and build new roads, we shouldn't have to pay again to drive on them. If everybody is already paying taxes for the roads, people with more money shouldn't have an advantage in getting somewhere faster than somebody who cannot afford to drive on a toll road. This is completely unacceptable and there is almost zero support for more toll roads. Please take a look at the comments in this link:<http://kxan.com/2014/11/13/bergstrom-expressway-viewed-as-alternative-to-i-35/>The only people that are in support of more toll roads are the ones that are profiting from it. Please put a stop to this and come up with a real solution that has real public support.

11/13/2014 15:19



## Issues and Response to Comments

### 1) Issue: Tolling

Response: The current mobility crisis in Central Texas is bad for everyone – bad for the environment, for the economy, for public safety, and for quality of life. New toll roads and lanes give drivers more choices and allow them to spend less time on the road. Traffic congestion causes air pollution, and a more efficient road network will help improve air quality. It will also reduce the threats to public safety now caused by crowded highways and cut-through traffic in neighborhoods. New toll roads and lanes will also produce revenue to support other components of the regional transportation network – including mass transit service and bicycle lanes and trails.

The new toll roads and lanes in Central Texas are projects that have long been part of the regions transportation plans. Today, Central Texans do much of their driving on roads that were built decades ago. We need to build the next generation of highway projects now to serve the region as it continues to grow. Even though highways like I-35 and MoPac were built to serve Austin for generations, the regions growth has been so fast that the road network hasn't kept up. More recent projects, like U.S. 183 (Research Blvd.) and Texas 71 (Ben White Blvd.) have taken decades and still aren't finished. We can build toll projects more quickly than under the traditional gas-tax-funded, pay-as-you-go system. We also need to build those projects before it's too late – before corridors get developed, while right-of-way is still affordable, before road projects would require displacing and disrupting large sections of the community.

The US 183 corridor from US 290 to SH 71 has been a four-lane divided highway with minor improvements since the 1960s. As you've experienced, congestion in this corridor has grown significantly worse over time. The alternative being proposed is a 6 lane tolled expressway with 6 non-tolled frontage road lanes. This would quadruple the capacity in the corridor and give drivers a choice of whether they would rather pay a toll and bypass the signals or not pay a toll and use the upgraded frontage road lanes. The project will also add bike and pedestrian facilities in the corridor, giving motorists and neighbors multi-modal options.

State and federal fuel taxes are the primary funding source for roads and bridges in Texas. However, this funding source has remained static since 1991 even though fuel costs have tripled. Because this is an incremental revenue source, decreases in consumer demand due to people driving less and/or driving more fuel efficient vehicles, will also affect revenue generation through the fuel tax. When you factor in the state's significant population growth and demand on the roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Because of this, innovative financing options are considered viable solutions to funding new projects.

Tolling has become a viable option for expediting the delivery of needed improvements in the region. However, only new capacity that is added would be tolled. The same number of taxpayer-funded, non-tolled travel lanes that are available today will remain so in the future in accordance with state law. Drivers would have a choice whether or not to use the Bergstrom Expressway's tolled or non tolled travel lanes.



**From:** Regina Hall [REDACTED]  
**Reply-To:** Regina Hall [REDACTED]  
**Date:** Tuesday, November 18, 2014 12:19 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** <no subject>

1 Please retain current accessibility at US 183 and Bolm Road  
Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

2 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.

3 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.

4 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.

5 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

6 Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

7 James and Regina Hall

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## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**From:** Renee Ross <[ross@intertechflooring.com](mailto:ross@intertechflooring.com)>  
**Date:** Wednesday, November 12, 2014 5:24 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** Subject: Proposed Changes to Bolm Road and US 183

I have a concern with the proposed change to the Bolm Road and US 183 intersection. By eliminating the intersection and forcing me to drive all the way down to the Montopolis bridge area, plus making 183 a toll road (a road my taxes already paid for), this will put a significant impact on my commute to work. The significance will be that I will be forced to quit my job of 13 years and seek employment elsewhere impacting my family of 6 already in extreme debt. I have researched job choices with my current skills and any change in employment will mean a significant pay cut of \$15,000-\$20,000 a year. I already have had to deal with a section of 290 with an added toll section plus the tolls I pay on 130 during my commute to and from work (from Pflugerville). I am opposed to this decision and I hope my concerns are considered as I am sure there are many other people with similar issues.

**Subject:** Proposed Changes to Bolm Road and US 183

Good afternoon,

As a business operating near the intersection of Bolm Road and US Highway 183, the purpose of this email is to notify you that the Bergstrom Expressway project plans to reduce access at this juncture, which may impact your operations. Several neighborhoods nearby are voicing concerns over this proposed change, and we hope that you will join with us in this effort.

Background: The Bergstrom Expressway project will convert US 183 Highway from its current state to a multi-lane toll and frontage road system. While this has a variety of pros/cons for transportation, the underpass of Bolm Road at US 183 would be eliminated. Vehicles travelling via US 183 South or approaching from Bolm Road would be forced to route all the way down to the Levander loop and Montopolis Bridge area. I am writing as a representative of a nearby neighborhood association who opposes this.

