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**Open House Summary  
Comment and Response Report  
For the Oak Hill Parkway  
Open House held on October 29, 2015**

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**OAK HILL**  
P A R K W A Y

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U.S. Highway 290 (US 290) / State Highway (SH) 71 West  
from State Loop 1 (MoPac) to west of Ranch-to-Market  
(RM) 1826 and from US 290 to Silvermine Drive  
Travis County, Texas

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**Prepared for  
Federal Highway Administration and  
Texas Department of Transportation  
December 2015**





## **OPEN HOUSE SUMMARY**

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## Open House Summary

The Texas Department of Transportation (TxDOT) and the Central Texas Regional Mobility Authority (Mobility Authority) held an Open House on Oct. 29, 2015 to gather input regarding the Oak Hill Parkway Study, U.S. Highway (US) 290/State Highway (SH) 71 West in Oak Hill. The meeting presented the opportunity to review and comment on the revised alternatives; discuss Context Sensitive Solutions; water quality and gather additional public input on the project.

The meeting was held from 4:30-7 p.m. in the Covington Middle School Cafeteria, 3700 Convict Hill Rd., Austin, Texas 78749.

### Study Summary

#### *Highway/Project Study Area*

Possible improvements to US 290/SH 71 West in Travis County, Texas are being evaluated. The project limits extend on US 290 from State Loop 1 (MoPac) to Ranch-to-Market (RM) 1826 with a transition area that extends past Circle Drive and on SH 71 from US 290 to Silvermine Drive. The study corridor is approximately 3.6 miles along US 290 and 1.2 miles along SH 71.

#### *Proposed Purpose and Need*

The purpose of the proposed improvements is to:

- Improve mobility and operational efficiency
- Promote long-term congestion management
- Increase multimodal travel options for people and goods
- Improve safety
- Improve emergency response

The need for the proposed improvements are:

- Traffic congestion related to population growth—Travis County has grown from 212,000 in 1960 to just over one million in 2010
- Crashes on US 290/SH 71 West—There were 868 collisions reported within the project limits between 2010 and 2014 resulting in five fatalities, 20 incapacitating injuries, plus other injuries and property damage
- Lost time—drivers wasted more than 454,000 hours per year stuck in traffic
- Lack of reliable connectivity
- Unreliable route for transit and emergency vehicles



## ***Goals for Possible Improvements***

During the environmental study process, the project team is gathering input from neighbors and drivers to identify a long-term solution to mobility needs in the corridor that:

- Respects the environment and improves mobility
- Promotes sustainable growth by incorporating elements from the Green Mobility Challenge
- Is consistent with and supports community goals for the enhancement of Oak Hill
- Moves more people safely and reliably, not just more vehicles

## **Open House Information**

### ***Advertisements***

Color display advertisements were published in the October 2015 issue of the Community Impact Newspaper (Southwest Austin Edition); the Oak Hill Gazette on Oct. 22, 2015; the Lake Travis View on Oct. 22, 2015; the Wimberley View on Oct. 22, 2015; and the Hays News-Dispatch on Oct. 22, 2015.

Copies of the display ad tear sheets and affidavits are included in **Attachment A**.

### ***Email Announcements***

Two email announcements regarding the Open House were distributed to individuals and groups in the study database:

- Email announcement #1 was sent on Oct. 15, 2015 to 1,136 recipients
- Email announcement #2 was sent on Oct. 26, 2015 to 1,144 recipients
- Email announcement #3 was sent on Nov. 04, 2015 to 1,146 recipients

The Open House was also promoted in email newsletters:

- The Oak Hill Parkway email newsletter promoted the Open House in a newsletter titled “Oak Hill Parkway Project Update” and was distributed on Sept. 8, 2015.
- The Oak Hill Parkway email newsletter titled “Join us for an Open House” was distributed on Oct. 10, 2015.

Copies of the email announcements are available in **Attachment B**.



## ***Mailings***

Postcards announcing the Open House were mailed out to 18,988 addresses in five zip codes (78736, 78737, 78620, 78735, 78749) using the Every Door Direct program through the United States Postal Service. An additional 561 regular postcards were sent to stakeholders.

A copy of the postcard and the Every Door Direct documentation is available in **Attachment B**.

## ***Additional Notification/Outreach Efforts***

A news release announcing the Open House was distributed to Austin-area news media by the Mobility Authority and TxDOT on Oct. 26, 2015. The news release was also posted on the Mobility Authority website ([www.MobilityAuthority.com](http://www.MobilityAuthority.com)). TxDOT also released a notification on its website ([www.txdot.gov](http://www.txdot.gov)) announcing the Open House meeting on Oct. 29, 2015.

Multiple Twitter announcements promoting the Open House were distributed by the Mobility Authority during the period of Oct. 9-29, 2015.

Multiple Twitter announcements promoting the Virtual Open House and public involvement opportunities following the Oct. 29 Open House were distributed by the Mobility Authority during the period of Oct. 30-Nov.9, 2015. The Virtual Open House was also promoted by TxDOT's Austin District on Nov.2-6, 2015. The Twitter announcements are posted on the project Twitter page (<https://twitter.com/OakHillParkway>). Copies of the news release and Twitter feeds are available in **Attachment C**.

## ***Open House Date, Location, Format, Boards and Maps***

The Open House was held Thursday, Oct. 29, 2015, in the Covington Middle School Cafeteria, 3700 Convict Hill Rd., Austin, Texas 78749. The meeting was held from 4:30-7 p.m. utilizing an open house, come-and-go format where the public was able to review project exhibits and discuss the environmental study process with project staff.

There were 46 informational boards displayed for public viewing including information about screening criteria, Alternative A, Alternative C, Context Sensitive Solutions, water quality, how public input has shaped the process and general information about the study. Schematic drawings of the two alternatives considered during the study were also on display.

Representatives from TxDOT, the Mobility Authority and the study team were positioned around the room to answer questions, facilitate discussion and gather input from attendees.

The informational boards are included in **Attachment D**.



### ***Registration and Handouts***

Upon arrival at the Open House, attendees were asked to sign in and were offered a set of handouts which included:

- Welcome letter containing information about the Virtual Open House
- Fact sheet
- Community Survey form
- Comment form

The Open House handout materials are available in **Attachment E**.

### ***Community Responses to Detailed Survey***

One hundred Oak Hill Parkway surveys were received as part of the October 29 open house. The survey provided feedback on elements of the project and the process being followed.

The Community Survey Summary is included in **Attachment E**.

### ***Attendance***

A total of 179 people signed in at the Open House, including 157 citizens from the general public and 22 staff members.

Photographs taken at the open house are available in **Attachment F**.

Sign-in sheets for the Open House Meeting are included as **Attachment G**.

### ***Virtual Open House***

The Virtual Open House on the project website ([www.OakHillParkway.com](http://www.OakHillParkway.com)) was available for public view Oct. 29-Nov. 9, 2015. Each exhibit displayed at the Open House meeting was available for view as a PDF file, and links were provided for participants to submit official comments and fill out the Community Survey (through survey website Survey Monkey). The October 29 Open House attendees were notified of the Virtual Open House through the welcome letter handout.

The Virtual Open House recorded 473 individual people (users) coming to the virtual open house site 556 times (sessions) during the ten days it was available for view. A Google Analytics report on Virtual Open House page views is included as **Attachment H**.

### ***Public Comment Summary***

The official public comment period for the Oct. 29, 2015 Open House ran Oct. 22-Nov. 9, 2015. Members of the public could submit remarks in various methods during the official comment period including:



- Submitting a written comment form in person at the Open House
- Providing a verbal comment to the court reporter at the Open House
- Mailing a written comment to TxDOT Austin District Environmental Coordinator, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426
- Faxing a comment to 512-832-7157
- Submitting a comment through the website at [www.OakHillParkway.com](http://www.OakHillParkway.com)

There were 139 comments received during the official comment period. The table below shows the number of comment submissions and method by which they were submitted. A summary of the comments received and a response to the comment follows this table in the Comment and Response Report.

