
**Open House Summary
Comment and Response Report
For the Oak Hill Parkway
Open House held on October 22, 2013**



OAK HILL
P A R K W A Y

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

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

December 2013





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. 22, 2013, to gather input regarding the Oak Hill Parkway Study, U.S. Highway (US) 290/State Highway (SH) 71 West in Oak Hill. The meeting was held to review information provided by the public at the scoping meeting on Nov. 15, 2012, Open House on May 23, 2013, workshop on Sept. 30, 2013, and workgroup meetings. The meeting presented an opportunity to discuss alternative concepts being developed based on public input, review the criteria that will be used to evaluate the concepts, and gather additional public input on the project. The meeting was held from 5 -8 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 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 needs for the proposed improvements are:

- Traffic congestion related to population growth
- Over 300 collisions were reported within the project limits between 2009 and 2011 resulting in one fatality, nine incapacitating injuries, other injuries and property damage
- Lost time stuck in traffic – drivers waste more than 340,000 hours per year stuck in traffic
- Lack of 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, improves mobility, and adds value to the Oak Hill community and the surrounding area
- 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

Legal Notices and Advertisements

Legal notices for the Open House were published in the Austin American-Statesman on Sunday, Sept. 22, 2013, and Saturday, Oct. 12, 2013.

Color display advertisements were published in the Oak Hill Gazette on Oct. 17, 2013, the Lake Travis View on Oct. 17, 2013, the Community Impact Newspaper (Southwest Austin Edition) September 2013 issue and the Driftwood News Dispatch on Oct. 17, 2013.

Copies of the legal notices, display ad, tearsheets and affidavits are included in **Attachment A**.

Email Announcement

An email announcement regarding the Open House was distributed to 319 individuals and groups in the study database.

A copy of the email announcement is available in **Attachment B**.

Additional Notification/Outreach Efforts

A news release announcing the Open House was distributed to Austin-area news media by TxDOT and the Mobility Authority on Oct. 22, 2013. The news release was also posted on the TxDOT website (www.txdot.gov), the Mobility Authority website (www.MobilityAuthority.com), the project website (www.OakHillParkway.com) and the project Twitter page (<https://twitter.com/OakHillParkway>).

Multiple Twitter announcements promoting the Open House were distributed by the Mobility Authority on Oct. 10, 11, 15, 16, 18 and 22. The Twitter announcements were also posted on the project Twitter page (<https://twitter.com/OakHillParkway>).



Multiple Twitter announcements promoting the Virtual Open House and public involvement opportunities following the Oct. 22 Open House were distributed by the Mobility Authority on Oct. 23, 24, 25, 28, 29, 30, 31 and Nov. 4 and 5. The Twitter announcements were also posted on the project Twitter page (<https://twitter.com/OakHillParkway>). Copies of the news release and Twitter feeds are available in **Attachment C**.

The Open House was also promoted at a Sept. 30, 2013, Oak Hill Parkway workshop held by TxDOT and the Mobility Authority. The workshop meeting was held to allow the community to preview and give feedback on preliminary design concepts developed for the project based on public input received to date. Notes from the Workshop Meeting are available in **Attachment D**.

Open House Date, Location, Format, Boards and Maps

The Open House was held Tuesday, Oct. 22, 2013, in the Covington Middle School Cafeteria, 3700 Convict Hill Rd., Austin, Texas 78749. The meeting was held from 5 -8 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 14 informational boards displayed for public viewing. Eleven maps, showing nine alternatives (including the No-Build Alternative) and two options that could be used with multiple alternatives, were on tables in the middle of the room. 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. In addition, stations were set up by representatives from Capital Metro and the MoPac South Environmental Study to provide information.

The information boards are included in **Attachment E**.

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
- Comment form
- Community Survey form
- Concept list
- Information about the Virtual Open House

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

Photographs of the open house are available in **Attachment G**.



Attendance

A total of 150 people signed in from the general public during the Open House and 28 staff members signed in.

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

Virtual Open House

The Virtual Open House on the project website (www.oakhillparkway) was available for public view Oct. 23 – Nov. 5, 2013. 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 SurveyMonkey). The Oct. 22 Open House attendees were notified of the Virtual Open House through the welcome letter handout.

The Virtual Open House recorded 520 unique page views during the 14 days it was available for view. A Google Analytics report on Virtual Open House page views is included as **Attachment I**.

Public Comment Summary

The official public comment period for the Oct. 22, 2013 Open House opened on Sept. 22, 2013, and ended on Nov. 5, 2013. Members of the public could provide comments during the workshop meeting on Sept. 30, 2013, and the open house on Oct. 22, 2013. Various methods to provide comment forms during the comment period included the following:

- Submitting a written comment form at the meetings
- Providing a verbal comment to the court reporter at the Oct. 22, 2013 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

There were 189 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 Oct. 22, 2013 Open House Comment Period | |
|---|-----------------------|
| Submission Method | Total Comments |
| Comment Drop Box (including comment forms and marked-up handouts) | 116 |
| Court Reporter Transcriptions | 2 |
| Webmail Submissions | 71 |
| Total Comments | 189 |

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

Court Reporter transcript is included in **Attachment K**.