If your business is also opposed to this action, you have the following outlets:

- 1) Attend a public meeting scheduled for November 13th and 19th,
- 2) Cut and paste the email I've drafted below (feel free to make changes) and send to [info@ctrma.org](mailto:info@ctrma.org), or
- 3) Call [1-866-424-3583](tel:1-866-424-3583)

Thanks in advance for your time and please let me know if you have questions or if I can be of assistance! More info can be found here: <http://www.bergstromexpressway.com/>

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Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Thanks!

*Renee*



**Renee Ross**  
*Senior Accounts Payable Coordinator*  
1106 Smith Rd., Suite 100, Austin, TX 78721  
o 512.385.4574  
f 512.385.4598  
e [ross@intertechflooring.com](mailto:ross@intertechflooring.com)



## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**From:** Richard Crow [REDACTED]  
**Date:** Friday, November 14, 2014 1:26 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** Please retain current accessibility at US 183 and Bolm Road

To Whom it may concern:

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

**Thanks,**

Richard Crow  
New Home Specialist  
*Pacesetter Homes*  
*Knollwood on the Colorado*  
O: 512.291.6800  
C: 512.801.9232  
Visit us at [www.PacesetterHomesTexas.com](http://www.PacesetterHomesTexas.com)

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## Issues and Response to Comments

### 1) Issue: Mobility

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: Emergency response time

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: Public Safety

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: Land use

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.



Richard Lyon

1

The section 183 needs to stay non Toll, call me if you would like to know why.

10/30/2014 18:26



## Issues and Response to Comments

**1) Issue: Alternatives analysis**

Response: The US 183 build alternatives that were considered in the 1985 Environmental Impact Statement included the limits from US 290 to SH 71. FHWA and TxDOT determined that statement and the Record of Decision did not require a re-evaluation but rather the proposed tolling of the Build Alternative did require an assessment. Therefore, the EA includes the history of the original statement and the analysis of the No-build and the Build Alternative.

**From:** Scott Smith [REDACTED]  
**Sent:** Wednesday, November 12, 2014 11:29 AM  
**To:** info@ctrma.org  
**Subject:** Bergstrom Expressway project boundary="-----040903070407050105020605"

Please retain current accessibility at US 183 and Bolm Road

1 Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

2 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.

3 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.

4 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.

5 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

- Scott Smith  
[REDACTED]



## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**From:** Shannon Speed [REDACTED]  
**Sent:** Wednesday, November 12, 2014 10:28 AM  
**To:** info@ctrma.org  
**Subject:** Bolm Road Access

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

--

Dr. Shannon Speed  
Associate Professor of Anthropology  
Director, Native American and Indigenous Studies  
University of Texas at Austin  
512 470-0341



## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

Shawn Wilson

1 →

Please consider expanding the number of lanes on highway 183 from 183A in Cedar Park to the Montopolis exit both northbound and southbound (similar to what is being done for Mopac). There is plenty of space to add an extra lane (southbound and northbound) on this highway. The median between the northbound and southbound lanes is huge all the way between these two destinations (it would be a cardinal sin in many places not to use this space for roadway). The traffic has steadily become worse over the last few years, even at 6am in the morning! I do not understand why the Houston area always seems able to get more roads/highways built to alleviate their traffic over a shorter period of time compared to the Austin area. For example, It is totally unnecessary to be idle for so long on 183 between Loyola and Techcenter at 6:30am when the lanes can be easily expanded. This stretch of 183 has become the most difficult part of my journey now when it started off as one of the easiest 5 years ago! Whatever ends up being done to alleviate the traffic on 183 needs to be done soon! The traffic problem will not solve itself. I don't think Austin intends to replace Los Angeles as the most traffic-plagued city in the country but it in fact may if solutions continue to be so slow to occur. Thanks for the opportunity to provide feedback

11/4/2014 11:17



## Issues and Response to Comments

**1) Issue: Mobility**

Response: The purpose for the Bergstrom Expressway to improve mobility is in line with your comment indicating there is a need to provide for continuous travel on US 183.



Sherry McIntyre

1



I would in no way call this a complete and well thought proposal as long as the only two options presented are NO BUILD, or TOLL. What about NON-TOLL improvements??? This proposal will affect everyone's living east and west of 183 between 290 and 71, and you aren't giving any of us any VIABLE options. Instead of making the right long-term choice for the city and its residents by building a functioning loop around the whole of Austin, similar to every other well-implemented city mobility plan, the proposal, instead, is to build a TOLL road for this missing portion? Is PROFIT the only motivation for anything traffic related in this city now, because that is exactly what this proposal appears to be. The city/TxDOT, etc. could accomplish a complete loop if only there were under/overpasses on 183/Ed Bluestein for cross traffic on Loyola, MLK, Freescale Stop light, and improvements to areas further south. 183 could have NO stop lights, like a real highway. This is NOT a new concept, and this solution would be more economical for the middle class, instead of tearing down 183 completely to build a brand new project (like the Manor Expressway, which is heavily underutilized because it is a TOLL road. Give us viable alternatives to no-build and tolls, it IS possible. We are ruining Austin's transportation improvement opportunities with poor choices exactly like this proposed project.