Comment Submissions during the October 29, 2015 Open House Comment Period	
Submission Method	Total Comments
Written Comments (including comment forms and hand written comments)	53
Court Reporter Transcriptions	4
Webmail/Email Submissions	82
<b>Total Comments</b>	<b>139</b>

Comment forms are available as **Attachment I**.

The Court Reporter transcript is included in **Attachment J**.

## Comment and Response Report

#	Last Name	First Name	Date	Method	Comment Summary	Response
1	Albini	Juanita	10/29/2015	Comment Form	Does not understand why housing developments are allowed so close to highways. Consider future roads before builders are permitted to build so close to potential highways.	The Texas Department of Transportation (TxDOT) does not have authority to determine how property outside of state right of way is developed. That responsibility lies with local jurisdictions such as cities and counties. Improvements along the US 290 and SH 71 corridor in Oak Hill have been part of the Capital Area Metropolitan Planning Organization's (CAMPO) Long Range Plan for more than 25 years. With public input, we are planning to meet the traffic demand along the corridor today and best manage the traffic projections of tomorrow. The alternative designs being considered could be constructed mainly within existing right of way and would require limited right-of-way acquisition. Neighborhood access will be maintained or enhanced with the final project.
2	Baumel	Len	10/29/2015	Comment Form	Likes Alternative A or C. Keep construction cost and tolls as low as possible. Build it now.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
3	Beeler	Shane & Jennifer	10/29/2015	Comment Form	Do not take greenspace from Ridgeview neighborhood. Opposes any plan that moves highway closer to property line and decreases property value.	The location of the eastbound US 290 frontage road was adjusted north away from the Ridgeview subdivision as much as possible based on public input while also trying to minimize right of way takings on the north side of US 290. See Response 1 regarding neighborhoods.
4	Boman	Marlene	10/29/2015	Comment Form	Finish what TxDOT started 20 years ago. Going under the Y too expensive. Stop worrying about neighborhood desires and choose the best and cheapest way to get the job done.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities. The intersection of US 290 and SH 71 has long been identified as a heavily congested intersection in need of solutions. In fact, improvements for this intersection have been included in the Capital Area Metropolitan Planning Organization's (CAMPO) Long Range Transportation Plan for more than 25 years. Previously proposed solutions lost traction due to various reasons, including lack of funding and



#	Last Name	First Name	Date	Method	Comment Summary	Response
						<p>stakeholder concerns. In 2012, CAMPO tasked the Texas Department of Transportation (TxDOT) and the Central Texas Regional Mobility Authority (Mobility Authority) to identify a real transportation solution that provides meaningful traffic relief. The project team is designing a project to meet the traffic demand along the corridor today and best manages the traffic projections of tomorrow.</p> <p>Through a collaborative process with the community since 2012, as well as our ongoing technical analysis, we narrowed the mobility concepts from ten to two.</p> <p>Alternatives A and C are currently being evaluated for further study. The No Build, or “Do Nothing,” Alternative is also being carried forward and serves as a baseline for analysis.</p> <p>These alternatives will be evaluated in greater detail during the Draft Environmental Impact Statement (DEIS) process, resulting in the identification of a “preferred” alternative.</p>
5	Burton	Bryce	10/29/2015	Comment Form	Do not toll the added lanes. Make sure majority of side streets have easy access onto 290.	<p>In the CAMPO 2040 plan, as well as previous versions of the plan, the Oak Hill Parkway project is designated as a toll road. But that does not mean this project has to be tolled. If funding sources become available to pay for construction and maintenance of the Oak Hill Parkway project, and the region prioritizes spending that money on the Oak Hill Parkway, it would not need to be tolled. It is important to note that the proposed design would be essentially the same if it was to be built without tolls.</p> <p>Tolling is simply a creative financing mechanism that allows communities to bond transportation improvements and pay back the bonds and ongoing highway maintenance with user fees, or tolls. Tolling is similar to other fees for public uses such as entrance to swimming pools, emergency services, car</p>

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						<p>registration, parking meters, air traffic service, entrance fees to local, state and national parks, and court fees.</p> <p>It's important to remember that drivers would have a choice whether or not to use the tolled or the improved and expanded non-tolled travel lanes. Public transit and emergency response vehicles are able to use the tolled lanes for free which encourages ride sharing and improves emergency response times.</p> <p>In most cases, local access will be maintained or enhanced with the final project. In the few instances where access cannot be maintained, either access rights or the property will be purchased.</p>
6	Caterisano	Matt	10/29/2015	Comment Form	Appreciates the details, drawings and experts on hand to answer questions. Likes either plan. Build it now.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
7	Causey	Sandi	10/29/2015	Comment Form	Plan A meets or exceeds expectations because of the ease of turnaround to William Cannon when heading east.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
8	Clark	Alexsis	10/29/2015	Comment Form	Review Circle Drive option. Planned Stubbs BBQ and music venue will increase traffic during show times. Another concern is the area of Oakclaire, the YMCA and Oak Hill Elementary. Traffic back into Austin from those locations is limited and dangerous. Is it possible to turn the access road from Fredericksburg Rd. to Oakclaire into a two way road? No tolls.	The design at Circle Drive has been reviewed and amended numerous times based on public input. Due to engineering constraints related to the transition between the freeway and existing highway section, additional access is not possible beyond the improvements already made. See Response 5.
9	Clark	Mark A.	10/29/2015	Comment Form	No tolls.	See Response 5 regarding tolls.

#	Last Name	First Name	Date	Method	Comment Summary	Response
10	Clontz	Joe	10/29/2015	Comment Form	Just build either alternative. Have been waiting more than 15 years.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
11	Collins	Richard	10/29/2015	Comment Form	Welcomes extension of US 290 freeway. Opposes tolls. Possible revenue measures from Proposition 7 and increasing gasoline tax.	<p>Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities. See Response 5 regarding tolls.</p> <p>Regarding funding, TxDOT will work with local transportation planners and community leaders to identify the needs and priorities of individual areas. All projects will be decided at the local level.</p>
12	Cowan	Stephanie	10/29/2015	Comment Form	Disagrees with moving frontage road behind Ridgeview across from Circle Drive off Southview. Road would cut 125 feet into the land up to backyard. Is not safe, will affect quality of life and impose massive amounts of traffic noise.	The location of the eastbound US 290 frontage road was adjusted north away from the Ridgeview subdivision as much as possible based on public input. The separation of the local traffic from the through traffic on US 290 will improve mobility and safety. Noise impacts will be minimized due to the US 290 mainlanes being mostly depressed in this area. A noise analysis study, in accordance with the National Environmental Policy Act of 1969 (NEPA) and 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, will be conducted part of the Environmental Impact Statement (EIS) to compare the proposed alternative(s) with a baseline (the no-build alternative) to determine whether traffic noise impacts would occur from the proposed Oak Hill Parkway project. The noise analysis study results will be provided in the EIS and at the Public Hearing in early 2017. If warranted, noise reduction strategies, including sound walls or other approved noise reduction technologies, would be considered.
13	Edwards	David	10/29/2015	Comment Form	Likes either alternative. Move traffic. With growth of new Dripping Springs subdivisions, the projected traffic for 2035 is probably conservative.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.