Comment and Response Report

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|---|---------------|------------|----------|--------------|--|--|
| 1 | Allan-Burklow | Cecilia | 10/22/13 | Comment Form | Concept B is the best choice, but if Concept C can have ingress and egress from US 290 to Old Bee Caves, it would be the best option. US 290/SH 71 traffic lanes need to be depressed on any concept chosen. | <p>Comment noted. Concepts continue to be evaluated through the Environmental Impact Statement process.</p> <p>We will continue to review and evaluate access from Old Bee Caves Road. The Oak Hill Parkway website (www.OakHillParkway.com) will post updates on the project.</p> |
| 2 | Bayer | Chad | 10/22/13 | Comment Form | Choose Concepts A or C. Concept F violates access to Old Bee Caves Road. Depressed main lanes at the Y and direct connector ramps at SH 71 is preferable. | Comment noted. See Response 1. |
| 3 | Blassingame | Melissa | 10/22/13 | Comment Form | Live in Aviara community and Concept F will not work. Should not be paying tolls because it will discourage people and frontage roads will get congested. | <p>Comment noted. See Response 1.</p> <p>A funding workshop is being planned for early 2014. The date and location will be advertised on the Oak Hill Parkway website at www.OakHillParkway.com.</p> |
| 4 | Boman | Marlene | 10/22/13 | Comment Form | Need upper deck in the middle of Oak Hill to be finished as intended. Sick of sitting at the Y. | Comment noted. The 2007 Alternative will continue to be evaluated. A combination of public concerns and funding constraints led to the Oak Hill section of the larger US 290 project to be placed on hold. Due to the amount of time that has passed since the original Environmental Impact Statement, a new environmental study is required by the National Environmental Protection Act (NEPA), which we are now undertaking. |
| 5 | Bomben | Jayme | 10/31/13 | Comment Form | Need to access Blue Frog Music School and cutting off access will harm a growing business. | Comment noted. We are continuing to evaluate and refine Option 1 with access near Circle Drive. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|----|----------------|------------|----------|------------------------|---|---|
| 6 | Bradley | Sally | 10/22/13 | Comment Form | Live off of Old Bee Caves Road and Concepts C and F are bad options. Options B and D are best. Wonder what traffic would be if D has an exit and use current lights. | Comment noted. See Response 1. |
| 7 | Brannon | Andria | 10/22/13 | Comment Form | Concept F untenable. Access on Old Bee Caves Road to SH 71 is critical. Preference in order: Concepts A, B and C. | Comment noted. See Response 1. |
| 8 | Brinson | Damon | 10/22/13 | Comment Form | Concept C is best for section east of RM 1826 and Concept F between RM 1826 and ACC; terminating Option 1. | Comment noted. Concepts continue to be evaluated through the Environmental Impact Statement process. |
| 9 | Brinson | Damon | 9/30/13 | Workgroup Comment Form | Like Concept F. Want less concrete, more trees. Less frontage roads. Good walking and biking options. Move the traffic but do not destroy the neighborhood. Tolls should not be the deal breaker. | Comment noted. Ideas from the Green Mobility Challenge are being considered. Multiple alternatives will be evaluated during project development in the Environmental Impact Statement. With public input we hope to develop a mobility solution that respects the environment. A funding workshop is being planned for early 2014. The date and location will be advertised on the Oak Hill Parkway website at www.OakHillParkway.com . |
| 10 | Brinson | Leo | 9/30/13 | Workgroup Comment Form | Attend Waldorf School on South View Rd. Have friends that live on Mowinkle Dr. Would like to be able to ride my bike across US 290 to visit friends. | Comment noted. We are continuing to evaluate and refine concepts. |
| 11 | Browning, P.E. | B.K. | 9/30/13 | Workgroup Comment Form | Concept F is the only workable concept. Option 2 should be included in Concept F. Interesting that there are no mention of toll roads. The roads have already been paid for by tax payers' money and should not be tolled. TSM and TDM are not solutions. Everything shown is moving in the wrong direction. Cap Metro moves the wrong side of the Y. | Comment noted. Concepts continue to be evaluated through the Environmental Impact Statement process. A funding workshop is being planned for early 2014. The date and location will be advertised on the Oak Hill Parkway website at www.OakHillParkway.com . |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|----|-----------|------------|----------|--------------|--|--|
| 12 | Burklow | Larry | 10/22/13 | Comment Form | Access from Old Bee Caves Road to US 290 is crucial. Concept F is unfeasible. Concerns on non-evaluated roads being constructed next to Williamson Creek. What impact will concepts B and D have on two shopping centers at Y? | Comment noted. See Response 1. Regarding the anticipated impacts on the two shopping centers at the Y, Concepts B and D are very similar to those of Concepts A and C. The existing signalized driveway intersection (near the McDonald's) would be eliminated as a crossing driveway. Only right turns would be allowed out of each drive. |
| 13 | Cady | Steve | 10/31/13 | Comment Form | Need access near 8649 US 290 West. Would benefit businesses and parents with children attending Blue Frog Music school. | Comment noted. See Response 5. |
| 14 | Carter | Robin | 10/22/13 | Comment Form | "Please do not choose option F!" | Comment noted. Concepts continue to be evaluated through the Environmental Impact Statement process. |
| 15 | Cespedes | Carol | 10/22/13 | Comment Form | Specific needs for access to Seton Hospital, ACC, schools and local businesses should be described in each project. Community needs to see the environmental impact of each alternative. | Comment noted. Concepts are being refined and will be developed into alternatives. Access and impacts will be described in the Environmental Impact Statement. Please review the Oak Hill Parkway website at www.OakHillParkway.com for updates on the project. |
| 16 | Churchill | John | 10/31/13 | Comment Form | Teach at Blue Frog Music School and Option 1 will negatively impact travel time and client base. | Comment noted. See Response 5. |
| 17 | Collister | Cherie | 10/31/13 | Comment Form | "Please consider the request and accommodate the needs of all of us that depend on reasonable access to these businesses." | Comment noted. |
| 18 | Cozzolino | Jenny | 10/22/13 | Comment Form | Concept F or any concept removing access to Old Bee Caves Road will negatively impact Aviara community. | Comment noted. See Response 1. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|----|-------------|------------|----------|------------------------|---|---|
| 19 | Critchfield | Sarah | 10/31/13 | Comment Form | Construction at US 290 would have negative effect traveling to Blue Frog Music School. Displeased with poor planning and inability to create a solution ahead of time for businesses. | Comment noted. See Response 5. |
| 20 | Darcy | David | 10/22/13 | Comment Form | Need maps that show what the focus is and the change. Also written explanations. | Comment noted. We are developing new maps using Google Earth that will be placed on the website at www.OakHillParkway.com . |
| 21 | Darcy | Susan | 10/22/13 | Comment Form | Request a presentation at Austin Waldorf School with the neighborhood associations. Contact me at 512-288-5942 x105. | Comment noted. A meeting at Austin Waldorf School has been scheduled for Feb. 4 at 7 p.m. |
| 22 | Davis | Mack | 10/22/13 | Comment Form | "Very informative" | Comment noted. |
| 23 | Dcozd | Ada | 10/22/13 | Comment Form | Oppose Concept F. Prefer B or possibly D. | Comment noted. |
| 24 | Dyson | Hope | 9/30/13 | Workgroup Comment Form | Like public transport, HOV lanes and Hike and Bike. Concerned about depressed hill. | Comment noted. Pedestrian improvements including sidewalks are being considered during project development in the environmental impact statement. Additionally, we are working with the city of Austin and community to identify locations for shared use facilities (hike and bike trails) to be incorporated into the project where feasible. |
| 25 | Ferrier | Jeannie | 10/22/13 | Comment Form | Concept F with Option 1. Do not want first light at circle. Want bike and park areas. | Comment noted. With public input we hope to develop a mobility solution that respects the environment. |