10/30/2014 16:44



## Issues and Response to Comments

**1) Issue: Alternatives analysis**

Response: The US 183 build alternatives that were considered in the 1985 Environmental Impact Statement included the limits from US 290 to SH 71. FHWA and TxDOT determined that statement and the Record of Decision did not require a re-evaluation but rather the proposed tolling of the Build Alternative did require an assessment. Therefore, the EA includes the history of the original statement and the analysis of the No-build and the Build Alternative.

**From:** Shirley Viehweg [REDACTED]  
**Date:** Wednesday, November 12, 2014 3:29 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** Bergstrom Expressway project

Please retain current accessibility at US 183 and Bolm Road.

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood where we live. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture and greatly increase our time and ability coming from the north or west to get to our homes.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized. As senior citizens this is a large concern.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

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The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.

Numbers 1, 2, 3,  
and 4 in the  
comment  
correspond with the  
attached response  
numbers.



## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**From:** Stephanie Culver [REDACTED]  
**Date:** Wednesday, November 12, 2014 7:59 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** eliminating Bolm from 183

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

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## Issues and Response to Comments

### 1) Issue: Mobility

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: Emergency response time

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: Public Safety

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: Land use

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

Steven Freche

1 → I represent the owners of Airport Commerce Park Phases I, II & III located at the intersection of 183 and Hwy 71. Airport Commerce Park is one of the largest commercial parks in SE Austin with over 300,000 SF currently build and an additional 400,000 SF planned. The current proposed plan has numerous design issues that will effect our land sites and our access going forward. Concerns are as follows:1. The current proposed plan shows the existing 183/71 frontage road ending at the Wells Fargo bank building at Patton Avenue. It is extremely important that this frontage road remains in place along the frontage of our properties, as it is the only southbound access we have and this is one of the major access points to our sites. Access is extremely important for office and industrial users. 2. The current proposed plan shows the new Patton Ave intersection being elevated and the only southbound access from our sites would be driving under the intersection and then taking 183 north and eventually doing a U-turn to come back on 183 to go south. Naturally this does not work for one of the largest business parks in Austin. 4. The current proposed plan shows that to get off of 183 for the Airport Commerce Park, one would need to get off 183 north of Metropolis which is miles before our office park, we are extremely concerned about signage, etc. It is so far north and most users don't know what Patton Avenue is as it relates to area business hotels and office users. 3. The current proposed plan shows the traffic pattern around John Glen to have to pass John Glen and drive west to Riverside before you can turn north and enter the Airport Commerce Park and the hotels etc. that are in place and are planned to be built. If the proposed road design is not pulled east to add better access points along the frontage road and to the existing John Glen drive then this will devalue these sites and hinder access. Steve FrecheSenior Vice President Simmons Vedder Partners

12/1/2014 16:55



## Issues and Response to Comments

### 1) Issue: Changes in access

Response: 1.) While the SB frontage road would not be extended south of Patton Avenue with this project, TxDOT is studying an extension of the frontage road with a separate project.

2.) Southbound access from Airport Commerce Park is not proposed to be modified with the Bergstrom Expressway project. The Airport Commerce Drive connection to the ramp connecting southbound US 183 to westbound SH 71 would remain the same. Additional information may be necessary to understand this concern.

3.) The Montopolis Exit ramp would be used to access the Airport Commerce Park. An additional exit ramp south of Montopolis was studied but could not be accommodated because of the entrance ramp at this location and environmental constraints. Clear southbound US 183 signing for Patton Avenue would be addressed during final project design.

4.) The proposed project does not change the access to Airport Commerce Drive or John Glenn Way. Construction is not proposed with this project along the ramp connecting southbound US 183 to westbound SH 71 or to the newly constructed westbound frontage road. Westbound traffic would be able to continue accessing John Glenn Way directly from the westbound frontage road. Additional information may be necessary to understand this concern.



Steven London

1

I've surveyed with private contractors for TXDOT advanced planning studies since the late 70's. State Hwy 45 (Outer loop is what it was called then), State Hwy 130 (there were three alternates surveyed), 183-A and the Ben White Expansion along with more miles of IH-35 than I can count just to mention a few. I know that many millions of tax dollars were spent to study, plan, design and purchase right of way then see a toll road built. I just want to know if we as tax payers are in the business of purchasing right of way for toll companies, and if we are, do we get anything in return for our investment. I see a trend, a disturbing trend where roads are purposely left to become congested in order to gain support for alternatives to building roads with the money we have already set aside complements of the tax payers. These concerns come from a 59 year old, well educated State Employee and all of his friends and family.

11/17/2014 9:44



## Issues and Response to Comments

### 1) Issue: Funding

Response: The Central Texas Regional Mobility Authority is an independent government agency created in 2002 to improve the transportation system in Williamson and Travis counties. Their mission is to implement innovative, multi-modal transportation solutions that reduce congestion and create transportation choices that enhance quality of life and economic vitality. This agency would construct, operate, and maintain the Bergstrom Expressway.

The US 183 corridor from US 290 to SH 71 has been a four-lane divided highway with minor improvements since the 1960s. As you've experienced, congestion in this corridor has grown significantly worse over time. The alternative being proposed is a 6 lane tolled expressway with 6 non-tolled frontage road lanes. This would quadruple the capacity in the corridor and give drivers a choice of whether they would rather pay a toll and bypass the signals or not pay a toll and use the upgraded frontage road lanes. The project will also add bike and pedestrian facilities in the corridor, giving motorists and neighbors multi-modal options.