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14	Ferrier	Jeannie	10/29/2015	Comment Form	Likes Alternative A. Wants color on walls, Live Oak leaves, native plants, big rocks. Keep homeless from spending too much time there.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities. Context Sensitive Solutions is a planning approach that gives communities an opportunity to influence the roadway design so that it reflects their cultural and historic values as well as their aesthetic preferences. Through effective stakeholder involvement and careful planning and design, the Oak Hill Parkway is envisioned to be a safe and attractive transportation corridor that addresses growth in Central Texas by improving traffic flow and capacity, and by providing new mobility options for pedestrians, cyclists and drivers, while enhancing quality of life in Oak Hill.
15	Figueroa	Britt	10/29/2015	Comment Form	Concerned about growth in area and maintaining growth while controlling it.	Congestion has reduced mobility and quality of life in Oak Hill and surrounding communities for decades. The intersection of two major highways, US 290 and SH 71 in Oak Hill, is a gateway to southwest Travis County and serves as a key route between Central Austin and fast-growing suburban and rural communities. US 290 is one of the state's most congested highway corridors. Right now, we have about 58,000 cars per day on US 290, which is already over the capacity of the existing highway. The CAMPO traffic model predicts that the number of cars per day on US 290 will double in 2035. In 2015, the Texas A&M Transportation Institute reported that drivers waste more than 454,000 hours a year stuck in traffic on US 290/SH 71.
16	Freeby	Beth	10/29/2015	Comment Form	Address bottleneck from SH 71W onto US 290W. Turn lane needs to be extended.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities. US 290 is one of the state's most congested highway corridors. Right now, we have about 58,000 cars per day on US 290, which is already over the capacity of the existing highway. The CAMPO traffic model predicts that the number of cars per day on US 290 will double in 2035. In 2015, the Texas A&M Transportation Institute reported that drivers waste more than 454,000 hours a year stuck in traffic

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						on US 290/SH 71. Regarding an interim improvement to the right turn lane, this comment is being forwarded to the TxDOT South Travis Area Office for their consideration. However, please note that an interim improvement will be difficult due to drainage facilities and utilities that would be in conflict with an extended right turn lane.
17	Freeby	Byron	10/29/2015	Comment Form	It is 10 years past improving US 290 and SH 71. Just do it. Stop any further public meetings to delay project.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
18	Good	Kevin	10/29/2015	Comment Form	Good job!	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
19	Griebel	Tom	10/29/2015	Comment Form	Prefers Alternative C. Locating mainlanes north of existing highway will protect trees, creek and character of Oak Hill.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
20	Hall	Meador	10/29/2015	Comment Form	Wants to maintain current access to properties on SH 71 and US 290.	In most cases local access will be maintained or enhanced with the final project. In the few instances where access cannot be maintained, either access rights or the property will be purchased.
21	Harton	Annie	10/29/2015	Comment Form	Multi-use paths with no concrete. Use gravel to not add to flooding. Look into MoPac access. Crossing US 290 at Convict Hill by foot or bike potentially dangerous. No tolls.	<p>The project proposes the addition of bicycle and pedestrian facilities along the entire project, including a 10- to 12-foot wide Shared Use Path from Circle Drive to MoPac and six-foot wide sidewalks where there are no Shared Use Paths planned. After consultation with the city of Austin, concrete is the preferred material for shared use paths. Gravel trails have been shown to erode, often moving the gravel into creeks, and require much more maintenance.</p> <p>Improvements are envisioned to connect with the proposed Y to Barton Creek (YBC) Trail under study by the city of Austin. Grade-separated pedestrian crossings at US 290/SH 71 and US 290/William Cannon Drive intersections are also being studied.</p>

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						Striped bicycle lanes on cross streets will be implemented to allow for safe travel across US 290 at Circle Drive, Scenic Brook Drive, Convict Hill Road, William Cannon Drive, and RM 1826. There would be a similar bicycle lane at SH 71 and Scenic Brook Drive.  See Response 5 regarding tolls.
22	Hempel	Chris	10/29/2015	Comment Form	No tolls!	See Responses 5 regarding tolls.
23	Hollenbeck	Richard	10/29/2015	Comment Form	Satisfied with bicycle infrastructure in Alternative A and C. Hopes bike accommodations remain in final design.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities. See Response 21 regarding bike/ped.
24	Hsueh	Fred	10/29/2015	Comment Form	Glad highway being extended. Right thing to do long term.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
25	Johns	Ron	10/29/2015	Comment Form	Prefers Alternative A with depressed lanes. Appreciates extensive revisions from public input. Having crossover at Circle Drive more sensible than at Thunderbird Road.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
26	Johnson	Jay	10/29/2015	Comment Form	Well done. Knowledgeable and courteous staff.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
27	Kelley	Sean	10/29/2015	Comment Form	Thanks for open house. Very helpful and felt included in the process.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
28	Kennebeck	George	10/29/2015	Comment Form	Both plans very good. Cost important. Will never get agreement on noise, air quality and community impact. Sooner the better.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
29	Kennedy	James	10/29/2015	Comment Form	Well done. Appreciates opportunity to view proposals.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.

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30	Kyle	Jeff	10/29/2015	Comment Form	Prefer Alternative A. Primary concern - increased noise with raised lanes.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities. See Response 12 regarding noise. Of the eight miles of roadway proposed as part of the project, US 290 would be elevated for one half-mile (Alternative A), or one mile (Alternative C). These short sections of elevated mainlanes are proposed for multiple reasons: grade-separated bridges would help to remove the through-traffic from the at-grade intersections, to avoid impacts to Williamson Creek and the Williamson Creek floodplain, and to avoid impacts to large trees (oaks and other species) near William Cannon Drive. Also, the project team was able to reduce proposed elevated structures from previous project designs, both in levels and height. For example, current proposed designs include only one elevated level at the intersection of US 290 and SH 71 instead of two levels above ground as was proposed in 2007.
31	Lake	Ralph	10/29/2015	Comment Form	Strongly prefers Alternative A. Eliminate tolls. Save the oaks. Determine amount saved by eliminating tolls and some service roads, etc. Eliminating tolls will reduce footprint, concrete, cost and environmental impact. Leave continuous flow intersections on service roads.	<p>Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities. See Response 5 regarding tolls. The project team is aware of the importance of the oak trees to the community and commissioned a tree survey to accurately capture the potential impact to trees in the corridor. This tree study will be done well ahead of the completion of the environmental study and will supplement final design activities. Please note that TxDOT and the Mobility Authority are sensitive to the value of the natural environment, but some trees need to be removed to address the congestion issues in the corridor and provide safe driving conditions.</p> <p>We are coordinating with the Austin Heritage Tree Foundation and an arborist at the city of Austin to identify opportunities for tree preservation. Of note, the Grandmother Oak, the Grandfather Oak, and the Niece Oaks will be close to the proposed roadway, but we are looking</p>

#	Last Name	First Name	Date	Method	Comment Summary	Response
						<p>into ways to avoid or limit impacts. The Beckett Grove Tree will not be impacted.</p> <p>If approved for construction, the project will include an aesthetics plan that incorporates the addition of new trees and vegetation in the project area.</p> <p>Two recently completed intersection improvement projects along US 290 in Oak Hill will provide an interim solution to congestion while the Oak Hill Parkway Environmental Study is underway and until a long-term solution can be implemented. These intersections are expected to be able to handle the traffic until about 2020 at which time the congestion level will return to that prior to the improvements. It should be noted that the benefits from the interim improvements will steadily decline throughout that period as well.</p>
32	Lee	Maggie	10/29/2015	Comment Form	Strongly against tolls. Need more traffic lanes without charge.	See Response 5 regarding tolls.
33	Lillian	Beverly	10/29/2015	Comment Form	Error in CSS plan showing Circle Drive instead of Thunderbird Road. Prefers Alternative A with less concrete. No tolls. Presentation missing No Build Alternative and city improvements.	Comment noted - Context Sensitive Solution board will be corrected. See Response 5 regarding tolls. No Build aerial photograph will be included in Draft Environmental Impact Statement and Public Hearing.
34	Monfrini	Steven	10/29/2015	Comment Form	Not sure about design. Digging is very expensive. Hydrological contingencies are lacking. Retention upstream and nothing downstream is disaster in the making with more and larger floods on Williamson Creek. Homeowners need more exits. No tolls.	<p>Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.</p> <p>We propose to add two upstream detention facilities to offset the increase in impervious cover and to reduce downstream flooding and need for additional roadway elevation. Upstream detention facilities would provide a regional benefit and reduce flood flows between the ponds and the project right of way; however, all capacity would be</p>



