
**Public and Agency Scoping Meeting Summary
and Comment and Response Report
for the Oak Hill Parkway**



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
Travis County, Texas



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

January 2013**



PUBLIC AND AGENCY SCOPING MEETING SUMMARY

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Public and Agency Scoping Meeting Summary

A Public and Agency Scoping Meeting was held by the Texas Department of Transportation (TxDOT) and the Central Texas Regional Mobility Authority (Mobility Authority) on November 15, 2012 to gather public and agency input regarding the Oak Hill Parkway Study, U.S. Highway (US) 290 / State Highway (SH) 71 West in Oak Hill. The meeting was held specifically to collect input on the scope of the environmental impact statement (EIS), discuss the purpose and need for long-term improvements to US 290/SH 71 through Oak Hill and to present information on previous studies, the tentative project schedule and the EIS process. Cooperating and participating agencies were also invited to attend. The meeting was held from 6:00 to 8:00 p.m. on November 15, 2012 in the Clint Small, Jr. Middle School Cafeteria, 4801 Monterey Oaks Boulevard, Austin, Texas. The meeting utilized 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.

Study Summary

Highway/Project Study Area

The EIS team will study possible improvements to US 290 / SH 71 West in Travis County, Texas. The project limits extend on US 290 from State Loop 1 (MoPac) to Ranch-to-Market (RM) 1826 in 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 proposed improvements, as presented at the scoping meeting would be to:

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

The following preliminary list of needs were identified and presented at the scoping meeting as issues that would need to be addressed by the proposed improvements:

- Traffic congestion related to population growth;
- Over 300 collisions were reported within the project limits between 2009 and 2011 resulting in nine incapacitating injuries and one fatality;
- Lost time stuck in traffic;
- Lack of connectivity; and
- Unreliable route for transit and emergency vehicles.



Goals for Possible Improvements

During the EIS process, public involvement activities will gather input from neighbors and drivers to identify a long-term solution to mobility needs on the Oak Hill Parkway 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; and
- Moves more people safely and reliably, not just more vehicles.

Public Meeting Information

Notices and Advertisements

Legal notices for the Public and Agency Scoping Meeting were published in the Austin American Statesman on Tuesday, October 16, 2012 and Thursday, November 1, 2012,

Display advertisements were published in the Oak Hill Gazette and the Dripping Springs News Dispatch on November 1, 2012.

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

Mailings

Postcards announcing the Open House were mailed out to 68,965 addresses in nine zip codes (78720, 78734, 78735, 78736, 78737, 78738, 78739, 78749 and 78669 to the Pedernales River) using the Every Door Direct program through the United States Postal Service. A copy of the postcard and the Every Door Direct documentation is available in **Attachment B**.

Other Outreach Efforts

A news release announcing the Public and Agency Scoping Meeting was distributed to Austin area news media by the Mobility Authority. The news release was also posted on the TxDOT website (www.txdot.gov). The meeting was also advertised online on the Mobility Authority website (www.MobilityAuthority.com), the project website (www.oakhillparkway.com) and in Twitter feeds (<https://twitter.com/OakHillParkway>).

A news conference for Austin area media was held along US 290 in Oak Hill on October 17, 2012 by the Mobility Authority. Speakers included State Representative Paul Workman, Travis County Commissioner Karen Huber and representatives from Capital Metro and TxDOT. The purpose of the news conference was to announce the start of the EIS. The



date, location and purpose of the November 15, 2012 Open House meeting was also announced. The two news releases are available in **Attachment C**.

Public Meeting Date, Location, and Format

The Public and Agency Scoping Meeting was held Thursday, November 15, 2012 in the Clint Small, Jr. Middle School Cafeteria, 4801 Monterey Oaks Boulevard, Austin, Texas. The meeting was held from 6:00 to 8:00 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.

Twenty-two informational boards regarding the project and the EIS process were displayed around the room for public viewing. A station was set up to provide attendees information regarding other transportation improvement projects in the area and tables were available for representatives of the City of Austin and Capital Metro to visit with attendees regarding local issues. Chairs were available near a slide show that continuously ran showing the display boards and pictures of the study area.

