

Documentation of Public Meeting

Project Location

Travis County

State Loop 360 at Walsh Tarlton Lane 0113-13-170

Project Limits

From Stoneridge Road to MoPac Expressway

Meeting Location

Westlake High School – Chap Court 4100 Westbank Drive Austin, TX 78746

Meeting Date and Time

Aug. 8, 2019 at 4 to 6:30 p.m.

Translation Services

N/A

Presenters

N/A

Elected Officials in Attendance

Amy Pattillo, City of Rollingwood City Council

Total Number of Attendees (approx.)

60

Number of Commenters

6

Contents

- A. Comment/response matrix
- B. Notices
- C. Sign-in sheets
- D. Comments received
- E. Figures

I. Overview

The Texas Department of Transportation (TxDOT) held a public workshop on Aug. 8, 2019, to gather input on the Loop 360 at Walsh Tarlton Lane project. The workshop provided attendees the opportunity to review informational boards and exhibits, provide comments and ask questions about the project. Attendees were also able to provide feedback on wall treatment options as part of the Context Sensitive Solutions (CSS) process. A summary of CSS feedback is available in a separate report on the program website, Loop360Project.com.

Loop 360 has severe traffic congestion, causing both mobility and safety concerns, and we can expect traffic congestion to worsen as our population grows. The Loop 360 program will upgrade multiple intersections along the roadway, and the upgrades will be completed as separate projects. Updated details on the anticipated timeline for projects can be found on the program website, Loop360Project.com.

The proposed improvements at Walsh Tarlton Lane presented at the August workshop include removing the traffic signals from the Loop 360 mainlanes at Walsh Tarlton Lane and at the entrance to Barton Creek Square (mall) and constructing an overpass with non-signalized U-turns in both directions at Walsh Tarlton Lane. The project also includes a shared-use path (SUP) and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

Three options were presented at the workshop. The three options differ in their treatment of (1) the northbound Loop 360 entrance ramp, (2) southbound MoPac access and (3) the southern driveway to Barton Creek Square. Differences include:

- (1) Northbound Loop 360 entrance ramp
 - Concept 1 An acceleration lane will be added from the Loop 360 connector road north of Stoneridge Road to the northbound Loop 360 mainlanes (shown on Options 1 and 3 exhibit).
 - Concept 2 A stop sign will be added from the Loop 360 connector road north of Stoneridge Road to the northbound Loop 360 mainlanes (shown on Option 2 exhibit).
- (2) Southbound MoPac access
 - Concept 1 Drivers will exit north of Walsh Tarlton Lane and

pass through the signalized intersection at Walsh Tarlton Lane. Then, drivers in both lanes will proceed down the connector road to access southbound MoPac as they do today (shown on Options 1 and 2 exhibit).

- Concept 2 Drivers will exit north of Walsh Tarlton Lane and pass through the signalized intersection at Walsh Tarlton Lane. Then, the right lane will proceed down the connector road to access southbound MoPac, and the left lane will enter southbound Loop 360 (shown on Option 3 exhibit).
- (3) Southern driveway to Barton Creek Square:
 - Concept 1 Drivers exiting the south driveway from Barton Creek Square will enter the northbound connector road after yielding to cross traffic (shown on Option 1 exhibit).
 - Concept 2 Drivers exiting the south driveway from Barton Creek Square will enter the northbound connector road using their own dedicated lane (shown on Option 2 exhibit).
 - Concept 3 The south driveway to/from Barton Creek Square is removed (shown on Option 3 exhibit).

Attendees were encouraged to provide written feedback about the project, email comments to the project team, or submit a comment via a form on the project website. Comments will help guide the next planning phases of the project, including environmental analysis, design and construction. A summary of the comments received, and their responses, is included in **Appendix A**.

II. Workshop Information

The workshop was held from 4 to 6:30 p.m. on Aug. 8, 2019, at Westlake High School – Chap Court, located at 4100 Westbank Drive, Austin, TX 78746. Notices announcing the workshop were distributed beginning 31 days before the event and continued on an ongoing basis through the day of the workshop.