State and federal fuel taxes are the primary funding source for roads and bridges in Texas. However, this funding source has remained static since 1991 even though fuel costs have tripled. Because this is an incremental revenue source, decreases in consumer demand due to people driving less and/or driving more fuel efficient vehicles, will also affect revenue generation through the fuel tax. When you factor in the state's significant population growth and demand on the roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Because of this, innovative financing options are considered viable solutions to funding new projects.

Tolling has become a viable option for expediting the delivery of needed improvements in the region. However, only new capacity that is added would be tolled. The same number of taxpayer-funded, non-tolled travel lanes that are available today will remain so in the future in accordance with state law. Drivers would have a choice whether or not to use the Bergstrom Expressway's tolled or non tolled travel lanes.

**From:** Thy Ta [REDACTED]  
**Sent:** Wednesday, November 12, 2014 10:26 AM  
**To:** info@ctrma.org  
**Subject:** US 183 & Bolm Rd.

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

--

Thy A. Ta  
[REDACTED]



## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**From:** Tina Sedmakov [REDACTED]  
**Date:** Wednesday, November 12, 2014 4:03 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Cc:** Tina Sedmakov [REDACTED], Shaun Hillin [REDACTED]  
**Subject:** Please retain current accessibility at US 183 and Bolm Road

Hello,

My name is Tina Sedmakov and I am a homeowner at Knollwood on the Colorado (off of 183 and Bolm). I have recently learned of The Bergstrom Expressway project and I have some concerns with some of the plans proposed in this project.

Please retain current accessibility at US 183 and Bolm Road.

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

4 This neighborhood has seen tremendous growth recently, and is continuing to grow at a rapid pace. By the time development is complete, there will be over 1000 residents in this neighborhood alone.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Sincerely,

Tina Sedmakov



## Issues and Response to Comments

### 1) Issue: Mobility

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: Emergency response time

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: Public Safety

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: Land use

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

1 afford to fund or to use toll roads.

2 Central Texas Regional Mobile Authority --  
3 Mobility Authority and TxDOT, we ask you to listen to  
4 us. Respect and honor the will of the people. Improve  
5 183 and keep it free from tolls.

6 Thank you.

7 MARISABEL RAMTHUN: Next person, Toni  
8 Rayner.

9 TONI RAYNER: Good evening, everyone.  
10 Toni Rayner, T-O-N-I R-A-Y-N-E-R. Live over here in  
11 78723, University Hills.

12 I agree with the previous two speakers.  
13 But . . . I have learned a lot in the meetings I've been  
14 attending. And the design of this roadway, I'm very  
15 impressed with. I can see where community concerns are  
16 being addressed. I'm very impressed with it.

17 I like the idea that major intersections  
18 have free . . . bypasses, so that the neighbors can go  
19 around these major traffic lights without paying a toll.  
20 I notice those kinda things.

21 I love the hike-and-bike trail. For some  
22 reason, the official name's not sticking in my head.

23 I kind of wish that, at least in our  
24 neighborhood -- I think your University Hills is the  
25 biggest neighborhood that directly abuts the planned

1 highway. I would really love it if we could actually  
2 have a real, nice sidewalk separated from the highway  
3 speeds. Surveys, I'm sure, have shown that we've got  
4 people making footpaths in the grass. And we have an  
5 elementary school 500 feet from the highway. We have a  
6 church right next to the highway. We should have had  
7 safe, wide sidewalks from the beginning, but we don't.  
8 I would like it if you could figure out a  
9 way to give us . . . additional accommodations for the  
10 highway frontage.

11 The noise barrier is probably gonna be a  
12 real blessing, but the sidewalks are something we've  
13 needed for a very long time.

14 Also . . . excuse me. I've heard that the  
15 area around the Loyola Lane intersection is built on an  
16 old landfill, which is why the soil conditions are  
17 destroying the existing road surface. And that any  
18 excavations will be removing that landfill. Yay.

19 I don't know if there's a chance that it  
20 will be releasing methane into the air, and whether  
21 there's any kind of methane-collection accommodations  
22 being thought of.

23 And . . . that's most of it.

24 Looking at -- oh. One of the things on  
25 the maps, and on the presentation, if you could include



1 some sort of directional indicator, because 183 is . . .  
2 really crazy-shaped. I'm very familiar with the road,  
3 but other people approaching the maps are saying, "Where  
4 the hell is this?" If you could have some sort of  
5 directional finder, I think it would be easier for  
6 strangers to . . . to wrap their brains around it.

7 Thank you.

8 MARISABEL RAMTHUN: Next speaker, Whitney  
9 Siever.

10 WHITNEY SIEVER: I didn't write anything  
11 down, so I'm . . . I'm just going on . . . just gonna  
12 wing it. Shoo.

13 I think the first three speakers voiced my  
14 concern about highways being highways, and . . .  
15 think. . . .

16 I'll just write it down.

17  
18  
19  
20  
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23  
24  
25

# COMMENT SHEET

Public Hearing  
US 183  
From US 290 to SH 71  
Delco Activities Center – November 19, 2014

7

I am aware that the "eastern" edge of the often narrow 183 corridor is unstable, steep slope. I would like more information on stabilization plans. Thanks!