A map of potential environmental constraints within the project area was displayed. Two large plots with the study limits on an aerial photograph were displayed on long tables, and attendees were encouraged to use pens to locate/mark on the plots traffic problem spots they are aware of, environmental features that should be considered in the study and to draw their ideas on how to improve mobility in the area.

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.

Tables were arranged in the middle of the room so attendees could have a place to fill out comment forms and surveys. Two boxes were available near the door and at the end of the display board exhibits for attendees to leave their completed comment cards and survey forms. A court reporter was also available to transcribe comments from attendees that desired to give their input verbally.

Court Reporter transcripts are included in **Attachment J**.

The project display boards are included in **Attachment D**.

Registration, Handouts and Exhibits

Upon arrival at the Public and Agency Scoping Meeting, attendees were asked to sign in and were provided with a set of handouts which included:

- A Welcome Letter
- Comment Sheet
- Fact Sheet
- Oak Hill Parkway Survey
- Meeting Satisfaction Survey



The meeting handout materials are available in **Attachment E**.

Photographs of the public meeting are available in **Attachment F**.

Copies of the draft Public and Agency Coordination Plan were displayed for review. A draft of the Public and Agency Coordination Plan is available as **Attachment G**.

Project Team members staffed a station which provided information about other transportation projects in the area, and representatives from the City of Austin and Capital Metro were also in attendance to provide information and answer questions about their projects within the Oak Hill Parkway area.

Attendance

During the Open House, 111 persons signed in. Of those, 83 were attendees from the general public. One elected official signed in, Gerald Daugherty, who will take office as Precinct 3 Travis County Commissioner. The remaining 28 attendees that signed in were from TxDOT, the Mobility Authority and the Oak Hill Parkway Team.

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

Public Comment Summary

During the Public and Agency Scoping Meeting, attendees were invited to provide comments on the purpose and need for the proposed project and to provide general input on the project. Attendees had the option of leaving their completed comment sheets in drop boxes provided at the meeting, verbalizing their comments to a court reporter at the meeting or mailing/emailing their comments within a ten-day comment period. The deadline to receive written comments was Monday, November 26, 2012.

Written comments were accepted if they were mailed to the TxDOT Austin District Environmental Coordinator, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, faxed to 512-832-7157, or submitted on the project Website (www.oakhillparkway.com) and received during the official comment period from Tuesday, October 16, 2012 to Monday, November 26, 2012 at midnight.

Forty-four comments were received during the official comment period. A summary of the comments received and a response to the comment follows in the Comment and Response Report.

Comment Forms and Surveys are available as **Attachment I**.



Comment and Response Report

Forty-four comments were received during the official comment period. A summary of the comments received and a response is contained in the following table.

Table 1. Public Comment and Response Summary						
#	Last name	First name	Date Submitted	Method	Comment Summary	Response
1	Bentley	Cooper	11/15/2012	Court Reporter / Verbal Comment	Requested a sidewalk on the westbound access road of 290 from Monterey Oaks to Old Fredericksburg Road. Stated there`s a worn path there and people are walking in weeds and mud.	Pedestrian access will be considered during project development in the EIS. The study purpose statement includes increasing multimodal travel options and improving safety. Local and regional connectivity will also be a key consideration in the study.
2	Walker	Sage	11/15/2012	Court Reporter / Verbal Comment	Requests a sound barrier from Monterey Oaks to Old Fredericksburg Road to reduce noise that`s continuous throughout the day due to traffic. Requests a bike lane from MoPac along 290 west and up 71 throughout Oak Hill, and, if possible, connect to Barton Creek. Says a lot of us like to cycle and it would be really helpful.	Potential noise impacts and bicycle lanes will be considered during project development in the EIS.
3	Lyon	Renee	11/15/2012	Court Reporter / Verbal Comment	Does not want a toll road at Oak Hill. Says there`s no reason for it and it would be completely ludicrous to put a toll road for that small section of already-paid-for freeway. Says there`s a lot of people who feel the same way.	Comment Noted. Multiple alternatives will be evaluated, including Non-Toll and No-Build options. However, because transportation funding is limited and the CAMPO Plan includes Toll Roads and Toll Express Lanes, tolling some element of the Build Alternatives will likely be considered.