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						needed by the project. We intend to construct ponds so they maximize community benefit (in addition to serving the project purpose), but this does not take the place of individual responsibility to mitigate flooding and to treat storm water runoff from their private development. See Response 20 regarding access. See Response 5 regarding tolls.
35	O'Sullivan	John	10/29/2015	Comment Form	Alternative A. Raise taxes to eliminate tolls.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.  See Response 5 regarding tolls.
36	Patton	John	10/29/2015	Comment Form	Build largest road possible to carry expected capacity for next 50 years. Do not build inadequate road due to environmental concerns.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.  The project team is designing a project to meet the traffic demand along the corridor today and best manage the traffic projections through 2040.
37	Petition	Save Oak Hill	10/29/2015	Comment Form	Open current study to include a non-elevated, non-tolled design that doesn't sandwich Williamson Creek between roadways and preserves multiple groves of heritage oaks.	Consideration of a non-elevated design was considered earlier in the NEPA process and has been eliminated for not meeting the project's purpose and need. It will not be reconsidered as part of the current Draft Environmental Impact Statement. The project is identified as a tolled project in the 2040 CAMPO Plan and is being developed as such. See Response 30 regarding elevated structures.  See Response 5 regarding tolls.  The project team is aware of the importance of the oak trees to the community and commissioned a tree survey to accurately capture the potential impact to trees in the corridor. This tree study will be done well ahead of the completion of the environmental study and will supplement

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						<p>final design activities. Please note that TxDOT and the Mobility Authority are sensitive to the value of the natural environment, but some trees need to be removed to address the congestion issues in the corridor and provide safe driving conditions.</p> <p>We are coordinating with the Austin Heritage Tree Foundation and an arborist at the city of Austin to identify opportunities for tree preservation. Of note, the Grandmother Oak, the Grandfather Oak, and the Niece Oaks will be close to the proposed roadway, but we are looking into ways to avoid or limit impacts. The Beckett Grove Tree will not be impacted.</p> <p>If approved for construction, the project will include an aesthetics plan that incorporates the addition of new trees and vegetation in the project area.</p>
38	Petition cover letter	Save Oak Hill	10/29/2015	Comment Form	<p>Alternatives A and C do not fulfill OHAN's resolution and shows disconnect between improvements and community desires. Supports Concept X. Against A and C because of: \$720 million cost; loss of protected/heritage trees and potential of Williamson Creek to be community natural asset; adverse local business impact; more than two miles of elevated sections; toll burdens; adverse noise and light pollution; no congestion relief on frontage roads for local traffic; not a true representation of a Context-Sensitive Solution.</p>	<p>Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.</p> <p>The Oak Hill Parkway project team met with various OHAN officers, board of director representatives and their transportation committee members on October 19, 2015 to review the Oak Hill Parkway project fulfillment of the January 14, 2015 OHAN Resolution. We look forward to continuing our collaborative work with OHAN, the community and other stakeholders on shaping the proposed improvements in Oak Hill in the most reasonable and responsible manner in accordance with the project's purpose and need.</p> <p>The project team has conducted a vigorous public involvement process of engaging, listening and providing concepts to the public that reflect their comments. Nine new concepts were developed after initial public meetings and</p>

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						<p>workshops. These concepts, as well as the previous 2007 alternative and the No-Build alternative, were evaluated against the stated Purpose and Need for the project. Six build concepts and the No-Build Alternative moved onto more rigorous evaluation that ultimately led to the selection of Alternatives A and C for schematic development and full evaluation. The process has been done with full public oversight and input. Concept X is unknown to the project team and is not recognized as a concept in the Oak Hill Parkway study evaluation process.</p> <p>Alternatives A and C will not require the relocation of any businesses, and all neighborhoods and businesses in the Oak Hill area would have similar or improved access as proposed in the designs for both Alternatives A and C. Connectivity would be enhanced for Oak Hill residents on local streets with the addition of two to three lanes to the local frontage roads, implementation of Texas U-turns, and improved driveway access along the frontage roads to neighborhoods and businesses.</p> <p>See Response 83 regarding public input; Response 5 regarding tolls, Response 37 regarding trees, Response 76 regarding CSS; Response 30 regarding elevation; Response 12 regarding noise; Response 85 regarding light; Response 15 regarding congestion; Response #37 regarding tolls.</p>
39	Powell	Gerry	10/29/2015	Comment Form	Reduce ROW requirements. Preserve Williamson Creek and protected/heritage trees. No elevated lanes. No tolls.	<p>The alternative designs being considered could be constructed mainly within existing right of way and would require limited right-of-way acquisition.</p> <p>At the time of the original construction of US 290 and SH 71, water quality measures were minimal or non-existent. The Oak Hill Parkway project would incorporate water quality protection measures for US 290 and SH 71 to ensure the highway would meet required regulations to provide</p>

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						<p>treatment of storm water runoff from the project before discharging into Williamson Creek and its tributaries.</p> <p>Texas Commission on Environmental Quality regulations regarding construction in the Edwards Aquifer will be followed. Furthermore, our team is coordinating with the city of Austin's Watershed Protection Department in an effort to provide effective water quality protection for the project area.</p> <p>See Response 31 regarding trees; Response 30 regarding elevated structures and Response 5 regarding tolls.</p>
40	Powell	Tina	10/29/2015	Comment Form	Reduce ROW. Save more heritage oaks. No tolls.	<p>The alternative designs being considered could be constructed mainly within existing right of way and would require limited right-of-way acquisition.</p> <p>See Response 31 regarding trees; Response 30 regarding elevated structures and Response 5 regarding tolls.</p>
41	Reiner	William & Warren Wilson	10/29/2015	Comment Form	Turning left onto eastbound US 290 from Eitel lane difficult in both alternatives. What will be done to permit safe entrance onto US 290 from Eitel Lane and Geneva Parkway? Is it possible to allow turn from Circle Drive onto westbound US 290? Traffic will use private driveway through Fox Hill apartments as alternative.	Eitel Lane and Geneva Parkway are west of the project limits. See Response 8 regarding Circle Drive.
42	Riley	Ron	10/29/2015	Comment Form	Difficult to determine changes without schematics of existing alignment for reference.	The existing roadway aerial mapping will be shown in the Draft Environmental Impact Statement and the Public Hearing.
43	Rogers-Reebel	Mary Lynne	10/29/2015	Comment Form	Alternative A meets several concerns of Oak Park neighborhood. Aesthetics and access are more favorable.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities. Alternative A does have access advantages to eastbound US 290 vs. Alt. C. Likewise, Alternative A, being

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						depressed at the Y, would have less visual impact on the community.
44	Saba	Naji	10/29/2015	Comment Form	Single direct-connect lane from US 290W to SH 71W and SH 71E to US 290E will cause backup. Imperative to have two lanes in each direction for these connections.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
45	Schach	Valerie	10/29/2015	Comment Form	Would like to know of any water quality impacts.	See Response 39 regarding water quality.
46	Short	Van	10/29/2015	Comment Form	Likes Alternative A or C. Supports tolls if it will expedite start of construction. Rejects No Build Alternative.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
47	Smith	Thales	10/29/2015	Comment Form	Does not want Alternative A or C. Alternative F should be on the table. Does not agree with CTRMA's evaluation system for choosing the alternatives. Wants at least one alternative that addresses performance measures such as water quality, sound quality, and community cohesiveness.	<p>Concept F was a design concept developed at the request of, and with input from, the Fix 290 stakeholder group. Their desire was to develop a concept that included non-continuous frontage roads, an at-grade intersection at SH 71, a western transition through Circle Drive on US 290, and a braided ramp providing access for Austin Community College (ACC).</p> <p>While aspects of Concept F were carried forward and incorporated into Alternatives A and C (the braided ramp to ACC and an extension past Circle Drive), Concept F was evaluated and did not advance through the screening process. The primary reasons Concept F did not advance for further study is that it would not provide acceptable local connectivity or serve as a reliable route for emergency responders or the public during road closures. This is because it did not have a parallel road system such as continuous frontage roads or a grid network of local streets to serve as alternate routes through adjacent neighborhoods. In addition to providing limited mobility and safety improvements, it also would have required the highest number of commercial displacements.</p>

