

PUBLIC HEARING SUMMARY AND ANALYSIS

US 183: from US 290 to SH 71

CSJ: 0151-09-036

Project Number: NH 2012 (492)

Travis County

PROPOSED IMPROVEMENTS: US 183 is proposed to be changed from a four lane divided roadway to a tolled expressway. The expressway would have three main and two to three general purpose lanes in each direction.

PURPOSE AND NEED: The purpose of the project is to improve safety and mobility. There is a need to change travel movements on US 183 because of the increase in the surrounding population, the traffic volumes, and the vehicle crashes.

NOTICES AND ARTICLES: Legal notices were published in the Austin American Statesman in 2014 on October 20 and in Ahora Si on October 22. Notifications of the hearing were mailed to adjacent property owners, the Mayor of Austin, the Travis County judge, and those individuals who requested to be included on the Austin District public involvement notification list. The notice was also placed on the project web site and media alerts were issued.

DATE AND PLACE: Wednesday, November 19, 2014 at Delco Activities Center.

ATTENDANCE: Approximately 83 people signed the registration sheets.

EXHIBITS AND PROJECT INFORMATION: A draft plan view of the design was displayed and a packet of information was distributed that contained instructions on how to submit comments, a project description, a location map, typical sections, right-of-way acquisition procedures and a comment sheet.

PUBLIC COMMENTS:

Five people presented their comments orally and of those, four also presented their comments in writing. Seventy one people submitted only written comments. All comments were received by the close of the public comment period on Monday, December 1, 2014. A comment may have included more than one issue and these are identified in the Comment/Response Report and are included in the following table. The issues are also summarized in the following table:

Issue	Number of Comments	Summary of Comments
Mobility	48	Removal of Bolm Road underpass would result in more congestion and reduced mobility.
Emergency Response Time	46	Increased time due to removal of Bolm Road underpass.
Public Safety	46	Higher incidences of crime on Levander Loop
Land Use	46	Land use would change for parkland because of removal of Bolm Road underpass.
Changes in Access	13	Need an entrance ramp north of Manor/Springdale Road; Removing Bolm Road underpass would cause increase in travel time and distance; New pedestrian/Bicycle access is good;

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Tolling	6	Funding for non-tolled roads should be utilized; Cost of tolls; Equity of tolling;
Alternatives Analysis	4	Consider Non-tolled Build Alternative.
Environmental Justice	3	Location of toll roads within east Austin where populations may be low income;
Trees	3	Root zone should be protected.
Purpose and Need	2	Support of the purpose and need;
Public Involvement	2	All comments to be considered.
Fuel Economy	1	Longer travel distances result in higher fuel requirements;
Supporting Impact Statements	1	More detail is needed regarding how the statements were formulated;
Design Details	1	More design detail is needed;
Drainage	1	More detail of how drainage would be handled is needed.
Format of the Draft EA	1	Use an industry recognized format;
Erosion Control	1	Need details of what erosion control will be used.
Construction Timeline	1	Desire to know the timeline.
Community	1	The project supports the community.
Slope Stabilization	1	Detail of slope stabilization proposal.
Wildlife Crossings	1	Crossings are needed.

Analysis and Recommendations: The majority of the comments were related to the proposed removal of the Bolm Road underpass. The analysis of the intersection indicates that mobility and safety would be improved, which is in keeping with the purpose for the proposed Bergstrom Expressway. Responses to all other comments did not result in the need to change the design or require further documentation in the draft Environmental Assessment. Therefore, the proposed Bergstrom Expressway is recommended as-is for further consideration.