4	Richardson	David	11/15/2012	Court Reporter / Verbal Comment	Direct connects are too high a profile and would be a significant impact on the community. Instead of joining or merging 71 at the Y with 290, let those two roads continue and merge at Joe Tanner, eliminating the need for on and off ramps at the Y itself. The main lanes from east of FM 1826 to east of Convict Hill could be depressed 14, 16 feet and avoid splitting the community and improve connection of Convict Hill to the future ACC campus. Trade land with businesses that could potentially pollute the creek and keep the businesses in the community.	Suggestion noted. Multiple alternatives will be evaluated during project development in the EIS. With public input we hope to develop a mobility solution that respects the environment and adds value to the Oak Hill Community.
5	Halpin	Beki	11/15/2012	Court Reporter / Verbal Comment	Lives in the Y between 290 and 71 and in the case of an emergency wants to make sure the highway design allows for effective evacuation of the neighborhood allowing plenty of exits in different directions.	The purpose of the project, as presented at the Nov. 15, 2012 Scoping Meeting, includes improving mobility, operational efficiency and safety. Access to and from neighborhoods will be evaluated during the project.
6	Barry	Rollman	11/16/2012	Comment Form	Would like to get involved with bicycle and pedestrian design discussions.	Throughout the process, the community will be consulted on a wide range of elements, such as bicycle and pedestrian accommodations, public transit, aesthetics, noise mitigation, environmental sustainability, neighborhood access and roadway design. Work groups will be formed on specific issues to enhance citizen engagement.

7	Not Provided	Not Provided	11/15/2012	Comment Form	<p>The traffic congestion at Oak Hill is crippling the area. With many new developments going in off 1826 and 290 West, folks need to be able to travel through Oak Hill safely and in a timely manner. Making Oak Hill Parkway a toll way would bring about a constant source of freedom. Roads must be built to accommodate the increased traffic. Trying to make a bridge should be last on the list of objectives. Moving people safety and quickly needs to be #1.</p>	<p>The purpose of the project, as presented at the Nov. 15, 2012 Scoping Meeting, is to improve mobility and operational efficiency, promote long-term congestion management, increase multimodal travel options for people and goods, improve safety and improve emergency response. Specific alternatives will be developed as the project moves forward.</p>
8	Not Provided	Not Provide	11/15/2012	Comment Form	<p>Wants to retain the Oak Hill Oaks and the creek in a natural bed. Requests a greenbelt bike/ped path along the creek. Likes: (1) Only one level of elevation so everyone going through Oak Hill stays up on the elevated part. No exits except Hwy 71 from elevated (2) Or ground level parkway (3) Affordable - if you toll it and the toll is too high the non-tolled lanes will fill up and congest. Those living in the "y" need to be able to get in and out easily (4) Bike and pedestrian access along and across the entire roadway (5) retain the natural beauty of the area wherever possible (6) be creative.</p>	<p>Comment noted. Multiple alternatives, including bicycle/pedestrian improvements, will be evaluated during project development in the EIS. With public input we hope to develop a mobility solution that respects the environment and adds value to the Oak Hill Community.</p>

9	Not Provided	Not Provided	11/15/2012	Comment Form	Thinks it has taken too long and cost too much tax dollars in studies. The project needs to be approved and move forward. There is too much time being wasted on studies.	Comment noted. 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 amount of time that has passed since the original EIS, a new environmental study is required by the National Environmental Policy Act (NEPA), which we are now undertaking.
10	Not Provided	Not Provided	11/15/2012	Comment Form	"It`s time to get this done!"	Comment noted.
11	Not Provided	Not Provided	11/15/2012	Comment Form	"Please hurry - I`m 79 I want to see a solution to the Y before I die!"	Comment noted.
12	Not Provided	Not Provided	11/15/2012	Comment Form	Says (1) Convict Hill is becoming a way to avoid the "Y." People are speeding on it. (2) Escarpment is a cut through as well. William-cannon to Slaughter to 1826.	Comment noted. Traffic volumes and patterns will be considered as part of the EIS.
13	Not Provided	Not Provided	11/15/2012	Comment Form	"I would like the project to be completed sooner rather than later."	Comment noted.
14	Not Provided	Not Provided	11/15/2012	Comment Form	Frustrated and concerned that once again we are starting all over. Has been to many meetings, hearings, environmental studies etc. and now looking again at several years of an environmental study process before even starting with plans. Says it" really makes you wonder if our voice will be heard this time."	Comment noted. 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 amount of time that has passed since the original EIS, a new environmental study is required by NEPA, which we are now undertaking.