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						<p>Alternatives A and C and the no-build alternative will be subject to detailed analysis in the Draft Environmental Impact Statement. The environmental impacts of each alternative will be calculated and the impact categories will include environmental resources such as water quality, noise impacts, and community cohesiveness in addition a variety of other environmental resources.</p> <p>See Response 39 regarding water quality; Response 12 regarding Noise; and Response 83 regarding public input.</p>
48	Sorrell	Ben	10/29/2015	Comment Form	Oak Hill exists because it intersects two major highways and is used by more than local travelers. With Alternatives A and C, planners have addressed both local needs and the need to move traffic through the area.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
49	Staton	William	10/29/2015	Comment Form	Prefers Alternative A. Process it taking too long. Pick an option and built it. Against expenditures for bike improvements.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
50	Street	Andrea B.	10/29/2015	Comment Form	Prefers No Build Alternative. Current improvements are working. Would like additional improvements. Does not want a tolled highway. Concerned about community, Williamson Creek and Heritage Oaks. Make a park while alleviating traffic congestion.	<p>The "No Build" is being carried forward for future study and serves as a baseline for analysis. See Response 35 regarding future needs.</p> <p>See Response 31 regarding innovative intersections; Response 39 regarding water quality; Response 31 regarding trees.</p>
51	Tedford	Drew	10/29/2015	Comment Form	Build now. Prefers Alternative C if less destructive during construction. Mainly prefers whichever alternative gets going first.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
52	Walter	Martha	10/29/2015	Comment Form	Open house was waste of time. A meeting would have allowed better	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding

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					explanation of alternatives. Prefers Alternative C.	communities. Open house meetings allow interested stakeholders to come and go at their convenience over a period of several hours to get information about the project, provide input and to visit one-on-one with representatives of TxDOT, the Mobility Authority and the Oak Hill Project Team. We are committed to finding a long-term mobility solution in Oak Hill and the surrounding communities.
53	Wittig	Kathy	10/29/2015	Comment Form	Appreciates representatives and expert explanations. Favors Alternative A. Build as soon as possible.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
54	Beacham	Bo	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
55	Beeler	Jennifer	11/6/2015	Webmail/Email	Ridgeview resident deeply concerned about encroachment onto property and possible overpass at Scenic Brook. It would increase through-traffic, crime and endanger children at play. If road is built, wants noise buffering wall with unobstructed view of trees. Against hike and bike trail or frontage road at level with backyard.	See Response 12 regarding Ridgeview.
56	Bent	Win	11/5/2015	Webmail/Email	Favors Alternative A. Strongly favors modifying Circle Drive overpass plan. Wants a right-turn option merging onto 290 westbound from Circle Drive. All alternative routes add excessive distance and time or are completely inappropriate.	Comment noted. We are committed to finding a long-term mobility solution in Oak Hill and the surrounding communities. The addition of a westbound US 290 entrance ramp from Circle Drive was investigated and found to be too intrusive on the adjoining properties, requiring residential and business displacements that cannot be justified with the existing limits of this project.

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57	Berman	Michael	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
58	Bomer	Crystal	10/29/2015	Webmail/Email	Wants non-elevated, non-tolled option. No more than 4 lanes.	See Response 30 regarding elevated structures and Response 5 regarding tolls.
59	Bomer	Mike	10/29/2015	Webmail/Email	Do not need giant toll road. Wants non-elevated option. No tolls. Consider community and environment.	See Response 5 regarding tolls and Response 30 regarding elevated structures.
60	Borgelt	Roger	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
61	Borrello	John	10/29/2015	Webmail/Email	Against tolled, elevated expressway. Wants more narrow community highway with lower elevation.	See Response 5 regarding tolls; Response 30 regarding elevated structures; Response 47 regarding concept without frontage roads.
62	Brock	Bill	10/30/2015	Webmail/Email	Against toll roads; would rather pay taxes for roads. Would rather have below ground or at-grade road to blend with Oak Hill surroundings instead of elevated lanes.	See Response 5 regarding tolls and Response 30 regarding elevated structures.
63	Buchanan	Keith	10/29/2015	Webmail/Email	Alternative C is a retail killer. Prefers Alternative A which maintains access to community retail centers.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
64	Burnett	Laurel	11/4/2015	Webmail/Email	Exiting the YMCA on US 290 is currently restricted to a right turn. How will eastbound access be	Both Alternatives A and C maintain the current one-way frontage road system along US 290. Exiting the YMCA will require a right turn onto the US 290 westbound frontage



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					provided? Supports overpasses and multi-level roads.	road. To access eastbound US 290, there would be a U-turn in advance of the William Cannon intersection. Also, both alternatives include a US 290 mainlane bridge over William Cannon, reducing the congestion.
65	Butler	Bruce	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
66	Catania	Tony	11/9/2015	Webmail/Email	Has seen dramatic improvements from continuous flow intersection. Creative approaches can yield great benefits to Oak Hill community at low cost. No toll road. Just add a lane.	See Response 31 regarding innovative intersections and Response 5 regarding tolls. Alternatives A and C include creative approaches including Single-Point Urban Interchange (SPUI) at the Y to improve mobility. Low cost improvement concepts (Concept E-1 and E-2) were developed and evaluated early in the planning process, however, they did not meet the purpose and need of the project.
67	Cespedes	Benny	10/29/2015	Webmail/Email	Proposed toll road physically divides community. Build non-elevated, attractive road without tolls.	See Response 5 regarding tolls and Response 30 regarding elevated structures.
68	Cespedes	Carol	11/1/2015	Webmail/Email	Use depressed lanes at William Cannon to maintain look of the bluff and trees. Floodplain problem can be solved by raising retaining walls and pumps. Why not keep William Cannon on its present alignment? Proposal to elevate SH 71 at Scenic Brook will create noise problems for neighborhood. Oak Hill is no longer major point of congestion. Continuous flow intersection has made vast improvements to area. Project does not seem justified.	Depressing US 290 at the William Cannon intersection is not possible due to its proximity to Williamson Creek without providing pumping of the mainlanes during rain events. TxDOT has made the decision to not include pumping where a reasonable and safer alternative exists. The large scale plots of the William Cannon area included a cross section that better reflected the slope and height of the bluff area in relationship to the proposed US 290 bridges. These drawings are on the website in the October 2015 public meeting section. There was an extensive study of elevating William Cannon Drive over US 290 that was shared with Save Oak Hill and the OHAN stakeholder groups. However, there were many negative consequences of this concept that precludes

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						it from further consideration, including an increase in residential and business displacements, impact to Freescale property, the need to cut into the bluff and the addition of retaining walls in those cuts, the need to cul-de-sac Hill Oaks Drive. William Cannon would be moved EAST (not west) to avoid potential impacts to the heritage oak trees (Niece and Grandfather Oaks). See Response 12 regarding noise; Response 31 regarding innovative intersections and Response 15 regarding project need.
69	Collins	Shelly	11/5/2015	Webmail/Email	Both options lovely. Please do something! Traffic is horrible at the Y and has gotten worse.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
70	Crockett	Mike	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
71	Davis	Jerry	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
72	Davis	Todd	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
73	Engelhardt	Rex	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.

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					TxDOT for finally moving this project forward.	
74	Estes	Ben		Webmail/Email	Project has been stalled for over 30 years. Traffic and accidents impact quality of life. Need a solution now! Thanks for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
75	Farmer	Gary	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
76	Fennell	Nancy	10/22/2015	Webmail/Email	Wants "maintained beautification" of Oak Hill area.	The Oak Hill Parkway project team takes the environment, both human and natural, into account when proposing solutions. Our team of engineers, planners, and scientists review all of the alternatives and perform robust analyses to determine which would best meet the purpose and need of the project as determined through public involvement and listed on page 1 of this report. The Oak Hill community has continued to influence the roadway design to reflect local cultural and historic values as well as aesthetic preferences through a process called Context Sensitive Design. Thanks to stakeholder involvement and careful planning and design, the Oak Hill Parkway is envisioned to be a safe and attractive transportation corridor that addresses growth in Central Texas by improving traffic flow and capacity, and by providing new mobility options for pedestrians, cyclists and drivers, while enhancing quality of life in Oak Hill.
77	Flint	Linda	11/9/2015	Webmail/Email	Hide the concrete with landscapes using profuse vines or tall shrubs. Alternative A showed how	See Response 76 regarding aesthetics. TxDOT has not purchased the properties along the bluff, nor do the current alternatives require these properties. A goal of the project is