| 26 | Finan | Sally | 9/30/13 | Workgroup Comment Form | "Concept F is the best compromise for speeding traffic through Oak Hill while enabling local access to neighborhoods and shopping." | Comment noted. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|----|--------------|-------------|----------|------------------------|--|---|
| 27 | Flint | Linda | 9/30/13 | Workgroup Comment Form | "Excellent facility and parking. Good presentation of changes and additional concepts, options, etc. Good sandwiches instead of candy, cokes and chips. Helpful, friendly staff. Good Q-and-A management!" | Comment noted. |
| 28 | Fly Guenther | Nancy | 9/30/13 | Workgroup Comment Form | Like Concept F, but going all the way to William Cannon before being able to turn around might not be a good solution because of getting clogged with all the other traffic. More thought is needed to get from Oak Hill YMCA to downtown. Need walking path from Wolfcreek Pass to the other side of the highway. | Comment noted. |
| 29 | Foster | Gary & Mary | 10/29/13 | Comment Form | Concept F shows you're taking the front part of our property and does not show a service road to get back onto our property. Also concerned about the well for our water on the front part of the property. | Comment noted. We will investigate to see if access can be provided. |
| 30 | Good | Kevin | 10/22/13 | Comment Form | Add Option 1 | Comment noted. Option 1 is still being reviewed and evaluated. |
| 31 | Grimes | Mary Ann | 10/31/13 | Comment Form | Option 1 is not safe or acceptable. Customer of Blue Frog Music School and is distressed about current plan to change access. | Comment noted. See Response 5. |
| 32 | Grossman | Cheryl | 10/22/13 | Comment Form | A parkway is preferred. Want to preserve our community. Other TxDOT projects SH 45SW and MoPac will offer relief. | Comment noted. Ideas from the Green Mobility Challenge are being considered. Multiple alternatives will be evaluated during project development in the Environmental Impact Statement. With public input, we hope to develop a mobility solution that respects the environment. |
| 33 | Hall | M. Jack | 10/22/13 | Comment Form | Proceed ASAP to complete Concepts A, B, C and D and include Option 1 to help US 290 W with traffic flow. | Comment noted. Improving mobility is a key purpose of the project study. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|----|-----------|------------|----------|------------------------|---|---|
| 34 | Hall | Carolyn M. | 10/22/13 | Comment Form | Concepts A, B, C and D are good. Use E-1, E-2. Use Option 1 extending west past Circle Drive. | Comment noted. |
| 35 | Halpin | Beki | 10/22/13 | Comment Form | Each alternative should include bike and pedestrian access. | Comment noted. Pedestrian improvements including sidewalks are being considered during project development in the Environmental Impact Statement. Additionally, we are working with the city of Austin and community to identify locations for shared use facilities (hike and bike trails) to be incorporated into the project where feasible. |
| 36 | Halpin | Richard | 10/22/13 | Comment Form | Replace Old Bee Caves Road cul-de-sac in Option F with a way to access US 290 east and west instead of cul-de-sac. Need plan to stop flooding in Oak Hill that works with aquifer. Incorporate Taco Bell tree in plan by creating island around it. | Comment noted. The Taco Bell Tree is being relocated across US 290 as part of the interim intersection improvements. |
| 37 | Hamant | Delphine | 10/22/13 | Comment Form | Concept C, E and F are detrimental to my commute and property. | Comment noted. |
| 38 | Hardaway | Fred | 10/29/13 | Comment Form | Do not cut off access to hundreds of homes past Scenic Brook that use Circle Drive and South View. | Comment noted. |
| 39 | Hawkins | Charlotte | 10/22/13 | Comment Form | Prefer Concept F. No need for extensive frontage roads. | Comment noted. |
| 40 | Hawkins | Paul | 10/22/13 | Comment Form | Prefer Concept F. No access/frontage roads. | Comment noted. |
| 41 | Hinshaw | James | 9/30/13 | Workgroup Comment Form | "I like the concept of a free flow right turn from WB William Cannon-EB US 290. There is a lot of congestion at that location in the mornings. Substantial traffic backup - past escarpment." | Comment noted. Improving mobility is a key purpose of the project study. |
| 42 | Holmes | Katie | 10/31/13 | Comment Form | Teach at Blue Frog Music School and Option 1 would be a major inconvenience because of heavy traffic. | Comment noted. See Response 5. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|----|-----------|--------------|----------|------------------------|---|--|
| 43 | Hunt | Brian | 10/22/13 | Comment Form | Provide concepts in .kmz files for easy viewing. Don't think Parkway will get funding - can't be bonded for a toll road. | Comment noted. We are preparing kmz files and they will be placed on the website at www.OakHillParkway.com . A funding workshop is being planned for early 2014. The date and location will be advertised on the Oak Hill Parkway website at www.OakHillParkway.com . |
| 44 | Ibrahim | Ghada | 10/31/13 | Comment Form | Can't continue daughter's lessons at Blue Frog Music School if access is changed. | Comment noted. See Response 5. |
| 45 | Jalifka | Julie | 10/22/13 | Comment Form | Old Bee Caves Road cannot be closed off or made a right turn only. Businesses and neighborhoods would be affected. | Comment noted. Access from Old Bee Caves Road will continue to be evaluated. |
| 46 | Jones | Dave | 10/22/13 | Comment Form | Maps hard to see. Show a profile view or have 3-D computer modeling. Direct connectors best option. | Comment noted. See Response 20. |
| 47 | Lake | Ralph | 9/30/13 | Workgroup Comment Form | Concept F minimizes the concrete jungle. Overall Concept F helps through traffic and local pedestrian traffic. | Comment noted. Improving mobility is a key purpose of the project study. |
| 48 | Lansford | Elayne | 9/30/13 | Workgroup Comment Form | Wants the western terminus of the US 290 project to extend past Circle Drive. | Comment noted. See Response 5. |
| 49 | Large | John | 10/22/13 | Comment Form | Concept C maintains current while building new; A similar to C but more conventional spread; Option 2 good idea for improved access to ACC. | Comment noted. |
| 50 | Lawson | LeRoy | 10/22/13 | Comment Form | Live in Granada Hills. Any option that doesn't provide frontage roads to the Y is not acceptable. | Comment noted. |
| 51 | Lee | Joseph Jason | 11/1/13 | Comment Form | In favor of any concept that relieves congestion along US 290 from William Cannon to Circle Rd., SH 71 and the Y. | Comment noted. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|----|------------|------------|----------|------------------------|--|--|
| 52 | Lee | Sonora | 10/30/13 | Comment Form | Option 1 is a great concern for parents and teachers at Blue Frog Music School. As stated by Wade Strong, there is an oversight in the design that does not allow access to the neighborhood around/along 8649 US 290 West. Option 1 allows for one-way access road and we are in agreement that this is unacceptable, unsafe, inconvenient, and a demise to small businesses. | Comment noted. See Response 5. |
| 53 | Lohman | Lori Lee | 10/31/13 | Comment Form | Option 1 is inconvenient to get to Blue Frog Music School. | Comment noted. See Response 5. |
| 54 | Lois-Borzi | Ana | 10/22/13 | Comment Form | Support TSM and TDM for US 290 after RM 1826 from the west. Support Concept C at/after RM 1826 from the west. Want pedestrian/bike connector between N and S between C and RM 1826. Do not want 55 mph frontage road. | Comment noted. |
| 55 | Lois-Borzi | Ana | 9/30/13 | Workgroup Comment Form | No tolls and yes to transit. More pedestrian, bike access and landscaping. Like E1 and E2. No to access road from US 290 to Candelaria because of lack of sidewalks on Granada. | Comment noted. A funding workshop is being planned for early 2014. The date and location will be advertised on the Oak Hill Parkway website at www.OakHillParkway.com . Pedestrian improvements including sidewalks are being considered during project development in the Environmental Impact Statement. Additionally, we are working with the city of Austin and community to identify locations for shared use facilities (hike and bike trails) to be incorporated into the project where feasible. |
| 56 | Long | Derek | 10/22/13 | Comment Form | Accommodate existing neighborhoods. Leave toll roads north of Austin. | Comment noted. A funding workshop is being planned for early 2014. The date and location will be advertised on the Oak Hill Parkway website at www.OakHillParkway.com . |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|----|-----------|------------|----------|------------------------|---|---|