15	Not Provided	Not Provided	11/15/2012	Comment Form	Likes the short term developments on 290 & 71. "Good luck with the long term plans."	TxDOT, in cooperation with the City of Austin and Travis County are working to implement interim improvements at five intersections of US 290. While these improvements should lessen traffic congestion, they will only have a temporary benefit and a long-term solution will still be needed.
16	Not Provided	Not Provided	11/15/2012	Comment Form	Requests the use many of the Green Mobility Challenge ideas. Wants environmentally friendly and aesthetically pleasing designs. Says the Y can be done as an example to others as how it can be done right. Says connections are needed between east and west 290.	A number of innovative concepts and ideas will be considered as part of the environmental study, including ideas from the Green Mobility Challenge.
17	Not Provided	Not Provided	11/15/2012	Comment Form	Says "25 years is too long for this to go on. Traffic has become unbearable. This project needs to be fast tracked and completed as soon as possible."	Comment noted. Also see response to Comment #9.
18	Not Provided	Not Provided	11/15/2012	Comment Form	Wants planning to include for bike, pedestrian, and bus/train transit options. Says pedestrian traffic must be addressed immediately from safety standpoint. Wants consideration of many traffic options including roundabouts, parallel streets alleviate congestion at intersections. Requests a road that serves neighborhoods - not just a fast route from Hays county to Austin.	Multiple alternatives, including multi-modal ones, will be evaluated during project development in the EIS. The study purpose statement includes increasing multimodal travel options and improving safety. With public input we hope to develop a mobility solution that respects the environment and adds value to the Oak Hill Community, including interconnectivity between neighborhoods and providing access to the improved facility.

19	Not Provided	Not Provided	11/15/2012	Comment Form	Says trails and bike paths connecting to "Y" and MoPac are needed. Wants to clean up creek and relocate homeless and provide shelter. Says homeless people are major source of trash in creek. Wants to save heritage trees at William Cannon if possible, preserve EB access to 290/71 at Joe Tanner, and noise mitigation.	Multiple alternatives, including bicycle and pedestrian improvements, will be evaluated during project development in the EIS. Impacts to the environment, including trees, creeks and other resources will also be evaluated in the EIS, as will potential noise impacts and traffic.
20	Not Provided	Not Provided	11/15/2012	Comment Form	Says all the highways, interchanges, feeder roads, turnabouts etc, completely ignore the neighborhoods that they go through. Says there is no consideration to short distance travel within the area. Lives on Monterey Oaks Blvd and would like to bike to Wal-Mart less than 1/2 mile away.	Bicycle and pedestrian improvements will be considered during project development in the EIS. Local and regional connectivity will be a key consideration in the study.
21	Not Provided	Not Provided	11/15/2012	Comment Form	"No toll roads. Smaller foot print. Simpler, cheaper improvements. No tall fly overs or extended elevated sections. More bike/ped improvements, public transportation facilities. Traffic is stagnant - we just need improvements that reflect that Americans are driving less."	Comment noted. Multiple alternatives will be evaluated during project development in the EIS. With public input we hope to develop a mobility solution that respects the environment and adds value to the Oak Hill Community. A traffic analyses will be conducted as part of the study.
22	Not Provided	Not Provided	11/15/2012	Comment Form	Recommends separated cycle tracks or multi-use paths that parallel 290 and 71 with side roads connected to bike trails. Wants cyclists to be able to traverse the area from all directions. Says riding surface should be asphalt or smooth highway grade concrete, not bumpy sidewalk. Keep bikes separate from auto at intersections.	Bicycle and pedestrian improvements will be considered during project development in the EIS. Local and regional connectivity will be a key consideration in the study. The purpose of the project, as presented at the Nov. 15, 2012 Scoping Meeting, includes improving mobility, operational efficiency and safety.