Copies of the notices are included in **Appendix B**. Notices included:

- Email to elected officials
- Email to project stakeholders
- TxDOT.gov notice
- Newspaper advertisement in Austin-American Statesman
- Flyers distributed to local organizations, schools, businesses and residents
- Announcement in program e-Newsletter

- Social media posts on Twitter and Facebook
- On-road signage
- News release

Approximately 51 people (27 members of the public, 1 elected official, 1 representative from the media, and 22 staff) registered their attendance by signing in at the workshop. Sign-in sheets are included in **Appendix C.**

Upon arrival, attendees were provided with handouts, including overall program and Walsh Tarlton Lane project fact sheets, overall program and Walsh Tarlton Lane project FAQs, and a flyer informing participants of the opportunity to review all workshop materials as part of the virtual workshop on the project website. Comment forms were also available.

Workshop displays included 18 informational boards and three engineering drawings, representing each of the three options described above. Copies of the workshop handouts, display boards and engineering drawings are included as figures in **Appendix E.**

III. Comments and Responses

A total of two written comments were submitted on the day of the workshop and four additional comments were submitted by the public comment deadline via email or online comment form following the workshop. Copies of the comments received in response to the workshop are included in **Appendix D**. Feedback includes:

- Support for concept three that proposes removing the south driveway to/from Barton Creek Square
- Questions regarding the access to driveways used by the Balcones Canyonlands Preserve staff, Parks and Recreation Department, LCRA and Austin Energy
- Concern that drivers will use Stoneridge Road as a cut through in lieu of traveling on Loop 360
- Questions about the height of the proposed Walsh Tarlton Lane overpass and whether it would impede visibility
- Concern with traffic during construction of the project, as well as the traffic impact on Walsh Tarlton Lane
- Support for planting and restoring wildflowers along the corridor
- Requests to increase the number of lanes on Loop 360

Attendees were invited to write comments on Post-It Notes and leave them on the boards or place them directly onto the drawings. Photographs of the display boards and engineering drawings showing comments are included in **Appendix D**. Feedback includes:

- Support for option 1 in general
- Suggestion to consider emergency evacuation routes from Barton Creek
 Square before removing the south driveway to/from this location
- Concerns about safety and visibility for drivers
- Concern with road noise after construction of overpass
- Request to keep all entrance/exits at Barton Creek Square
- Support for wall treatment aesthetic option 1

IV. Post-Workshop Outreach

After the workshop, program stakeholders were sent an e-newsletter thanking workshop attendees and encouraging them to visit the program website (i.e. virtual workshop) to review and comment on all workshop materials, including CSS elements. Twitter posts also encouraged participants to visit the virtual workshop and/or submit a comment online. See the figures in **Appendix E** for post-workshop outreach materials, including a record of the virtual workshop.

V. Additional Notifications

In addition to the outreach efforts completed by TxDOT, the workshop was publicized by local media outlets. Prior to or on the day of the workshop, the event was published in the Community Impact Newspaper and announced on KLBJ radio in Austin. After the workshop, the Austin American-Statesman ran a follow-up article. See the figures in **Appendix E** for additional notifications.



Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Abzug, Robert	08/09/2019	Online Comment	I have some questions about the plans: 1. How high an overpass do you plan at Walsh Tarlton, and has there been consideration about its visiibility to surrounding neighborhoods and its impact on those neighborhoods? 2. What about the impact on Walsh Tarlton traffic, especially since the plans are replacing a one traffic light entrance to 360 with a two light process. Will not this create enormous traffic jams considering the new codominiums on the north side of walsh tarlton and the traffic from the mall, not to mention the traffic from Walsh Tarlton all the way back to Bee Caves Road? 3. What is the projected impact on traffic in both directions on Walsh Tarlton, especially considering the fact that it directly passes two public schools, one an elementary school and one a middle school, where crossing walsh tarlton is the way children get to school and return home. Is there not a problem increasing traffic on walsh tarlton related to the safety of children, especially at peak hours which are also, especially in the morning, the very times when these children walk to school. It is already a problem and why would this not increase	The Loop 360 overpass at Walsh Tarlton Lane will be built according to TxDOT design standards. The completed bridge will be approximately 25 feet high, with a minimum overhead clearance of 16.5 feet. As part of the environmental study for the project, TxDOT will evaluate noise, visual, and other environmental impacts. In addition, in the fall of 2018, the Loop 360 project team began to gather public input on design solutions, or Context Sensitive Solutions (CSS), for the corridor. CSS is a collaborative approach to developing roadways that fit within their surroundings. The CSS approach considers not only the physical aspects or standard specifications of a roadway, but also the scenic, environmental, historic, economic and social resources in the surrounding community. The process involves all stakeholders, including community members, elected officials, interest groups, and affected state, local and federal agencies to develop a transportation facility that fits its physical setting. CSS processes help to preserve and enhance community resources while improving safety and