| 57 | Long | Nancy | 10/22/13 | Comment Form | No toll roads. Need access on and off. | Comment noted. A funding workshop is being planned for early 2014. The date and location will be advertised on the Oak Hill Parkway website at www.OakHillParkway.com . |
| 58 | Ludlow | Darcy | 10/31/13 | Comment Form | Very concerned about Option 1. Travel to music lessons on a weekly basis and would have difficulty with the turnaround at Fitzhugh Road. | Comment noted. See Response 5. |
| 59 | M | Noah | 10/22/13 | Comment Form | "Concept F is terrible." | Comment noted. See Response 14. |
| 60 | Marburger | Noah | 10/22/13 | Comment Form | Need solution by 2015 before environmental study is complete. Finding the money and political will is much easier with a clear plan. | Comment noted. An environmental study is required by the National Environmental Protection Act. |
| 61 | Maxfield | Liz | 10/22/13 | Comment Form | Prefer Concept F. | Comment noted. Concepts continue to be evaluated through the Environmental Impact Statement process. |
| 62 | Meeks | Amy | 10/31/13 | Comment Form | Option 1 extremely inconvenient for access to Blue Frog Music School. | Comment noted. See Response 5. |
| 63 | Melton | Bruce | 10/22/13 | Comment Form | Evaluate depressed lanes at William Cannon. Align William Cannon along old alignment. Allow access from Old Fredericksburg Road west then north on SH 71 to turnaround in front of Jim's. | Comment noted. Depressed lanes at US 290 and William Cannon have been considered, but are not feasible because of flooding from Williamson Creek. We are evaluating access at Old Fredericksburg Road |
| 64 | Melton | Bruce | 9/30/13 | Workgroup Comment Form | "Option for main lanes depressed at William Cannon must have preliminary cost. Evaluation for pumping storm water." | Comment noted. See Response 63. |
| 65 | Mickel | Susan | 10/31/13 | Comment Form | Child attends Blue Frog Music School and an exit to the school at Circle Drive will extend my drive 2 1/2 miles and will be an inconvenience. | Comment noted. See Response 5. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|----|------------|------------|----------|------------------------|--|---|
| 66 | Monfrini | Steven | 10/29/13 | Comment Form | No tolls. Concept A with minimum depression main lanes. Option 1. | <p>Comment noted. A funding workshop is being planned for early 2014. The date and location will be advertised on the Oak Hill Parkway website at www.OakHillParkway.com.</p> <p>Comment noted. Concepts continue to be evaluated through the Environmental Impact Statement process.</p> |
| 67 | N/A | N/A | 10/22/13 | Comment Form | Include flood control at Williamson Creek. 2007 Plan is best. | Comment noted. Working with city of Austin to evaluate ways to address drainage at Williamson Creek. Comment noted. |
| 68 | N/A | N/A | 10/22/13 | Comment Form | "There is insufficient information to truly evaluate the options at this time. Cost and performance information is needed." | Comment noted. As concepts and alternatives are developed, more detailed information will be available. |
| 69 | N/A | N/A | 10/22/13 | Comment Form | Like Option F but with minor concern for access to Convict Hill Road from US 290. | Comment noted. |
| 70 | N/A | N/A | 9/30/13 | Workgroup Comment Form | "Granada Hills doesn't need two exits, El Rey is enough. Don't like toll roads - add frontage roads to (1) avoid wrecks on main highway (2) provide a non-toll access" | Comment noted. A funding workshop is being planned for early 2014. The date and location will be advertised on the Oak Hill Parkway website at www.OakHillParkway.com . |
| 71 | N/A | N/A | 9/30/13 | Workgroup Comment Form | "Next time have a microphone for both speakers and audience. Moderator was not repeating questions accurately - Give presenter a laser or pointer." | Comment regarding Sept. 30 workshop noted. |
| 72 | Olvera | Natalie | 10/22/13 | Comment Form | Option C best choice. | Comment noted. |
| 73 | O'Sullivan | Sonja | 10/22/13 | Comment Form | Concept F with Option 1. Traffic from Dripping Springs needs to flow without clusters and backups. Include walking trails and green spaces. | Comment noted. Pedestrian/bike improvements including sidewalks are also being considered during project development in the environmental impact statement. With public input, we hope to develop a mobility solution that respects the environment. |
| 74 | O'Sullivan | John | 10/22/13 | Comment Form | Concept F with Option 1. | Comment noted. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|----|-----------|------------|----------|------------------------|---|--|
| 75 | Payne | Linda | 10/22/13 | Comment Form | Concept D does not allow access to main lanes leaving El Rey. Concept F doesn't appear to increase volume capacity and increases emergency response times to Granada Hills, more difficult for businesses. Increasing volume capacity for the future is critical. | Comment noted. Concepts continue to be evaluated through the Environmental Impact Statement process. |
| 76 | Perkins | Rick | 10/22/13 | Comment Form | Concepts C and D satisfy primary requirements. Main lanes in US 290 need to be three lanes each direction to Scenic Brook. Please consider an Option 3 from US 290 west to RM 1826 west. | Comment noted. |
| 77 | Perkins | Rick | 9/30/13 | Workgroup Comment Form | "The outreach to get people from the area to attend is not good. This meeting was heavily attended by the Fix290 organization who does not want growth in our area. Please add this email address to distribution: board@ohan.org" | Comment noted. Invitations for the Sept. 30 workshop were emailed to everyone who had indicated an interest in design of the project. Email address has been added to database. Open House legal notices were published in the Austin American-Statesman, and advertisements ran in the Oak Hill Gazette, Lake Travis View, Community Impact Newspaper (Southwest Austin Edition) and the Driftwood News Dispatch. A news release was distributed to Austin-area media and posted on the TxDOT, Mobility Authority and project websites and Twitter page. In addition, an email notice was sent to the study's database, and multiple Twitter announcements were posted. |
| 78 | Rathod | Sanjay | 10/22/13 | Comment Form | Concept F is inconvenient to residents around Old Bee Caves Road. Need to be adding roads and mobility options, not reducing them. | Comment noted. See Response 1. Improving mobility is a key purpose of the mobility project. |
| 79 | Ray | C. | 10/31/13 | Comment Form | Proposed changes to the exit to Blue Frog Music School would be a detriment. | Comment noted. See Response 5. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
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| 80 | Ray | Frank | 9/30/13 | Workgroup Comment Form | "Thanks to the organizers of these meetings for their generous donations of time, design ideas, liaison with TxDOT and neighborhoods, promoting public input, and making a real difference." | Comment noted. |
| 81 | Ready | Charlotte C. | 10/22/13 | Comment Form | Concept F is most convoluted plan and inconvenient. Main problem is back up at the Y from the William Cannon intersection. Need plan for improving Williamson Creek because of flooding. | Comment noted. |
| 82 | Riantono | Stevanus Ronald | 10/22/13 | Comment Form | Old Bee Caves Road needs access in/out. | Comment noted. See Response 1. |
| 83 | Rice | Lois | 10/22/13 | Comment Form | Travel volume is multiplying. Look at Circle Drive to Thomas Springs Road, Old Bee Caves, Thomas Cook to Southwest Parkway from 7:30-8:30 and 4:30-5:30. Toll roads might divert vehicles to this route. | Comment noted. Improving mobility is a key purpose of the project study. |
| 84 | Rice | Laura | 10/22/13 | Comment Form | Prefer concepts A or G. Issues start at far end of the circle. Do not make these toll roads. | Comment noted. A funding workshop is being planned for early 2014. The date and location will be advertised on the Oak Hill Parkway website at www.OakHillParkway.com . |
| 85 | Richardson | Daniel | 9/30/13 | Workgroup Comment Form | "EB US 290 west of Convict Hill needs a braided ramp or some form of access onto Convict Hill. Current concepts require drivers to transit a long way on frontage roads and many lights/traffic signals." | Comment noted. Concepts continue to be evaluated through the Environmental Impact Statement process. |