23	Not Provided	Not Provided	11/15/2012	Comment Form	"We already know of the contract to build the toll road despite the project being voted down by the voters. This will be a scandal."	Comment Noted. There is no contract for any construction of a toll road in this area; however, because transportation funding is limited and the CAMPO Plan includes Toll Roads and Toll Express Lanes, tolling some element of the Build Alternatives will likely be considered.
24	Not Provided	Not Provided	11/15/2012	Comment Form	"Grade separate "Y" and William Cannon ASAP..."	Comment noted. Multiple alternatives will be evaluated during project development in the EIS. With public input we hope to develop a mobility solution that respects the environment and adds value to the Oak Hill Community.
25	Not Provided	Not Provided	11/15/2012	Comment Form	Indicates 10-15 yrs is enough time to study the environment. Requests something "large" to get "horrible traffic" moving. Says money was allocated how many times to "put in a toll road, fly over whatever." Says taxes don't go down but traffic keeps getting worse. Requests something to help working community.	Comment noted. 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 amount of time that has passed since the original EIS, a new environmental study is required by NEPA, which we are now undertaking.
26	Not Provided	Not Provided	11/15/2012	Comment Form	Wants traffic to flow without lights as much as possible. Nothing against flyovers or elevated sections, but does not want "a spaghetti bowl effect like the Los Angeles stereotype." Wants construction spare as many big trees as possible and wants waterways preserved, although suggests some stretches may need to be artificially routed. Wants Cap Metro park and ride moved to a different location and not tied to being last turn around.	Multiple alternatives will be evaluated during project development in the EIS and avoiding trees will be one of the issues considered. With public input we hope to develop a mobility solution that respects the environment and adds value to the Oak Hill Community. The project team will also be working closely with Capital Metro to enhance transit service in the area.

27	Not Provided	Not Provided	11/15/2012	Comment Form	Lives in neighborhood off of 290/71 that struggles with access issues (in and out). Says traffic noise is loud at late hours of the day and says some cities build sound barriers on both sides of highways.	Local and regional connectivity will be a key consideration in the study. Potential noise impacts will be considered in the EIS.
28	Not Provided	Not Provided	11/15/2012	Comment Form	Says the main problem with the 290/71 interchange is the William Cannon light at 290/71. Says that light is the only reason everything backs up. Says if you can fix William Cannon at 290/71, you fix most of the problem.	Comment noted. Traffic volumes and patterns will be considered during project development in the EIS.
29	Voellinger	Leonard	11/15/2012	Comment Form	Requests taking the western terminus past Circle Drive to Nutty Brown Rd or westward.	Comment noted. Although the western project terminus is RM 1826, exactly how a possible project may transition back into existing US 290 will be considered during project development.
30	Not Provided	Not Provided	11/15/2012	Comment Form	"Oak Hill creates traffic problems which create pollution, waste of gasoline waste of time - this is long overdue to be corrected."	Comment noted.
31	Metzer	Larry	11/6/2012	Web Mail	Says as a new business (retail franchise) owner, he is looking to secure a location in South Austin / Oak Hill, including the "Y", but is extremely concerned about securing a 5-year lease in an area where a major, yet undefined, construction plan is in the near-mid-term outlook. Wants to understand the potential plans, particularly regarding retail centers and strip malls impacts and access.	Interim intersection improvements are proposed to start construction this winter that will affect traffic patterns. See http://www.oakhillparkway.com/about/improvements.php . In regard to the Oak Hill Parkway, construction on any improvements that might be proposed will probably be at least five years or more in the future; at this stage of the process it would be virtually impossible to provide any insight as to how access to individual properties might be impacted.

32	Smith	Sharon	10/25/2012	Web Mail	The problem at the "Y" is caused by people having to wait for left turns at William Cannon from 290. Says the current situation is wasteful and left turns there need a solution.	See response to Comment 31.
33	Burdick	William	10/24/2012	Web Mail	Says the situation at the "Y" is bounded by geography and land use and there is a lack of roads that run east/west. Says the solution lies in moving more people in fewer vehicles. Improved park and ride locations could cut down on the vehicle trips through the "Y". Hopes that flyovers, stacked highways and more pavement is not the end result.	The project team will be working closely with Capital Metro to enhance transit service in the area. Multiple alternatives will be evaluated during project development in the EIS. Highway improvements of some nature will most likely be proposed.
34	Flint	Linda	11/26/2012	Web Mail	"Participant satisfaction survey Nov open house. The location was good. Staff was excellent. Excellent opportunity to express opinions, but website would not take written comments on Nov 26. Parking lot was over full with soccer folks."	Comment noted. Website has been corrected to accept comments.