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					natural/living green keeps hill country look in Oak Hill. Roadway would become part of skyline, floating above greenery of Oak Hill. Refer to photos provided for examples. Has TXDOT purchased land along the bluff so land around highway stays natural as depicted? Does Oak Hill group need to get involved to prevent commercialism before it is too late? What is the plan for the runoff?	to minimize displacement of residential and business. Efforts to prevent commercialization of local properties should be coordinated with the city of Austin. See Response 39 regarding water quality and Response 34 regarding flooding.
78	Fox	Nick	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
79	Garza	Martin	10/30/2015	Webmail/Email	Supports whatever will ease traffic	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
80	Gibson	Don	11/9/2015	Webmail/Email	Please do something soon! Make something useful and attractive; two levels at key interchanges, Michigan lefts elsewhere, separated for bikes and people, and attractive hardscape and landscape.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.  See Response 30 regarding elevated interchanges; Response 31 regarding innovative intersections; Response 21 regarding bike/ped and Response 76 regarding aesthetics.
81	Gonzales	Albert	11/5/2015	Webmail/Email	Half-moon bridges over William Cannon and at Y with tree lined spider leg exits to 71 and over the entry to the HEB center should suffice as the solution for the Oak Hill Parkway. It will cost less to build	See Response 15 regarding traffic demand. Both Alternatives A and C include grade-separated bridges at William Cannon, the Y and the drive at the HEB shopping center. The number of lanes are required to meet the 2040 traffic demand projections from CAMPO.

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					and won't be a monstrous concrete toll road.	
82	Gray	Kevin	11/9/2015	Webmail/Email	Disappointed in roadway design choices presented; too grandiose, destructive and costly, and inferior to Alternative F. Against tolls. Options presented will destroy hundreds of heritage trees and do permanent damage to Williamson Creek. Many residents will lose substantial portions of their property. Damage could be greatly reduced with smaller footprint, non-tolled parkway design and would cost less. Prefers No Build Alternative.	See Response 47 regarding Concept F; Response 5 regarding tolls; Response 31 regarding trees and Response 15 regarding project need. The "No Build" is being carried forward for future study and serves as a baseline for analysis.
83	Grossman	Cheryl	10/29/2015	Webmail/Email	Community input is being ignored. Does not want elevated expressway that will divide community and threaten Williamson Creek. Would like an at-grade alternative that protects beauty of Oak Hill.	Community input is critical to the Oak Hill Parkway project team. Since October 2012, we have held six open houses, 12 issue-specific workshops, over 54 stakeholder meetings, and received over 530 official comments. When we launched the study, the community told us that traffic congestion is a serious problem. In fact, 83 percent of survey respondents agreed that a goal of any proposed improvement should be to reduce congestion and manage traffic. The project team is designing a project that meets the traffic demand along the corridor today and best manages the traffic projections of tomorrow. We are trying to keep the footprint as small as possible in order to responsibly meet the Purpose and Need of the project, and it's important to us to design something that requires very limited right-of-way acquisition. An at-grade intersections along the corridor at the "Y" and at William Cannon Drive would not meet the Purpose and Need because they would not reduce congestion.  We have chosen to go above and beyond the legal

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						<p>requirements in our outreach program. It is important to all of us to have a successful project for all involved.</p> <p>There is no final decision anticipated until early 2017. We look forward to continuing our collaborative work with the community and other stakeholders on shaping the proposed improvements in Oak Hill in the most reasonable and responsible manner.</p> <p>See Response 30 regarding elevated structures; Response 39 regarding water quality and Response 47 regarding at-grade alternative.</p>
84	Hahn	Jeff	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
85	Halpin	Beki	10/29/2015	Webmail/Email	Community input is being ignored. Alternatives are unacceptable and costly. Will destroy many heritage oaks and will harm Williamson Creek and businesses. Elevated structure will send light, sound and pollution into neighborhoods. Against tolls. Frontage roads will be just as congested.	See Response 83 regarding community input; Response 31 regarding trees; Response 39 regarding water quality; Response 12 regarding noise; Response 1 regarding neighborhoods; Response 5 regarding tolls. Illumination of US 290 and SH 71 would be limited to safety lighting and continuous illumination with standard illumination fixtures. This includes lighting at locations of roadway intersections and along the mainlanes of US 290 and SH 71 to provide a safer corridor for the traveling public. Due to the suburban setting of the project, illumination would not utilize high mast lighting, but conventional height illumination standards, approximately 40 feet in height, with flat cutoff lenses, or LED fixtures, to minimize the glare emitted by the fixture. It is anticipated that underpass lighting would be required for the all cross streets over the mainlanes of US 290 and appropriate lighting along the shared use path

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						would be included.
86	Hayes	Spencer	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
87	Heldenfels IV	Fred	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
88	Hutton	Rob	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
89	Ice	Lauren	11/9/2015	Webmail/Email	<ul style="list-style-type: none"> <li>• In general, the environmental study and purpose and need should be expanded to reflect the Context Sensitive Solutions (CSS) goals.</li> <li>• Instead of only A and C, the environmental study should also consider an alternative, or alternatives, that includes no flyover, and one that is specifically non-tolled and without frontage roads.</li> <li>• The environmental study process for the Oak Hill Parkway should</li> </ul>	<ul style="list-style-type: none"> <li>• The Purpose and Need for the project was developed in accordance with NEPA and shared for public review and comment at all open houses. The Purpose and Need defines the problems being addressed with this project. The guidelines identified as part of the CSS goals are principles to shape the CSS process defined by different federal guidelines. See Response 38 regarding the evaluation process against the purpose and need and Response 76 regarding Context Sensitive Solutions.</li> <li>• See Response 47 regarding an alternative with continuous frontage roads and at-grade intersection at SH 71, and Response 5 regarding tolls.</li> </ul>

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					<p>include consideration of cumulative impacts from all related projects as well as indirect impacts from its effect on land use, development patterns, and growth.</p> <ul style="list-style-type: none"> <li>• TxDOT should have defined “reliable connectivity” or described this “need” in more accessible terms to the public.</li> <li>• TxDOT should explore alternatives that would discourage the use of single-occupancy vehicles and also promote fairness and equity, such as mass transit.</li> <li>• The process of working with Capital Metro needs to be inclusive to ensure that any such infrastructure provides practical and attractive options for commuters. TxDOT should work with the citizens who live, work, and attend school in the area to identify viable alternatives to personal vehicles.</li> <li>• Therefore, rather than increasing lanes and space for individual vehicles, TxDOT should consider forward-thinking alternatives that include strategic traffic congestion solutions (ex. roundabouts or CFI).</li> <li>• TxDOT must analyze designs that</li> </ul>	<ul style="list-style-type: none"> <li>• As part of the NEPA process, the DEIS will evaluate and document the proposed project’s direct impacts (impacts caused by the project activities), indirect impacts (caused by the project activities, but occurring later or farther away than direct impacts), and cumulative impacts (caused by the project activities, plus pre-existing conditions and the actions of others) in compliance with state and federal requirements. The analyses and documentation would follow guidance provided by TxDOT and FHWA and would look at the cumulative impacts of TxDOT/Mobility Authority transportation projects such as MoPac South, SH 45, and Loop 360, in addition to other reasonably foreseeable future actions (public and private), as necessary.</li> <li>• The public and stakeholders helped to inform and shape the purpose and need which included the term “reliable connectivity”. The term “reliable connectivity” or “reliability” in this context refers to the ability of travelers, including emergency responders and transit vehicles, to travel efficiently through a corridor with dependable travel times any time of the day. See Response 15 regarding traffic demand and project need.</li> <li>• See Response 95 regarding transit.</li> <li>• See Responses 95, 113 and 114 regarding transit and transit planning; Response 4 regarding the planning process; Response 83 regarding community input. Additionally, Capital Metro has been present at the Oak Hill Parkway project Open Houses providing citizens the opportunity to gather information on transit in the project area and provide our project team, as well as Capital Metro representatives, with input regarding the location of park and ride facilities, bus stop locations and other transit concerns within the</li> </ul>