Name:

TONI RAYNER

Address:

3015 VAL DR 78723

Phone:

512 653 5155

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Monday, December 1, 2014 will be included in the official Public Hearing record.** If you have any questions, please contact Shelly Eason at 512-832-7001.

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- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

n/a



## Issues and Response to Comment

**1) Issue: Community**

Response: Your comment is appreciated concerning how the proposed Bergstrom Expressway is addressing community concerns.

**2) Issue: Toll equity**

Response: Your comment is regarding the non-tolled access is in line with the Bergstrom Expressway project being in compliance with the *Texas Transportation Code Section 228.201(a)(4)*.

**3) Issue: Pedestrian/bicycle access**

Response: Your comment in favour of the hike and bike trail is noted. A sidewalk is planned adjacent to the University Hills neighbourhood as part of the Bergstrom Expressway project from US 290 to Manor Road.

**4) Issue: Traffic noise**

Response: Your comment that the proposed noise barrier would benefit the area is noted.

**5) Issue: Potential hazardous materials**

Response: Procedures/contingencies to manage the anticipated waste concerns would be addressed during the Plan, Specification & Estimates phase prior to construction. Any solid wastes or hazardous materials concerns encountered during construction would be handled in accordance with federal, state, and local laws and regulations.

**6) Issue: Public involvement**

Response: A north arrow is provided on the figures and exhibits shown at the public hearing but your comment regarding the need for a directional finder on the exhibits is noted.

**7) Issue: Slope stabilization**

Response: The instability of the eastern slopes along the corridor has been documented and will be addressed during project design and construction. Samples of existing soils will be collected throughout the corridor, with additional samples in areas of known issues. These samples will be used to design the pavement, roadway slopes, retaining walls, bridge structures, and drainage structures to ensure long-term functionality and maintenance of the roadway.

Trey Dodson

1 → The less fortunate people in SE Austin and surrounding counties that commute to Austin for work can't afford another toll road. Please look outside the box on this issue there are other ways to pay for roads.

11/5/2014 10:54



## Issues and Response to Comment

### **1) Issue: Environmental justice**

Response: The Community Assessment of the proposed Bergstrom Expressway includes a look at the potential for the project to effect environmental justice (EJ) populations (minority and low-income). Additionally, CAMPO completed the Regional Toll Network Analysis. This study indicates that the toll roads included in the RTP would not have disproportionately high and adverse human health or environmental effects to any population.

The project-specific EJ analysis of the US 183 proposed project indicates that although EJ populations may spend a higher percent of their total yearly income on tolls than non-EJ populations, the effect would not be adverse or disproportionate because maintaining or saving travel costs could occur under the Build Alternative. For example, the existing congestion under the No-build Alternative may result in local travelers seeking alternative routes that increase travel time and distance. The Build Alternative would result in reduced travel time and distance to most destinations along US 183. Considering that people living in Austin value their time at \$16.30 an hour or 27 cents a minute, saving up to 4 minutes of travel time would be perceived to be a maximum savings of about 1 dollar. Losing a maximum of 1 minute of travel time would be perceived as a loss of 27 cents. Under the Build Alternative, the saving of an estimated 0.5 to 4 minutes of travel to the grocery, the high school, the city of Montopolis, and Callahan's General Store would mitigate the estimated 0.5 to 1 minute increase in travel time to the YMCA, MLK/FM 969, or Knollwood on the Colorado River. Specifically, the turn-around structures at Boggy Creek were included in the roadway design to mitigate the increase in travel distance for residents of Knollwood on the Colorado River. Furthermore, to mitigate for the change in access to the YMCA, a proposed pedestrian bridge at 51<sup>st</sup> connects to the proposed US 183 shared-use path and sidewalks. These options for travel would facilitate travelers maintaining or saving travel cost. The mitigation of the changes in access has resulted in effects that are not disproportionately high and adverse.

Overall, the Build Alternative provides improved mobility and the same non-tolled travel capacity on the proposed general purpose lanes as currently exists within the limits. The improved mobility saves time to travel to a job allowing more reliable work and leisure hours. Additionally, under the Build Alternative, although increases in the travel distance and time occurs for some travelers to a few destinations, overall, the benefits of reduced congestion and improved mobility would offset the negative effects of changes in travel patterns.

**From:** Valerie Nelson [REDACTED]  
**Date:** Thursday, November 13, 2014 6:28 PM  
**To:** Info <[Info@mobilityauthority.com](mailto:Info@mobilityauthority.com)>  
**Subject:** Bolm road access

To whom it may concern,

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Regards,  
Valerie Nelson

---

The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.



## Issues and Response to Comments

### 1) Issue: **Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### 2) Issue: **Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, the narrowest width of the roadway is about 19 feet and there are no obstructions to emergency vehicles passing. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### 3) Issue: **Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southwest of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### 4) Issue: **Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain access to the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**From:** Victor Martinez [REDACTED]  
**Sent:** Wednesday, November 12, 2014 10:00 AM  
**To:** info@ctrma.org  
**Subject:** Please retain current accessibility at US 183 and Bolm Road

Our family lives in Knollwood on the Colorado, a subdivision just east of US 183 and north of Bolm Road.