35	Flint	Linda	11/26/2012	Web Mail	<p>Says US 290/SH 71 traffic is primarily coming from developments in southern Travis County and Hays County. Suggests providing a new loop/road on undeveloped land between the outskirts of Austin and San Marcos/Dripping Springs with (1) access to the loop only from the major roads (MoPac extension, IH35,...) (2) emergency "pullout" areas to stop off the roadway, with emergency phone, a wrecker during rush hours, etc. (3) Small emergency access roads for police, fire, and EMS that are blocked off to regular use. Only 4 or 6 heavy use lanes would be necessary.</p>	<p>Traffic volumes and patterns will be considered as part of the EIS. Multiple alternatives will be evaluated during project development in the EIS.</p>
36	Thayer	Thomas	11/25/2012	Web Mail	<p>Says the EIS should consider changing traffic patterns locally as well as nationwide in which people are driving less. Says any improvements need to be measured against traffic numbers that have leveled off and there should not be the assumption that traffic will again grow as it has in the past. Less traffic and the consideration of limited resources should guide the project as alternatives are considered.</p>	<p>A detailed traffic analysis will be conducted, including traffic projections that will incorporate employment and demographic data as projected by CAMPO.</p>

37	Biermann	Bruce	11/25/2012	Web Mail	Says the "Y" project started in 1988 and there`s still no solution. Asks, "What`s going on?" Says the intersection is miserable, gets worse every year and assumes it will continue to get worse. Questions why no one can find the funding to fix one of the worse intersections in Austin.	Comment noted. 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 amount of time that has passed since the original EIS, a new environmental study is required by NEPA, which we are now undertaking.
38	Melton	Bruce	11/16/2012	Web Mail	Says TxDOT traffic counts show that the number of vehicles on roads in the Oak Hill area is the same as it was at the turn of the century. Questions why has a full evaluation of TxDOT axle counts and saturation counts has not been completed on all roads capable of being impacted by congestion in the area? Also questions CAMPO's traffic projections, saying they project traffic growth at near 3% or the same levels of growth as we saw in the 20th century when the driving behavior trend in the area has changed as is evident in TxDOT traffic counts.	See response to Comment #36.
39	Jasinski	Daniel	11/16/2012	Web Mail	"No more tolls!!!"	Comment Noted. See response to Comment #3.

40	Street	Andrea	11/16/2012	Web Mail	Says traffic congestion at the "Y" is a small price to pay for being able to live in such a unique area in Austin. Asks to save the majestic oaks from being cut down for the sake of shaving off a few minutes of people's commute, and for incorporating grade level improvements to the Oak Hill corridor. Says there has to be a better way to make improvements besides constructing outdated elevated superhighway's of the past. Suggests enhancing Williamson Creek into a hike and bike trail to the west and widen 290west near the cliff area to the east.	Multiple alternatives will be evaluated during project development in the EIS. With public input we hope to develop a mobility solution that respects the environment and adds value to the Oak Hill Community.
41	Lake	Ralph	11/16/2012	Web Mail	"Please DO NOT build a concrete monstrosity at the "Y" in Oak Hill. A NON-TOLLED parkway would do the job at lower cost, less environmental impact, and much better aesthetics."	Multiple alternatives will be evaluated during project development in the EIS. With public input we hope to develop a mobility solution that respects the environment and adds value to the Oak Hill Community.
42	Graf	Art	10/24/2012	Web Mail	Questions if there isn't already an approved road improvement design (not the temporary fix, but the 'permanent' design) for the Oak Hill junction	There is not an approved design for the roadway. Alternatives are being identified. While area improvements have been considered previously, 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 amount of time that has passed since the original EIS, a new environmental study is required by NEPA, which we are now undertaking.
43	Ayres	Tannifer	11/8/2012	Web Mail	Requested updates about the Nov. 15 scoping meeting and future notices about the Oak Hill Parkway.	Request noted. Future updates and notices will be sent.



44	Wright	Kelly	11/15/12	Web Mail	Represents the owner of property known as West Park PUD and requests the realignment of RM 1826 to align with a proposed access point into West Park PUD. Supports improvements to US 290.	Request noted and will be considered during project development.
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