| 86 | Roberts | Susanna | 10/31/13 | Comment Form | Teacher at Blue Frog Music School and tolls would affect the school. Please consider the concerns for local businesses. | Comment noted. See Response 5. A finance workshop is planned for March 22, 2014, and we encourage you to attend. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
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| 87 | Sanders | Leslie | 9/30/13 | Workgroup Comment Form | "Concept C. Concept F. - NO - no access road." | Comment noted. |
| 88 | Schissler | James | 10/22/13 | Comment Form | Concept C meets goals of project and provides good access to neighborhoods and option for tolling is met. Concept F does not meet goals. | Comment noted. |
| 89 | Schulze | Michelle | 10/22/13 | Comment Form | No comment provided. | Attendance noted. |
| 90 | Schulze | Mark | 10/22/13 | Comment Form | Concept F has drawbacks but has less impacts to natural environment. Strongly oppose tolls. | Comment noted. A funding workshop is being planned for early 2014. The date and location will be advertised on the Oak Hill Parkway website at www.OakHillParkway.com . |
| 91 | Sherby | David | 10/22/13 | Comment Form | Concepts A, B and C provide most flexibility and thru-put. | Comment noted. |
| 92 | Short | Van | 10/22/13 | Comment Form | Support alternatives with greatest traffic carrying capacity. | Comment noted. Improving mobility is a key purpose of the project study. |
| 93 | Smitheal | Elizabeth | 10/31/13 | Comment Form | Two children attend Blue Frog Music School and Option 1 would add more than five miles to commute. | Comment noted. See Response 5. |
| 94 | Snowhorn | Kinga | 10/31/13 | Comment Form | Changing access to Blue Frog Music School adds time and safety issues. | Comment noted. See Response 5. |
| 95 | Spence | Jay | 10/22/13 | Comment Form | Main concern is access in and out to Old Bee Caves Road. | We will continue to review and evaluate access from Old Bee Caves Road. |
| 96 | Staton | William R. | 10/22/13 | Comment Form | Long term should look to 2025. Short term by 50 percent is to extend bridge at Williamson Creek by 24' and add a lane each way. | Comment noted. |
| 97 | Sulciman | Adnan | 9/30/13 | Workgroup Comment Form | Believe Concept F addresses needs and purpose with much less cost and time, in addition to environmental protection. | Comment noted. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|-----|-----------|------------|----------|------------------------|---|---|
| 98 | Thayer | Tom | 10/22/13 | Comment Form | Criteria focusing on average speed is not appropriate. Higher speeds on William Cannon, Convict Hill, and RM 1826 is not appropriate and dangerous. Environmental and bike/ped should be important criteria. | Comment noted. The goal of this criteria is to achieve travel speeds that approach the posted speed limits of the arterial streets, not maximize the speed. The wording of the criteria will be improved. Environmental and bike/ped will be evaluated in subsequent screening of the more detailed alternatives. |
| 99 | Thomas | CR | 10/22/13 | Comment Form | Concept C is best. | Comment noted. |
| 100 | Thomas | Cynthia | 10/22/13 | Comment Form | Concept C is the best choice for neighborhoods. | Comment noted. |
| 101 | Thompson | Steve | 10/22/13 | Comment Form | Concept C meets all needs. | Comment noted. |
| 102 | Tijerina | Johnny | 10/22/13 | Comment Form | Do not use Plan F. Need access to Old Bee Caves Road in the Aviara community. | Comment noted. See Response 1. |
| 103 | Tobinsky | Robert | 9/30/13 | Workgroup Comment Form | Likes TSM and TDM. Concept F doesn't allow access to Old Bee Caves Road and would negatively impact homes and properties. Suggests adding traffic light to Old Bee Caves Road for next 3-5 yrs. until project is complete. Likes Concept B. Closing Old Bee Caves Road does not meet the purpose and need of a thousand of residents. | Comment noted. See Response 1. |
| 104 | Toran | Catherine | 10/31/13 | Comment Form | Need to consider a revision to accommodate Blue Frog Music School. | Comment noted. See Response 5. |
| 105 | Tuley | John | 10/22/13 | Comment Form | Concept A and C meet needs. Concept F is least desirable with lack of access to Old Bee Caves Road. | Comment noted. See Response 1. |
| 106 | Tuley | Heather | 10/22/13 | Comment Form | Concept F least desirable because of closing off access to Old Bee Caves Road. Concept A and C could work. | Comment noted. See Response 1. |
| 107 | Vallinger | Conrad | 9/30/13 | Workgroup Comment Form | "Option 1 past Circle Drive is a must! Alternative F is looking better and better. Still want concept D." | Comment noted. Concepts continue to be evaluated through the Environmental Impact Statement process. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|-----|------------|------------|----------|------------------------|---|--|
| 108 | Voellinger | Leonard | 10/22/13 | Comment Form | "Option 1, and Alt D or F would be best." | Comment noted. |
| 109 | Vogelsass | Twila | 10/22/13 | Comment Form | Option 1 is most critical. Safety and pedestrian access across US 290 from Circle Drive to Southview is most desired. Shared use path through the Y is important. | Comment noted. |
| 110 | Walker | Rebecca J. | 10/22/13 | Comment Form | Need access to Old Bee Caves Road. | Comment noted. See Response 1. |
| 111 | Walker | Austin | 10/22/13 | Comment Form | Need access to Old Bee Caves Road. Improve bottleneck at Y by flowing traffic to Bee Caves and Dripping Springs. Need multi-use bike paths. Build the interchanges to flow enough traffic for growth. | Comment noted. See Response 1. Improving mobility is a key purpose of project. |
| 112 | Warren | Evelina | 10/22/13 | Comment Form | Live in Granada Hills. Need frontage roads to bypass freeway. | Comment noted. |
| 113 | Whaley | Andrea | 10/31/13 | Comment Form | Option 1 will interfere with Blue Frog Music School. | Comment noted. See Response 5. |
| 114 | Wolter | Susan | 9/30/13 | Workgroup Comment Form | Concept F and tolling are not options because they remove access roads to US 290. Concept C needs light at Patton Road across McCarty Lane. Good modifications for Granada's El Rey on A, B and C. | Comment noted. Concepts continue to be evaluated through the environmental impact process. A funding workshop is being planned for early 2014. The date and location will be advertised on the Oak Hill Parkway website at www.OakHillParkway.com . |
| 115 | Worrel | David | 9/30/13 | Workgroup Comment Form | TSM, TDM and Concept F do not meet the purpose and need of the project. | Comment noted. |
| 116 | York | Robert | 9/30/13 | Workgroup Comment Form | "Concept F with Option 2 seems to offer the best solution to the biggest problems." | Comment noted. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
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| 117 | Allan-Burklow | Cecilia | 10/3/13 | Web Mail | Concept F would isolate community in Aviara neighborhood and diminish property values. Would like TxDOT to expand Old Bee Caves Road and install traffic light at intersection of Old Bee Caves Road and US 290. | Comment noted. See Response 1. |
| 118 | Allen | David | 10/3/13 | Web Mail | Live in Aviara community and closing off access to Old Bee Caves Road is unacceptable. Preference is traffic lights between Old Bee Caves Road and US 290/SH 71. | Comment noted. See Response 1. |
| 119 | Allen | Deborah | 10/15/13 | Web Mail | Live in Granada Hills neighborhood and Concepts A and C are best option. Need full access at El Rey Blvd. to the access roads. TxDOT has let horrible traffic jams happen at the Y. Neighborhood is used as a cut-through when US 290 gets backed-up. The planning has gone on too long. | Comment noted. |
| 120 | Baucher | Kristen | 10/3/13 | Web Mail | Live in Aviara community and closing access to Old Bee Caves Road would be an inconvenience. Need improvements to access Old Bee Caves Road. | Comment noted. See Response 1. |
| 121 | Baucher | Brian | 10/3/13 | Web Mail | Live in Aviara community and closing access to Old Bee Caves Road is totally unacceptable. Need to improve access to Old Bee Caves Road from US 290/SH 71. | Comment noted. See Response 1. |
| 122 | Bayer | Chad | 10/3/13 | Web Mail | Resident of Oak Hill and need more information than what is on the maps on the link. Having trouble understanding how the project concepts will affect Old Bee Caves Road and Oak Hill area. Will attempt to attend Oct. 22 open house meeting. | Comment noted. See Response 20. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|-----|-----------|------------|----------|----------|--|--|