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
- 3) Reduced Public Safety: Per information provided by City of Austin, there were almost three times as many reported crime incidents reported in the vicinity of the Levander Loop area compared to Bolm Road at US 183 in the past year. This includes significantly higher incidents of DWI, leaving the scene of a crash/accident and general theft.
- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

--  
Victor Martinez

In the end only three things matter:  
how fully you have lived, how deeply you have loved and how well you have learned to let go  
Buddhist saying





## Issues and Response to Comments

### **1) Issue: Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

### **2) Issue: Emergency response time**

Response: The proposed design results in a 30 second increase in travel time for motorist traveling from Techni Center Drive east of US 183 to the Knollwood on the Colorado River. All other routes are shortened by the improved access provided by the Boggy Creek turn-arounds and the proposed stop signs, turn-lanes and merge-lane at Bolm Road. This includes a reduction of half a minute for residents leaving and returning from the Knollwood on the Colorado River subdivision. The reduced travel time is primarily attributed to the proposed addition of the turn-arounds at Boggy Creek that were requested by the residents of Knollwood combined with the proposed removal of the traffic signal at Bolm Road. In regards to the single lane on Levander Loop, most of the loop in this area would be reconstructed to allow adequate lanes for traffic to pass in emergency situations. Emergency responders leaving the fire station in the vicinity of Airport Boulevard and in the area northeast of the Colorado River, would not experience a change in travel distance or time. Emergency responders leaving the fire station located in the vicinity of Delano Street, north of the river and east of US 183, would be able to use the main lanes. Use of the main lanes would reduce travel time. In addition, an emergency vehicle access across the US 183 medians is going to be considered during final design.

### **3) Issue: Public Safety**

Response: TxDOT's top priority is safety and we are committed to making our highway system as safe as possible for all citizens. The section of Levander Loop located southwest of the Bolm Road intersection has much lower traffic volumes than the sections of Levander Loop that provide access to US 183 from Airport Blvd, 5<sup>th</sup> Street, 7<sup>th</sup> Street, and East Cesar Chavez Street. The higher volumes of traffic on these sections of Levander Loop may account for the higher incidents of crime on Levander Loop when compared to the low volumes of traffic at Bolm Road and the section of Levander Loop southwest of Bolm Road. Mobility and safety on the section of Levander Loop southeast of Bolm Road and at the Bolm Road intersection would be improved under the proposed project.

### **4) Issue: Land use**

Response: Coordination with the City of Austin has occurred regarding their plans for the Bolm Road District Park. The discussions with the City of Austin included a consideration of pedestrian and cyclist access in addition to motorist access. The travel patterns for motorist were review and compared to estimated traffic volumes and access points. Travel pattern analysis involves the estimate of changes in travel distance and time. The improved mobility and safety of the proposed Bergstrom Expressway would maintain the plan by the City for the parkland. The value of the City of Austin investment would also be maintained with the proposed incorporation of a pedestrian bridge, the shared-use path, and directional signage to assist motorist in finding their way to the park.

**From:** Wendy Young [REDACTED]  
**Sent:** Wednesday, November 12, 2014 10:09 AM  
**To:** info@ctrma.org  
**Subject:** US 183 and Bolm

Please retain current accessibility at US 183 and Bolm Road

Preliminary plans for the Bergstrom Expressway project call for modifying current accessibility at US 183 and Bolm Road, which will negatively impact communities in East Austin, including the Knollwood on the Colorado neighborhood. We oppose this action for the following reasons:

- 1) Diminished Mobility: If the purpose of redeveloping 183 is to improve transportation mobility, the elimination of this access point is contrary to that goal. Routing traffic to the Levander Loop area will only increase congestion at that juncture.
- 2) Increased Emergency Responder Time: By forcing emergency services to be routed through a location that is farther away and only provides single lane access to US 183, an effective and immediate response time is jeopardized.
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- 4) Contrary To City Planning: City of Austin purchased a significant quantity of land near the US 183 and Bolm Road intersection with the intent of eventually developing into a large park and recreation facility. Eliminating this interchange reduces the value of the investment made by City of Austin.

Due to these reasons, we respectfully request that the current level of mobility in the vicinity of US 183 and Bolm Road be retained.

Wendy Young | Your Scrumhalf Connection | 512-968-8996 | [Web Site](#) | [@YSCRugby](#) | [Facebook Page](#)



## Issues and Response to Comments

### **1) Issue: Mobility**

Response: The traffic models developed for the Bergstrom Expressway project indicate congestion would be greatly reduced at the intersection of US 183 and Bolm Road in the year 2035 over what would occur under the existing signalized intersection. To help maintain mobility from Bolm Road to southbound US 183, a merge lane would be provided for eastbound motorist to access the southbound travel lanes. This would reduce congestion at the proposed stop sign. Replacing the signalized intersection with a stop sign would reduce the time motorist would have had to wait for signal changes. Keeping traffic flowing improves mobility.