	the danger and the traffic problem at walsh tarlton and pinnacle?	mobility along the corridor. You can learn more about the CSS process, and see public input received to date, on
	4. Isn't a much simpler solution to fast track traffic on Walsh Tarlton to 360 by building	Loop360Project.com
	an overpass that connects Walsh Tarlton to 360 feeder road without lights and also	Traffic analyses show that the current configuration from westbound Walsh
	removing the light that stops traffic on 360?	Tarlton Lane to Loop 360 (one right- turn lane for drivers heading
	5. In short, none of the options that have	northbound and two left-turn lanes for
	been suggested deal with the impact of an overpass and two traffic light situation at	drivers heading southbound) will accommodate projected traffic at the
	360 and walsh tarlton to both the traffic on	intersection. Traffic signals will be
	walsh tarlton and its impact on established neighborhoods.	synchronized as much as possible to improve traffic flow through the
	neighborhoods.	intersection. Additionally, the Loop 360
		at Walsh Tarlton Lane project aims to separate local from through traffic.
		Adding an overpass at Walsh Tarlton
		Lane will remove the mainlane traffic from the signal, thereby reducing wait
		times for drivers traveling from Walsh
		Tarlton Lane onto Loop 360.
		Traffic analyses show that traffic flow on Walsh Tarlton Lane will stay the
		same or improve. The Loop 360 at
		Walsh Tarlton Lane Project extends from south MoPac to just north of
		Stoneridge Road. The City of Austin
- 1		

owns and maintains Walsh Tarlton Lane, and is the entity in charge of any potential improvements along this street. Your comment has been shared

					with them. There is not enough traffic to warrant direct connections from Walsh Tarlton Lane to the Loop 360 connector roads. Adding direct connections would also significantly impact adjacent property owners along Loop 360 and Walsh Tarlton Lane, and the adjacent Balcones Canyonland Preserve (greenbelt area). Additionally, adding an underpass (where the Loop 360 mainlanes go under the cross street) at Walsh Tarlton Lane is not recommended due to the existing terrain in the area Comment noted.
2	Guerin, Martha	08/08/2019	Online Comment	My concern is that people will use Stoneridge Road as a cut thru . This is a small county road and not designed for heavy traffic.	Comment noted. One of the goals of the Loop 360 Program, including the Walsh Tarlton Lane project, is to improve mainlane operations and separate local from through traffic, which should reduce neighborhood cut-through traffic.
3	Kane, Jim	08/22/2019	Online Comment	Why is 360 still a 4 lane hwy? It would benefit Austin residents, workers, businesses, travelers to look at the 2016 study and freshen the numbers. It will add cost to the project, but is is BADLY Needed! The land needed looks readily available. The	TxDOT looked at options for additional lanes as part of our Loop 360 feasibility study, which ended in 2016. The study found that adding lanes would be beneficial, but more benefit would be gained if signals on the

				main bottleneck, the bridge, appears to be able to support 6 lanes. In the grand scheme of road projects, it looks relatively reasonable cost for the benefits gained. Thanks and best wishes, Jim	mainlanes were first removed and replaced by overpasses (where the Loop 360 mainlanes go over the cross street) or underpasses (where the Loop 360 mainlanes go under the cross street). Once these improvements are complete, future projects may include adding an additional pair of lanes to Loop 360, including the Pennybacker Bridge. However, no such project is currently planned or funded.
4	Luna, Vilma	08/08/2019	Comment	I am skeptical of other intersections on 360 aren't also doneoverall concern is speed and safety b/c the areas immediately off Walsh Tarlton are residential + schools, including Adult Transition Services School building for special educationconstruction timeline does not seem doable so disruption to traffic will be very significant Prefer option 3 regarding closing the Barton Square South Driveway will best alleviate the hazards at 360 + MoPac Walsh Tarlton signalized intersection with the elevated lanes will block view across 360	The Loop 360 at Walsh Tarlton Lane project extends from south MoPac to just north of Stoneridge Road. It is part of the Loop 360 program, which currently includes improvements at ten intersections along the corridor. You can learn more about the other projects in the program at Loop360Project.com. TxDOT's number one priority is safety. TxDOT is evaluating target design speed and other factors to increase safety within the project area. See response to Robert Abzug regarding impacts to Walsh Tarlton Lane and visual impacts. The Loop 360 at Walsh Tarlton Lane