| 123 | Bayer | Morgan | 10/16/13 | Web Mail | Live off of Old Bee Caves Road and very disappointed that access from US 290 will be turned into a cul-de-sac. Old Bee Caves Road is just as important as Joe Tanner and Convict Hill. | Comment noted. See Response 1. |
| 124 | Bayer | Chad | 10/16/13 | Web Mail | Live in Aviara community and totally unacceptable to close access to Old Bee Caves Road. Please consider improving access to Old Bee Caves Road from US 290/SH 71. | Comment noted. See Response 1. |
| 125 | Belcher | Peggy | 11/1/13 | Web Mail | Support Concept C and both Options 1 and 2. | Comment noted. |
| 126 | Benco | Rudy | 10/22/13 | Web Mail | Draft concepts are too small to read online; please replace with more legible images. | Comment noted. See Response 20. |
| 127 | Bertino | Jennifer | 10/7/13 | Web Mail | Live in Aviara community and need continued access to Old Bee Caves Road from US 290. Please revise Concept F to allow continued access. Road improvements are way overdue. | Comment noted. See Response 1. |
| 128 | Bhuwania | Aditya | 10/3/13 | Web Mail | Live in Aviara community and Concept F should not be implemented. There is enough space to expand Old Bee Caves Road for use as a backup lane to access businesses and houses in the area. | Comment noted. See Response 1. |
| 129 | Boisseau | Charles | 9/27/13 | Web Mail | Who manages website? Have a question. | The website manager contacted this person. |
| 130 | Bradley | Sally | 10/3/13 | Web Mail | Do not close access to Old Bee Caves Road. Would cause traffic problems at Southwest Parkway, Fletcher Lane and Weir Hills Road. Need more exit options on Old Bee Caves Road. | Comment noted. See Response 1. |
| 131 | Brannon | Andria | 10/3/13 | Web Mail | Resident of Aviara neighborhood and need to abandoned plans to close Old Bee Caves Road at SH 71. If closed, would negatively affect property values. | Comment noted. See Response 1. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|-----|-----------|------------|----------|----------|--|--|
| 132 | Brinson | Damon | 10/22/13 | Web Mail | Resident of Granada Hills and in favor of Concept F. Need walking/biking sidewalks on bridges connecting Granada Hills to the Scenic Brook neighborhood. | Comment noted. Pedestrian improvements including sidewalks are being considered during project development in the Environmental Impact Statement. |
| 133 | Casarez | Linda | 10/3/13 | Web Mail | Resident of Aviara and need access to Old Bee Caves Road from US 290/SH 71. Concept F is unacceptable. | Comment noted. See Response 1. |
| 134 | Causey | Sandra | 10/24/13 | Web Mail | Do not eliminate frontage roads. Need turn around at Patton School Road. Need frontage roads entire lengths of highway through Oak Hill. Want to access Oak Hill east and west without getting on major highway. | Comment noted. |
| 135 | Chayra | Garey | 10/23/13 | Web Mail | Strongly urge advice from the traffic engineers on which project will handle the most traffic for the most number of years to come. Let's not go through this again. | Comment noted. Improving mobility is a key purpose of the project study. |
| 136 | Conley | Katie | 10/11/13 | Web Mail | "Alternative F" | Comment noted. |
| 137 | Deitz | Jeffrey | 10/14/13 | Web Mail | Concepts A, B and C are acceptable. To do nothing or have no feeder roads would be a disservice. | Comment noted. |
| 138 | Deitz | Jane | 10/14/13 | Web Mail | Concept B or C without tolls. Been waiting 33 years with no action. | Comment noted. A funding workshop is being planned for early 2014. The date and location will be advertised on the Oak Hill Parkway website at www.OakHillParkway.com . |
| 139 | Durden | Roger | 10/22/13 | Web Mail | Would like flood study done along Williamson Creek. Project should be a tollway with free frontage roads and process sped up. | Comment noted. Drainage studies, including impacts to Williamson Creek, will be a critical element of the project design. See Response 138. A funding workshop is being planned for early 2014. The date and location will be advertised on the Oak Hill Parkway website at www.OakHillParkway.com . |
| 140 | Dyson | Patrick | 10/22/13 | Web Mail | Favor Concept F. | Comment noted. |
| 141 | Ferguson | Pat | 10/29/13 | Web Mail | Would like to meet as soon as possible for clarification. Currently building a warehouse at 8647 US 290 West. | Meeting was held on 11/22/2013. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|-----|-------------|------------|----------|----------|--|--|
| 142 | Glendenning | Marilyn | 10/1/13 | Web Mail | Concerned about the "we don't know response" relating to the question of tolls. Live off of Scenic Brook and as a realtor make several trips a day. | A funding workshop is being planned for early 2014. The date and location will be advertised on the Oak Hill Parkway website at www.OakHillParkway.com . |
| 143 | Grossman | Cheryl W | 10/7/13 | Web Mail | First choice is No Build, second is Concept F. Don't favor high flyovers, multi-lane expressways. Reductions in traffic at Y since flyover to south MoPac opened a few months ago. | Comment noted. |
| 144 | Hamill | Katy | 10/10/13 | Web Mail | Support plan proposed by Fix290. | Comment noted. |
| 145 | Harman | Jennifer | 10/4/13 | Web Mail | Consider options that do not result in Old Bee Caves Road dead-ending before US 290/SH 71. | Comment noted. See Response 1. |
| 146 | Hatley | Janell | 10/27/13 | Web Mail | Heard that the pedestrian crossover would be opposite shops at William Cannon. If this is so, please change to where people walk. | Comment noted. The location of pedestrian crossings and crossovers are very preliminary at this point in the planning process and your comment is noted. |
| 147 | Hawkins | Jennifer | 10/31/13 | Web Mail | Concept C best solution with Option 1 added. Main lanes below ground level is best option for noise and pollution. | Comment noted. |
| 148 | Hoang | Christine | 10/4/13 | Web Mail | Resident of Aviara and need access to Old Bee Caves Road. Concept F would cause considerable harm to me and my neighbors. | Comment noted. See Response 1. |
| 149 | Holt | Gordon | 10/15/13 | Web Mail | Strongly recommend Concepts C or D. Residents of Granada Hills need to make a right turn onto an access road. | Comment noted. |
| 150 | Holt | Marsha | 10/21/13 | Web Mail | Resident of Granada Hills. Need frontage road and direct egress and ingress. Maps were difficult to read, so could not select which map would provide access to community. | Comment noted. See Response 20. |
| 151 | Houlihan | Stephanie | 11/4/13 | Web Mail | Need to be added to mailing list. Just heard about project via Twitter. | Person added to email list. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|-----|-----------|----------------|----------|----------|--|---|
| 152 | Hughes | James | 10/3/13 | Web Mail | Please post video of Concept F on website. Maps are blurry and hard to understand. | Comment noted. As concepts were refined, the videos became outdated and removed from the website. See Response 20. |
| 153 | Hughes | James | 10/3/13 | Web Mail | Resident of Aviara and need access to Old Bee Caves Road. Concept F would cause considerable harm to me and my neighbors. | Comment noted. See Response 1. |
| 154 | Jalufka | Julie | 10/4/13 | Web Mail | Resident of Aviara and need access to Old Bee Caves Road. Concept F would cause considerable harm to me and my neighbors. | Comment noted. See Response 1. |
| 155 | Johnson | Jay | 10/22/13 | Web Mail | Favor Concept A. Need interchange with frontage roads closely placed under elevated lanes similar to US 183 near I-35. | Comment noted. |
| 156 | Jones | Thomas & Laura | 10/29/13 | Web Mail | Flyover is essential to Austin's growth because of all the new housing developments and commuters from Dripping Springs along US 290. | Comment noted. |
| 157 | Keaton | Dale | 10/7/13 | Web Mail | Move SH 71 to Southwest Parkway. Build interchange at current intersection allowing traffic to stay on SH 71 through Austin to bypass the Y. Build interchange at MoPac/SH 71/US 290 to help facilitate new SH 71. Build an elevated US 290 over existing Y all the way to the existing US 290 freeway. Build connecting road between US 290 and SH 71 using Thomas Spring Road and Circle Dr. | Comment noted. The Oak Hill Parkway is studying improvements for US 290 and SH 71 from RM 1826 to Loop 1. Southwest Parkway is not under TxDOT's operational control. |
| 158 | Kruczek | Lorraine | 10/15/13 | Web Mail | Live in Granada Hills. Concepts C and D offer best solutions. No build should be tabled because the traffic congestion is unbearable. Concept F least favorable. Need a right turn to access at US 290 to service in our neighborhood. | Comment noted. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|-----|------------|------------|----------|----------|--|--|