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					<p>eliminate flyovers if all reasonable alternatives are to be included.</p> <ul style="list-style-type: none"> <li>• TxDOT should include an option that is specifically a non-tolled option, without or with limited frontage roads.</li> <li>• TxDOT should be more upfront about the probability of Alternatives A and C being tolled projects.</li> <li>• TxDOT should consider more conservative growth projections, envision Oak Hill as a scenic and historical activity center, take into account exiting factors that will limit growth and development in the Hill Country, and provide an alternative that accounts for more conservative growth projections.</li> <li>• Any study must include significant funding to purchase undeveloped land to mitigate for increases in impervious cover and the indirect impacts of highway expansion.</li> </ul>	<p>corridor.</p> <ul style="list-style-type: none"> <li>• The Project Team looked at many design options including forward thinking traffic solutions during concept development and then included feasible solutions in the proposed Oak Hill Parkway design. The design alternatives include an innovative Single Point Urban Intersection at the frontage road intersections between US 290 and SH 71. This type of interchange reduces queue times at the signal. The approach to all cross streets would include deceleration/turning lanes and designated left-turn lanes that would be designed to also reduce queues at the signals. All cross streets, except Circle Drive, that are grade-separated from the mainlanes would include Texas U-turns that would enable traffic to avoid waiting at signals. Merge points between exit ramps and the frontage roads would be designed to avoid short weaves on the frontage road and adequate storage length along the frontage road on the approach to signalized intersections. Shared use path and/or sidewalk connections throughout the whole project corridor were designed for pedestrian and bicycle traffic use and safety. Incorporation of the City of Austin’s Smart Right Turn design element at intersections into alternative designs are also being considered where feasible. Unfortunately, due to high traffic volumes on US 290, both current and projected, there was no option where an at-grade signalized intersection (including innovative intersections such as CFIs) or roundabout would provide a long-term mobility solution. Based on FHWA’s publication, Roundabouts: An Informational Guide – Traffic Operations at Roundabouts, a rough estimate of roundabout capacity would be about 1,000 to 1,200 vehicles per hour for a single lane and about 1,600 vehicles per hour for a double lane. Assuming a scenario of equal distribution of traffic over a 24-hour period, this would equate to a maximum of about 38,400</li> </ul>

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						<p>vehicles per day. This is a little more than half the current traffic counts. See Response 15 regarding traffic demand and project need and Response 31 regarding innovative intersections.</p> <ul style="list-style-type: none"> <li>• See Response 30 regarding elevated structures; see Response 15 regarding traffic demand and project need.</li> <li>• See Response 5 regarding tolls.</li> <li>• See Response 5 regarding tolls.</li> <li>• It is a federal requirement and TxDOT's standard practice to use the planning scenarios and traffic studies provided by Metropolitan Planning Organizations (MPO), where available. The Capital Area Metropolitan Planning Organization (CAMPO), is the MPO covering Travis and Hays counties. Their growth projections and traffic numbers will be used during the NEPA process for the Oak Hill Parkway. See Response 15 regarding traffic demand and project need.</li> <li>• TxDOT would conform to applicable state and federal regulations. Any mitigation and commitments that would be required due to anticipated impacts from the proposed project would be determined and documented during the DEIS phase of the project.</li> </ul>
90	Jesser	Tayaun	11/4/2015	Webmail/Email	Wants Alternative C in place as soon as possible. Need it now. This is what should have been built all along.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
91	Jett	John	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.

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92	Johnson	Cyndi	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
93	Jones	Ashlee	11/3/2015	Webmail/Email	Build Alternative C.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
94	Knight	Sandy	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
95	Kochan	Christina	11/5/2015	Webmail/Email	Public transportation is more important than parkway. Oak Hill Flyer would be utilized much more if it weren't inconvenient and limited. Traffic is not fixed entirely by CFIs and it cannot sustain growing population over the next few years. Fully supports overpasses, underpasses, or whatever eases congestion.	<p>Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.</p> <p>The Oak Hill Parkway design alternatives account for future mobility needs such as rapid bus, light rail or added lanes, which is consistent with regional planning efforts. Coordination is currently underway with Capital Metro for possible access improvements for park-and-ride facilities and bus turn-out locations. If the project is approved as a toll facility, Capital Metro buses and registered van pools would receive the benefit of reliable travel times and use of the toll facility for free.</p> <p>In both Alternatives A and C, there would be room for a future lane in each direction, which could potentially be used by transit and/or cars.</p> <p>See response 31 regarding innovative intersections.</p>

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96	Koeninger	Patty	11/9/2015	Webmail/Email	Make road smaller, less intrusive, non-elevated, and non-tolled. Concerned about noise impact to neighborhood. Build something beautiful with respect to environment, the creek, and trees.	See Response 15 regarding traffic demand; Response 31 regarding elevated structures; Response 12 regarding noise; Response 21 regarding environment; Response 76 regarding aesthetics; Response 39 regarding water quality and Response 31 regarding trees.
97	Krieger	Scot	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
98	lake	Ralph	11/9/2015	Webmail/Email	Use bond money instead of tolls to fund road. Save money by reducing road width. Reduce total elevation and use below-grade roadway where possible. Save oak trees.	See Response 5 regarding tolls; Response 30 regarding elevated structures and Response 31 regarding trees.
99	Manning	Brian	11/4/2015	Webmail/Email	Focus on vehicle mobility, not aesthetics. Project needs to get approved, funded and constructed on time and under budget. Must give primary focus to needs of local drivers and those from outside the area to access local businesses and communities. Aesthetics can come after needs are met. Prefers Alternative A. Suggests adding a dedicated right turn lane to the frontage road for businesses so traffic moving west on SH 71 frontage road will not be impeded. Incorporate more safety detail into plan to show adequate attention is being given to this "destination" intersection. It will attract homeless	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities. Safety is a priority for the project design and dedicated right turn lanes for large business centers will be evaluated.

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					population of Austin which will need to be handled and mitigated.	
100	Martin	David	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
101	Mayer	Barry	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
102	Miller	Kathi	10/29/2015	Webmail/Email	Objects to elevated tolled lanes. Wants parkway over elevated tolled lanes that impact Oak Hill trees and Williamson Creek.	See Response 30 regarding elevated structures; Response 5 regarding tolls; Response 31 regarding trees and Response 39 regarding water quality.
103	Moran	Theresa	10/25/2015	Webmail/Email	Requests direct TxDOT contact to get specific information on impact to daily commute out of neighborhood at Scenic Brook and Silvermine. No tolls.	Someone from the project team will contact you to help you understand the proposed plans. See Response 5 regarding tolls.
104	Murr	Vickie	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
105	Murray	Susan	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.

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106	Myers	Roberta	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
107	Myers	Linda	11/4/2015	Webmail/Email	Need to address the traffic flow at lights on US 290 at RM 1826, ACC and Convict Hill. Road designs do not accommodate traffic flow that exists at the time of their completion. Traffic improvements do not keep up with demand.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.  See Response 31 regarding innovative intersections. Regarding the signal timing issue, the city of Austin is responsible for the signal timing and they have been made aware of this.
108	Nault	David	11/4/2015	Webmail/Email	Need stop light where Rock Way Drive and Derecho Drive intersect US 290.	Rock Way Drive and Derecho Drive intersect US 290 outside the limits of this project. The request for a signal light will be directed to TxDOT's Austin District.
109	Nelson	Richard	11/4/2015	Webmail/Email	Put project on the fast track.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
110	O'Leary	Wanda	11/4/2015	Webmail/Email	Waiting for road to be built since 1986.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
111	Pollard	Warren John	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
112	Prehn	Mike	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.