5	Reiner, Bill	08/08/2019	Comment	All alternatives will add "connector lanes" between existing pavement and boundary of Barton Creek Wilderness. That will shrink the short driveways leading to at least 4 gates into the Preserve – gates used by Parks & Recreation Dept. and Balcones Canyonlands Preserve staff for maintenance and monitoring, as well as by LCRA and Austin Energy utility crews for inspections and maintenance. AFD has also requested emergency access routes be developed to allow evacuation of injured hikers. 1. Will those gates be unobstructed during construction? 2. Will there be sufficient room for a large truck to pull off the road if the gate is closed? 3. Will there be a "trigger" on the Walsh Tarlton light to allow trucks to exit the gate at that light?	project is anticipated to take 2-3 years to construct. TxDOT is working closely with the City of Austin, LCRA and others who may access the driveways to ensure access during and after construction, including access for large vehicles.
6	Simon, Sandra	08/12/2019	Online Comment	1. We attended the workshop at Westlake High School, and noticed that traffic exiting the Mall onto Route 360 and wanting to go East on 360 will have to go toward Walsh Tarlton and do a U-Turn, under all 3 options. How will problematic traffic congestion at the Walsh Tarlton-360 intersection be prevented? Will there be any other way to exit the mall directly onto Route 360 to go East?	Comment noted. To access southbound Loop 360 from Barton Creek Square, drivers will turn right onto the northbound connector road and use the non-signalized U-turn at Walsh Tarlton Lane to turn around. Drivers will not be able to turn left to access southbound Loop 360.

wildflowers along Route 360. This is Austin! Thank you for the opportunity to comment.	See previous response to Robert Azbug regarding Context Sensitive Solutions (CSS) process for the corridor. The CSS process includes consideration of wildflowers along Loop 360.
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Email to Elected Officials



Loop 360 at Walsh Tarlton Lane Workshop

5 messages

Bradley Wheelis <Bradley.Wheelis@txdot.gov>
To: Bradley Wheelis <Bradley.Wheelis@txdot.gov>

Mon, Jul 8, 2019 at 10:25 AM

Good Morning,

TxDOT is moving forward with the next phases of the Loop 360 at Walsh Tarlton Lane project.

Proposed improvements include:

- Removal of the traffic signals from the Loop 360 mainlanes at Walsh Tarlton Lane
- Construction of an overpass (where the Loop 360 mainlanes go over the cross street) with non-signalized U-turns in both directions at Walsh Tarlton Lane
- Addition of shared-use paths and sidewalks within the project limits to improve bicycle and pedestrian accommodations

We will present the proposed improvements at the Walsh Tarlton Lane project workshop on Thursday, Aug. 8, 2019, from 4 to 6:30 p.m. at Westlake High School Chap Court, 4100 Westbank Drive, Austin, TX, 78746.

At the workshop, the project team will gather feedback on the recommended improvements to help guide the planning of this important transportation improvement project. The public workshop will be in an open house format, so attendees may come and go at their convenience.

If you are unable to attend the workshop in person, a virtual workshop will be available on the website at www.Loop360Project.com beginning Aug. 8. Interested citizens can view meeting materials and comment online.

The Loop 360 at Walsh Tarlton Lane project is part of the Loop 360 program, which will upgrade additional intersections along the corridor, including:

- Westlake Drive/Cedar Street
- Lakewood Drive/Spicewood Springs Road
- Courtyard Drive/RM 2222
- Lost Creek Boulevard/Westbank Drive
- RM 2244

The work at four of these intersections (Westlake Drive, Lakewood Drive, Spicewood Springs Road, Courtyard Drive) is being jointly funded by the City of Austin through its 2016 Mobility Bond program.

I have attached fact sheets with more information about the workshop and the project. If you have any questions or would like to meet to discuss the project in more detail, please feel free to email or call. We look forward to seeing you at the workshop.