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**COMMENT SHEET**

Page 1

**Public Hearing**

**US 183**

**From US 290 to SH 71**

**Delco Activities Center – November 19, 2014**

- I've endured a pretty lengthy list of cities and cross country roads such as but not limited to the Los Angeles 405, the DC Beltway, the Atlanta 75/85, the Boston big dig, the Toronto 401, the Chicago Dan Ryan Hwy, so on and so on, I've seen many cities like Pittsburgh, Minneapolis, Houston, Atlanta, Phoenix, Milwaukee, Seattle, even mid ranged towns like Omaha, Louisville, Albuquerque, Bakersfield, Nashville prosper just fine without the threat of toll roads imposing on their personal and business lives.

- I've experienced in the last 8 years alone, many of my family members and close friends have declared the Austin we know and love legally dead as none of these highways built/being built have alleviated anything traffic wise (continued on page 2)

**Name:** Whitney Siever

**Address:** [Redacted]

**Phone:** [Redacted]

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Monday, December 1, 2014 will be included in the official Public Hearing record.** If you have any questions, please contact Shelly Eason at 512-832-7001.

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Page 2 from Whitney Siever

and at this point, I don't think it's far fetched to believe that all of these East Coast and West Coast transplants will see right through this nickel-and-dime strategy and relocate elsewhere.

1 → Will Austin TX still be the live music capital of the world when this tollway gets built in 10-15 years, or will we have no identity left?

- It's bad enough I'm paying for my hometown to suffer the lack of an East-West highway courtesy of Westlake and Westlake Hills voting down every proposed lateral highway since the 1960's, but why

COMMENT SHEET

Page 3

Public Hearing  
US 183

From US 290 to SH 71

Delco Activities Center – November 19, 2014

- I really really really really do not see the logic from a company or corporation out of Spain that would be willing to wait 30 years to turn a profit.
- And at the going rate ~~SH~~ SH-130 could take 95+ years before they receive a turn on investment
- I am curious if Rick Perry was confident that Spain would literally never see a dime of profit, cave, wave the white flag and sell off completed highways at a steeply discounted price and we Texans go home winners, or am I getting my hopes too high?
- If I was a corporation with \$30 billion to spend, I'd go with other means like hedge funds or businesses, wait months, not decades.

Name: Whitney Siever

Address: 

Phone: 

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Monday, December 1, 2014 will be included in the official Public Hearing record.** If you have any questions, please contact Shelly Eason at 512-832-7001.

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COMMENT SHEET

Page 4

Public Hearing

US 183

From US 290 to SH 71

Delco Activities Center - November 19, 2014

2

- I appreciate the design of the expanded highway, however, I think with the rainy day funding we've amassed in the last 3-4 years from fracking alone will be more than enough to kick start building a highway that we're perfectly capable of paying thru taxes over 10-15 years.

~~the~~ - If the state would ~~cancel~~ <sup>repeal</sup> the legal borrow limit from their own \$20 billion +/- rainy day fund, highways and educational funding among other issues would be so easier

Name: Whitney Siever

Address: [Redacted]  
Phone: [Redacted]

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. All written comments received on or before Monday, December 1, 2014 will be included in the official Public Hearing record. If you have any questions, please contact Shelly Eason at 512-832-7001.

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MARISABEL RAMTHUN: Next speaker, Whitney Siever.

WHITNEY SIEVER: I didn't write anything down, so I'm . . . I'm just going on . . . just gonna wing it. Shoo.

I think the first three speakers voiced my concern about highways being highways, and . . . think. . . .

I'll just write it down.





## Issues and Response to Comment

**1) Issue: Regional planning**

Response: Throughout the planning process, there have been efforts to retain the capitol city's cultural and diverse atmosphere. The Bergstrom Expressway would meet the need to improve mobility and safety in keeping with the regional plan to improve transportation.

**2) Issue: Funding**

Response: Today, TxDOT is part of an organization called the Capital Area Metropolitan Planning Organization or CAMPO. CAMPO is the designated planning organization for the region, including Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties.

Growth in Austin and in the surrounding areas has resulted in the need for many roadway improvements throughout the region. Therefore, there has been a shift in the view of how much value comes from tolled facilities. Once CAMPO determined that within a 25 year planning period, there would not be enough federal or state money to complete the non-tolled six-lane controlled access US 183, tolling the US 183 project from US 290 to SH 71 was approved in the CAMPO 2035 Regional Transportation Plan.

# COMMENT SHEET

Public Hearing  
US 183  
From US 290 to SH 71

Delco Activities Center – November 19, 2014

There is a need for an entry  
Between Springdale Rd/Manor Rd and  
US 290 or north of US 290  
Before Cannon Rd.

For traffic north and south on  
Springdale/Manor Rd going north onto  
US 183 north, the count will increase  
in the future and will cause a traffic  
overload on the frontage Rd north US 183.  
The entry were removed with the new  
US 290 Bridge

Name:

Willie Lewis

Address:

Phone:

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Monday, December 1, 2014 will be included in the official Public Hearing record.** If you have any questions, please contact Shelly Eason at 512-832-7001.

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MARISABEL RAMTHUN: Next speaker, Willie Lewis.

WILLIE LEWIS: Good evening. My name is Willie Lewis. I . . . I live on Springdale Road, just down south of 183.