| 159 | Laird | Michele | 10/16/13 | Web Mail | Live in Goldenwood West subdivision off of RM 1826 and child goes to school at intersection of Southview and US 290. Option F best option to maintain a pleasant, safe environment vs. a fast highway. Hope you will upload a video so that I can get more information. | Comment noted. Ideas from the Green Mobility Challenge are being considered. Multiple alternatives will be evaluated during project development in the Environmental Impact Statement. With public input, we hope to develop a mobility solution that respects the environment. See comment 20 and 152. |
| 160 | Landers | Rick | 10/24/13 | Web Mail | All government/city owned parking facilities should be sold for commercial use. City of Austin must act to stop drivers from choosing to drive their car to work. Cap Metro can provide for Express Bus Service to drop off riders within a block or two of nearly all job sites. | Comment noted. The Project Team is working with the city of Austin, Capitol Metro and the public to improve long-term mobility in the Oak Hill area. |
| 161 | Lee | Raymond | 10/30/13 | Web Mail | Expansion of US 290W/SH 71W is essential. The original concept is dated back to 1990s, but nothing has been done. We continue to suffer due to major population expansion. | Comment noted. While the original project received federal environmental clearance in 1988, a combination of public concerns and funding constraints led to the Oak Hill section of the larger US 290 project to be placed on hold. Due to the amount of time that has passed since the original Environmental Impact Statement, a new environmental study is required by National Environmental Protection Act, which we are now undertaking. |
| 162 | Lois-Borzi | Ana | 10/22/13 | Web Mail | Add criteria that addresses the look and feel of the proposed concepts between Circle Drive, Southview and RM 1826. Need criteria to address pedestrian flow. Need a pedestrian/bike ride to connect neighbors across US 290. If insufficient room for a straight, wheelchair accessible bridge, do a spiral on both ends. Want to insulate our neighborhood from the negative effects of a much larger highway. | Comment noted. See Response 24. Additionally, the project team will be conducting Context Sensitive Solutions (CSS) workshops to invite the public to help shape the "look and feel" of the concepts. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|-----|-----------|------------|----------|----------|---|--|
| 163 | Matheny | Rudolph | 10/17/13 | Web Mail | Resident of Aviara and need access to Old Bee Caves Road. Closing it would add significant time to our commute. Consider an underpass at Old Bee Caves that would connect to an access road on the other side of US 290 and eventually to a ramp at William Cannon. | Comment noted. See Response 1. |
| 164 | McGray | Jeremy | 10/16/13 | Web Mail | Live in Granada Hills and only acceptable option is C. | Comment noted. |
| 165 | Messerli | Stephanie | 10/25/13 | Web Mail | In favor of Option 2. | Comment noted. |
| 166 | Messinger | Lynne | 10/3/13 | Web Mail | Cutting off access on to US 290 from Old Bee Caves is crazy. Latest idea (F) should be thrown out. | Comment noted. See Response 1. |
| 167 | Pasloske | Brittan | 10/30/13 | Web Mail | Like Option 1 showing a bridge over US 290 connecting Southview Road and Circle Drive. A bridge will eliminate the danger of traveling towards the intersection to Austin on US 290. | Comment noted. |
| 168 | Perkins | Rick | 10/22/13 | Web Mail | Why are the video links on the Oak Hill Parkway not working? | Comment noted. See Response 152. |
| 169 | Perkins | Rick | 10/8/13 | Web Mail | Several neighborhoods to the West of Oak Hill Parkway have been left out of the discussions. Is it possible for CTRMA/TxDOT to meet with the neighborhoods of Belterra, Ledgeston and Sawyer Ranch? | A meeting is scheduled for February 4, 2014 at the Waldorf School. |
| 170 | Perkins | Rick | 9/30/13 | Web Mail | Question about time of the open house. Did not receive notice about details. Will be heavily attended by Fix290 since they have been working with CTRMA and the rest of us have been on the sideline. | Comment noted. See Response 77. |
| 171 | Petersen | Ryan | 10/3/13 | Web Mail | Live in the Aviara neighborhood and strongly urge that Concept F be revised in order to maintain access to US 290 from Old Bee Caves Road. Concept F would cause considerable harm. | Comment noted. See Response 1. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|-----|------------|------------|----------|----------|---|--|
| 172 | Prather | Teresa | 10/22/13 | Web Mail | Live in Granada Hills and would like Option C or D. | Comment noted. |
| 173 | Rich | Elizabeth | 10/29/13 | Web Mail | In desperate need of some type of project to alleviate traffic. With all the new houses being built it is taking longer and longer. | Comment noted. See Response 161. |
| 174 | Richardson | David | 10/1/13 | Web Mail | Concept F does not fulfill four of the five primary goals of the project. Listed many reasons why not having access roads cause traffic problems including safety issues with emergency vehicles needing to gain access to neighborhoods. | Comment noted. |
| 175 | Rilling | Karon | 10/1/13 | Web Mail | Live in Windmill Run. Most happy with Concept F. | Comment noted. |
| 176 | Rooker | Craig | 10/22/13 | Web Mail | Vote for options A, C or D. | Comment noted. |
| 177 | Rutledge | Matt | 10/22/13 | Web Mail | Resident of Granada Hills and prefer Concept A. Next best options would be C and D. Vote against F, E1/2. Rather have increased gas taxes than tolls. The PDFs on the website don't have enough resolution to see detail. | Comment noted. A funding workshop is being planned for early 2014. The date and location will be advertised on the Oak Hill Parkway website at www.OakHillParkway.com . See Response 20. |
| 178 | Ruxer | Brett | 10/16/13 | Web Mail | Like Options A and C with E1 being ok for minimum improvements. | Comment noted. |
| 179 | Schmid | Ben | 11/1/13 | Web Mail | Preference is Concept A with Option 1. | Comment noted. |
| 180 | Sherby | David | 10/23/13 | Web Mail | Need further exploration of A, B or C. D was too access-limited. E was outdated. F was ridiculous. | Comment noted. See Response 1. |
| 181 | Sorrels | Joe | 10/17/13 | Web Mail | Please verify that Concept F will not allow access to Old Bee Caves Road to US 290. | Comment noted. See Response 1. |
| 182 | Svrcek | Frances | 10/15/13 | Web Mail | Option C or D are the best choices. Need three-lane feeder roads. | Comment noted. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
|-----|-----------|------------|----------|----------------|---|---|
| 183 | Tuley | Heather | 10/3/13 | Web Mail | Resident of Aviara and closing off access to US 290/SH 71 from Old Bee Caves Road should not be considered. You should be looking at options to improve our access. A light at Old Bee Caves Road and US 290/SH 71 would help. | Comment noted. See Response 1. |
| 184 | Tuley | John | 10/3/13 | Web Mail | Do not use Concept F that cuts off our access from US 290/SH 71 to Old Bee Caves Road. None of the concepts address the traffic at Fletcher Lane and US 290. Need higher resolution of PDFs on the website. Unless one attended the latest meeting, you would not know that Concept F plans to cut access. Aviara Homeowners Association is not included on the constraints maps. | Comment noted. See Responses 1 and 20. The Aviara neighborhood has been added to the constraints map. |
| 185 | Ungaro | Whitney | 10/16/13 | Web Mail | Imperative to keep Old Bee Caves Road open. | Comment noted. See Response 1. |
| 186 | Ware | Terri | 10/23/13 | Web Mail | Please save the oak trees that line our roads. | Comment noted. See Response 32. |
| 187 | Wasserman | Julie | 10/10/13 | Web Mail | Support Alternative F. | Comment noted. |
| 188 | St. Louis | Al | 10/22/13 | Verbal Comment | Need three-dimensional models to see the levels. Can't see them on maps. Have the technology at UT Engineering Dept. | Comment noted. See Response 20. |
| 189 | Street | Andrea | 10/22/13 | Verbal Comment | Striving to widen the Y at US 290, but most importantly want to leave Williamson Creek and beauty of Oak Hill along the US 290 corridor. TxDOT can work with Fix290 - advocates for leaving as many oak trees as possible as well as walkway/bikeway that parallels with Williamson Creek. | Comment noted. See Response 32. |