Sincerely,



Brad Wheelis

Public Information Officer

TxDOT Austin District

7901 North I-35

Austin, TX 78753

Office: 512-832-7060

Cell: 512-815-7239

Follow us: www.twitter.com/txdotaustin

Talk to us: www.facebook.com/txdot

Watch us: www.youtube.com/txdotpio

A Texas Department of Transportation (TxDOT) message



2 attachments



Walsh Tarlton Workshop Flyer_Loop 360_July 2019.pdf 370K



Walsh Tariton Fact Sheet_Loop 360_July 2019.pdf 406K

Email to Project Stakeholders

Crystal Wotipka-C

From: Crystal Wotipka-C

Sent: Tuesday, July 16, 2019 4:35 PM

To:

Subject: Loop 360 at Walsh Tarlton Lane Project Information

Attachments: Fact Sheet - Loop 360 at Walsh Tarlton Lane - July 2019.pdf; Workshop Flyer - Loop 360 at Walsh

Tarlton Lane - July 2019.pdf

<Name>,

It was a pleasure to speak with you on the phone earlier today. Below and attached is information about the Loop 360 at Walsh Tarlton Lane project. Please feel free to reach out if you have any questions.

Thanks, Crystal

TxDOT is moving forward with the next phases of the Loop 360 at Walsh Tarlton Lane project. The project is part of the Loop 360 program, which will upgrade multiple intersections along the corridor. The project proposes the following solutions and improvements:

- Removal of the traffic signals from the Loop 360 mainlanes at Walsh Tarlton Lane
- Construction of an overpass (where the Loop 360 mainlanes go over the cross street) with non-signalized Uturns in both directions at Walsh Tarlton Lane
- Addition of shared-use paths and sidewalks within the project limits to improve bicycle and pedestrian accommodations

We will present the proposed improvements at the Walsh Tarlton Lane project workshop on Thursday, Aug. 8, 2019, from 4 to 6:30 p.m. at Westlake High School Chap Court, 4100 Westbank Drive, Austin, TX, 78746.

At the workshop, the project team will gather feedback on the recommended improvements to help guide the planning of this important transportation improvement project. You can come and go at your convenience. If you are unable to attend the workshop in person, a virtual workshop will be available on our website www.Loop360Project.com from Aug. 8 to Aug. 23 where you can view meeting materials and comment online.

I have attached fact sheets with more information about the workshop and the project – please feel free to share with those you believe might be interested. If you have any questions or would like to meet to discuss the project in more detail, please email cwotip-c@txdot.gov or call (512) 832-7192. We look forward to seeing you at the workshop.



Crystal Wotipka | Loop 360 Public Information
Austin District

7901 N. IH 35, Austin, TX 78753

Cell: (512) 395-7792 | Office: (512) 832-7192 | Email: cwotip-c@txdot.gov

TxDOT.gov Notice

Public Workshop - Loop 360 Pogram - Walsh Tarlton Lane

Texas Department of Transportation > Inside TxDOT > Get Involved

> About Public Hearings, Meetings and Notices > Hearings, Meetings and Notices Schedule

Where: Westlake High School Chap Court

> 4100 Westbank Drive Austin, TX, 78746 (Map)

When: Thursday, Aug. 8, 2019

4 p.m. - 6:30 p.m.

Purpose: The purpose of the public workshop is to gather input on the proposed

> improvements at Walsh Tarlton Lane, as part of the Loop 360 Program. The workshop is an open house format, so the public may come and go at their convenience, and staff will be available to answer questions. Comments must be

received on or before Friday, Aug. 23, 2019, to be a part of the ocial public workshop record. Comments will be accepted at the meeting or by mail at:

TxDOT Austin District Attn: Loop 360 Program

7901 N I-35 Austin, TX 78753

Description: Loop 360 has severe and increasing trac congestion, causing both mobility and

> safety concerns. The Loop 360 program will upgrade multiple intersections along the roadway. The Loop 360 at Walsh Tarlton Lane improvements include the removal of

the trac signals from the Loop 360 mainlanes at Walsh Tarlton Lane and construction of an overpass (where the Loop 360 mainlanes go over the cross street) with non-signalized U-turns in both directions at Walsh Tarlton Lane.

Additionally, the design will include a shared-use path and sidewalks for bicycle and

pedestrian accommodations in the project area.

Special

TxDOT makes every reasonable effort to accommodate the needs of the public. The Accommodations: workshop will be in English. If you have a special communication accommodation or

> need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs.