The fact that, you know, we developing 183 now is something that's -- like the first speaker said, is about 20 years late. But. You know, we -- we did all the overpass all the way from north, and we get down

1 here, and now all of a sudden we need a toll road to --  
2 to do the remainder. You know. And we've had over 20  
3 years to do it.

4 And it's not because of this area. It's  
5 because of the airport out there. People are having a  
6 hard time gettin' to and from the airport. So that is  
7 the reason that TxDOT is doin' it now.

8 And my thing is . . . the people that's in  
9 the area is not going to use the toll road. They gonna  
10 use the access road. And . . . it's -- this doesn't  
11 make a lot of sense to me to -- at this point to be able  
12 to drive from Cedar Park to Loyola Lane without . . .  
13 express -- without toll, and then all of a sudden for  
14 another five/six miles you're gonna have to do toll  
15 roads. You know.

16 My thing is that . . . the . . . access to  
17 183 going north has been eliminated between Springdale  
18 Road and -- and 290, and that's because TxDOT built a  
19 bridge. They didn't have enough comments, I guess,  
20 to -- about it, so they just took the access out. Now  
21 you have to go all the way north of Cameron Road to  
22 access 183 if you goin' north. So it -- it just makes  
23 it hard for the neighborhood, people in the  
24 neighborhood, to -- to do the mobility. For me, I would  
25 have to go back to Loyola Lane and then come in on 183

1 rather than goin' on Springdale, because if I do, then I  
2 have to drive on the access road.

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3 And believe me, it's gonna increase,  
4 because of the development on north and south on  
5 Springdale Road, for people going north.

6 Thank you.

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## Issues and Response to Comment

### 1) Issue: Changes in access

Response: It is understood that a new northbound entrance ramp between Manor Road and Cameron Road would benefit traffic in this area by allowing it to enter onto the US 290 mainlanes and avoid the US 183 frontage road signals at US 290 and Cameron Road. It is important to note that there is not an existing entrance ramp at this location and the proposed condition is similar to the existing.

The two northbound exit ramps (to the US 290 mainlanes and the US 290 frontage roads) between Manor Road and US 290 prevent the placement of an entrance ramp at this location. Several options have been considered to accommodate both the exit ramps and an entrance ramp, but it is not possible to maintain the exit ramps while adding a new entrance ramp.

### 2) Issue: Funding

Response: In 1985, the estimated cost to build US 183 freeway was almost 400 million dollars. The US 183 projects have been completed as growth and development on surrounding lands resulted in increased traffic and roadway congestion. The funding was spent appropriately on the projects completed to date and no US 183 funds have been redirected to the SH 130 project. The cost to construct the project has continually grown and the estimated funds have not kept-up with the amount of money needed to finish the project from US 290 to SH 71. Growth in Austin and in the surrounding areas has resulted in the need for many roadway improvements throughout the region. Therefore, there has been a shift in the view of how much value comes from tolled facilities. Once the Capitol Area Metropolitan Planning Organization (CAMPO) determined that within a 25 year planning period, there would not be enough federal or state money to complete the non-tolled six-lane controlled access US 183, tolling the US 183 project from US 290 to SH 71 was approved in the CAMPO 2035 Regional Transportation Plan (RTP).

### 3) Issue: Purpose and need

Response: The purpose for the Bergstrom Expressway project is to improve mobility. Your comments regarding increased traffic due to motorist seeking access to the airport is in line with the needs identified for the Bergstrom Expressway project.

# COMMENT SHEET

Public Hearing

US 183

From US 290 to SH 71

Delco Activities Center - November 19, 2014

1

- Provide more wild life crossings if possible -

2

Please retain without impacting the critical root zone all the 7 heritage trees (especially the twins) - OK to remove heritage tree that had the bees since tests show <sup>extensive</sup> decay -  
Please use sand bridging technique on any large trees (> 19 inches) when sidewalks or trails are planned over their critical root zone

3

- let people know how many large trees will be removed & where -

4

Please add landing & steps to 51<sup>st</sup> St pedestrian bridge - long distances are hard to walk with bag back & knees.

Name: Zorita Vega Austin Heritage Tree Foundation

Address: 5100 Suburban Dr 78745

Phone: 512-739 5210

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Monday, December 1, 2014 will be included in the official Public Hearing record.** If you have any questions, please contact Shelly Eason at 512-832-7001.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on



## Issues and Response to Comment

**1) Issue: Wildlife crossing**

Response: The concrete culverts on US 183 near Patton Avenue at Montopolis Tributary would likely be replaced with bridges. Bridges provide larger areas for wildlife to cross roadways. The drainage structures that are proposed are also large enough to provide a place for wildlife to pass under US 183.

**2) Issue: Tree protection**

Response: The large live oak trees south of Vargas Road are to be protected using Best Management Practices developed by the Bergstrom Expressway team in coordination with a qualified arborist.

**3) Issue: Tree removal**

Response: The estimated acreage of vegetation to be removed is included in the Environmental Assessment. This document is available on the project web page and was presented at the public hearing. The largest trees south of Vargas Road are proposed to be preserved with the exception of the one oak that is in declining health.

**4) Issue: Pedestrian access**

Response: The design of the pedestrian bridges would accommodate persons with disabilities while maximizing ease of use. The slope of the 51<sup>st</sup> bridge ramps are shallow, a maximum grade of 5% would be used.