| # | Last Name | First Name | Date | Method | Comment Summary | Response |
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| 190 | Hinshaw | James | 10/22/13 | Screening Criteria Sheet | Likes concepts that take the main lanes of US 290 north of Williamson Creek. Solution should first serve established communities along US 290/SH 71. No build and Alternative F are okay. | Concepts are being refined and will be developed into alternatives. Access and impacts will be described in the Environmental Impact Statement. Please review the Oak Hill Parkway website at www.OakHillParkway.com for updates on the project. |
| 191 | N/A | N/A | 10/22/13 | Screening Criteria Sheet | In regards to screening criteria, shorten projected 2035 traffic stats to 2025. Ask if concept creates industrial/unfriendly feeling for locals; if it adds 55 mph on frontage roads; and if it has pedestrian/bicycle connectors. | Comment noted. It is standard practice to use a 20-year planning horizon for transportation projects, thus the 2035 traffic stats. Once the concepts have been pared to a few remaining alternatives, additional studies may be conducted that would include opening year traffic studies. Subjective criteria, such as "creates industrial/unfriendly feeling" has been avoided for the screening criteria matrix. Bicycle/pedestrian improvements including sidewalks are being considered during project development in the environmental impact statement. |
| 192 | Street | Andrea B. | 10/22/13 | Screening Criteria Sheet | Protect/preserve environment, heritage oaks and smaller trees/foliage. Wants grade-level or depressed lanes, not fly-overs. Make improvements on east side of US 290, not west to preserve trees. Relocate Taco Bell tree. | With public input, we hope to develop a mobility solution that respects the environment and adds value to the Oak Hill Community. Regarding the no fly-over comment, traffic studies will be conducted to evaluate the effectiveness and need for the fly-overs. The results will be presented to the public for comment prior to a decision. The Taco Bell Tree is being relocated across US 290 as part of the interim intersection improvements. |