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113	Richardson	David	11/5/2015	Webmail/Email	Likes that Alternatives A and C include 24 feet of ROW for unassigned transit. Traffic transiting Oak Hill will largely come from new residential development along the US 290 corridor out to Dripping Springs. At western boundary of project, the road currently narrows and there is a 20 foot bluff on either side of the road. Both A and C narrows there, eliminating the 24 feet reserved for future transit possibilities and creating a choke point. Put future Park and Ride facility as far west as possible to "capture" Hays County commuters.	Comments noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities. This area is in the west transition between the freeway and existing highway section. Inclusion of the 24-foot median for future transit is not possible due to residential and business relocations that would be required. Coordination is underway with CapMetro for possible park-and-ride facilities along the project.
114	Richardson	David	11/5/2015	Webmail/Email	Since Travis County residents pay CTRMA taxes, serve the furthest western boundary for two reasons: 1) Those drivers affect Oak Hill residents and 2) County line is about half way to Dripping Springs. Transit service to county line will put transit service on the radar of Dripping Springs residents for a referendum to get transit service to fast growing area. By design it would be express service. Needs transit service to Oak Hill; expects a location west and east of the Y for commuters along the William Cannon corridor.	Coordination with CapMetro is underway for possible transit facilities along (or near) the project.
115	Rolfes	Kevin	11/4/2015	Webmail/Email	Wants ground-level, non-tolled parkway alternative. Elevated toll road will result in most traffic using the non-tolled frontage road.	See Response 15 regarding traffic demand; Response 30 regarding elevated structures; and Response 5 regarding tolls. The No Build, or "Do Nothing," Alternative is being

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					Supports the no-build option if ground-level, non-tolled parkway alternative cannot be presented.	carried forward for future study, along with Alternatives A and C, and serves as a baseline for analysis.
116	Rollins	Mike	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
117	Schedberie	Drew	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
118	Senecal	Paul	10/29/2015	Webmail/Email	Wants frontage road on north side as close to 290 and as far from Ridgeview as possible. Likes hike and bike trail location. Wants east and westbound access ramps in area of Senior Buddy's. Current design at Scenic Brook is overkill; wants an exit before Circle Drive.	See Response 3 regarding Ridgeview neighborhood. In addition, ramps west of Circle Drive would require a large number of residential and business displacements that could not be justified with this project.
119	Senecal	Paul	10/31/2015	Webmail/Email	Stop the toll at 1826; just do overpasses at Circle Drive and Scenic with regular on/off ramps to existing lanes. Main need is an overpass at William Cannon and flyovers at the Y. Current plan is overkill and only moves congestion point to next light, ultimately to Hwy 290/RR12. Beefing up east bound road leading to Circle Drive is now more important. The solution as designed requires those people and businesses along that	Although the study area on US 290 originally ended at RM 1826, due to public input and traffic modeling, a transition area extending the project past Circle Drive/Southview Road has been incorporated into the design schematics. "Beefing up" the existing road along the south side of US 290 west of Circle Drive and adding usual entrance and exit ramps would require a large number of residential and business displacements that could not be justified with this project. The access to the west for those properties west of Circle Drive will be to turn east onto US 290, exit Scenic Brook Drive, take the U-turn and use the westbound entrance



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					road to do a dangerous cross highway turn (at the Taxidermy shop). Currently they have the safety of the light at Circle to allow them to get to their homes/businesses (if they are heading west). Maintain that access and plan for that road to get more use, not less.	ramp. This is much safer than the existing left turn across US 290.
120	Smith	Gregg	11/2/2015	Webmail/Email	Likes Alternative A although there may be drainage and water collection challenges during heavy rain. Supports changes. Suggests altering off-ramp and creating direct exit for Circle Drive which has much traffic.	Comment Noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.  See Response 34 regarding flooding and Response 8 regarding Circle Drive.
121	Smith	Ford	11/4/2015	Webmail/Email	Strongly favors Alternative A.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
122	Sorrels	Joe	11/4/2015	Webmail/Email	Prefers Alternative A. Please show route reserved for light rail. Consider the lane layout for future self-driving vehicles.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.  See Response 95 regarding transit.
123	Stern	Lonny	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
124	Stoll	Chris	11/4/2015	Webmail/Email	Alternative C is pure genius!	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
125	Taylor	Tim	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now!	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.

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					Thank you Mobility Authority and TxDOT for finally moving this project forward.	
126	Thayer	Thomas	11/8/2015	Webmail/Email	Likes shared use path under Y and separated from vehicle traffic. Environmental study should include number of heritage trees removed and bike/ped traffic conflicts. Frustrated by design decisions before full environmental study and that two final designs are so similar. With proposition approval, consider non-tolled option to reduce/remove frontage road lanes in some areas. Context sensitive design should consider actual roadway design in community context. The emergency services standard used to dismiss alternatives is not consistently used to evaluate other highways. Have not shown current highway has unacceptable emergency response times. Commends effort to depress roadway west of the Y and design shared use path for increased bike/ped mobility. Wants additional options east of the Y and along SH 71 in full environmental study before choosing final option. The two current options are not sufficient or EIS compliant.	See Response 21 regarding bike/ped; The use of pedestrian and bike tunnels at all crossing streets would require additional right-of-way and present difficult design situations with roadway grades and drainage. However, as requested by the city of Austin, an initiative to improve safety at intersecting streets and frontage roads where bicyclists and pedestrians cross, called Smart Right Turn Design, will be utilized where practical. See Response 31 regarding trees; Response 4 regarding process; Response 5 regarding tolls; Response 11 regarding Proposition 7 and Response 76 regarding Context Sensitive Design.
127	Therrell	Ryan	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.

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					TxDOT for finally moving this project forward.	
128	Tisdale	Ward	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
129	Tomhave	Scott	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
130	Turpin	Mark	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
131	Varga	Peter	11/9/2015	Webmail/Email	Supports either alternative. Time to move forward. Build it tall and wide and built it soon!	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
132	Voss	Jennifer	10/30/2015	Webmail/Email	Wants non-elevated, non-toll solution. Concerned about increased noise. Toll road will increase traffic on access roads.	See Response 30 regarding elevated structures; Response 5 regarding tolls; Response 12 regarding noise.
133	Whiteley	Rick	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.

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134	Wilcox	Cynthia	10/29/2015	Webmail/Email	Community input is being ignored. Opposes elevated, tolled design and Alternatives A and C. Build narrower, grade-level option with well-designed intersections to keep traffic moving without tolls. Removing tolls would create ability for fewer lanes and increase design options.	See Response 83 regarding community input; Response 30 regarding elevated structures; Response 5 regarding tolls; Response 31 regarding innovative intersections and Response 15 regarding traffic demand.
135	Williams	Kim	11/4/2015	Webmail/Email	Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities.
136	Beeler	Shane	10/29/2015	Verbal Comment	Do not take greenspace from Ridgeview neighborhood. Opposes any plan that moves highway closer to property line, increases noise level, and decreases property value. Concerned about increase in traffic and crime if Scenic Brook is opened up.	See Response 3 regarding Ridgeview neighborhood.
137	Johnson	Jay V.	10/29/2015	Verbal Comment	Preserve character of neighborhood as much as possible. Special interest groups have stalled project long enough. Engineers should plan for beyond 2040 and overbuild. Likes Alternative A or C. Build it. Do what it takes to remove bottleneck.	Comment noted. We are committed to finding a long-term, feasible mobility solution in Oak Hill and the surrounding communities. See Response 1 regarding neighborhoods and Response 15 regarding traffic demand.
138	Orlando	Laura	10/29/2015	Verbal Comment	Prefers No Build Alternative. Concerned about noise and light impacts and decreased property values with flyover.	The "No Build" is being carried forward for future study and serves as a baseline for analysis. See Response 35 regarding future needs. Changes in property values are driven by value associated with accessibility, safety, noise, visual amenity, community cohesion, and business productivity. National Cooperative

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						<p>Highway Research Program Report 456, Guidebook for Assessing the Social and Economic Effects of Transportation Projects (D. Forkenbrock and G. Weisbrod) 2001. While the TxDOT cannot reasonably foresee which of these aspects will impact property value in a negative or positive way, The Oak Hill Parkway is being developed to minimize adverse impacts to residential, commercial, industrial, and other land uses in the project area.</p> <p>See Response 12 regarding noise; Response 85 regarding lights; and Response 31 regarding elevated structures.</p>
139	Collins	Richard C.	10/29/2015	Verbal Comment	<p>Need extension of US 290 freeway. Opposes tolls. Possible revenue measures include raising gasoline tax and Proposition 7.</p>	<p>See Response 5 regarding tolls.</p> <p>TxDOT will work with local transportation planners and community leaders to identify the needs and priorities of individual areas. All projects will be derived at the local level.</p>