Please call (512) 832-7192 at least two working days prior to the meeting. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

Memorandum of Understanding:

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Downloads:

- Display Ad
- Virtual Workshop (Closes Aug. 23, 2019)
- Display Boards
- · Environmental Constraints
- · Walsh Tarlton Lane Fact Sheet
- · Walsh Tarlton Lane FAQ's
- · Schematic Option 1
- · Schematic Option 2
- · Schematic Option 3
- · Comment Card
- Loop 360 Program Fact Sheet
- Loop 360 Program FAQ's

Contact:

TxDOT Austin District P.O. Box 15426 Austin, TX 78761

(512) 832-7000

Email

Posted July 17, 2019

Frank Rodriguez, left, a former policy aide to Mayor Steve Adler, received a letter of admonition

provisions. [2015 AMERICAN-STATESMAN]

after

violating

city ethics



From Page A1

fine.

board member agreed to pay an \$11,000 fine.

In Seattle, in 2016, a transportation employee failed to recuse himself from matters involving a bike-share company he founded, though he was no longer affiliated with the company and received no financial benefit. He agreed to pay a \$10,000

The powers of the Austin Ethics Commission are relatively toothless compared with those in some cities on the East and West coasts, which can issue fines or other sanctions in cases of violation. Austin's council-appointed commission hears complaints against elected and appointed officials and their staffs. If it finds a violation, it can issue one of three types of letters or, in extreme cases, offer a recommendation that the person be removed from his or her job. Austin's board can also refer cases for criminal prosecution by city attorneys, but it has not done so in recent decades, observers said.

As Austin grows, its policies and processes surrounding city ethics have seen more scrutiny as prominent cases have tested them. The Rodriguez case came after an American-Statesman report and a city investigation that yielded more than 700 pages of findings. A complaint against former Police Monitor Margo Frasier involving her secondary employment drew controversy before she was cleared. A complaint against Human Resources Director Joya Hayes involving child care led council members to take complaints against some staff members out of public view.

This week, City Council Member Natasha Harper-Madison's campaign contributions collected outside of the allowed time frame became a partisan issue when Republicans filed an ethics complaint accusing her of a pattern of violations. Other campaign finance errors or violations have resulted in letters of notification or reprimand. Critics have occasionally suggested the commission have broader powers. Fred Lewis, a local lawyer and activist who's had perhaps more involvement with Austin's ethics commission than anyone else. criticized the commission for being too weak and, he said, staff-directed. He wants to see an independent ethics commission tied to a public campaign financing system.

"Without effective enforcement, there is no ethics," he said. "A restructured ERC should have much broader powers to investigate, hold evidentiary formal hearings, propose real fines, and refer and try matters in Municipal Court. While state law allows fines up to only \$500, that could be per day, per violation and likely would get some politico's attention."

Still, Lewis, who represented Rodriguez as his attorney, called that case "much ado about nothing" and said the city should not have made a big deal of it. He and Rodriguez consistently denied that Rodriguez influenced any contracts while at the city.

Lewis was recently the complainant in a case against a political action committee whose managers he accused of illegally delaying disclosure of a major contribution. Representatives of the PAC acknowledged they should have noted the contribution on an earlier campaign finance form, and commissioners voted to issue them a letter of reprimand. In Philadelphia, by contrast, late financial disclosures bring fines of \$250 per day.

Mayor Steve Adler said he hadn't given the ethics sanctions much thought and would be interested to see what other cities do but overall thinks the process is serving the city well.

"I don't think there are people who violate the ethics rules because of the absence of sanctions as evidenced by how contested these things are so I'm not sure there's a problem we're trying to fix," he said. "If we started having repeated similar violations or people flaunting it like, 'Who cares? They can't really do anything to me,' or the same people being brought before the commission more than once, then we'd be crying out for more."

Newspaper Ad

The chair of the commission, Mary Kahle, did not return phone calls to comment. Its vice chair, Luis Soberon, said he's not familiar with how other cities operate but is impressed with the diligence in how Austin's commission considers each case.

Austin's ethics commission has heard 10 cases in the past three years and issued four letters in response to findings of violation.

Other major Texas cities are relatively similar. Of some three dozen complaints filed in San Antonio in the past three years, all were dismissed or returned for not meeting complaint requirements, city documents showed. Dallas' ethics commission has seen three violations in the past three years, all resulting in letters of reprimand or notification. Fort Worth's commission has not heard any complaints in the past three

Carla Miller, director of ethics in Jacksonville, Fla., who founded an organization dedicated to city ethics 20 years ago and has traveled all over the country training cities in creating ethics commissions, said the process of responding to an ethics complaint is often worse than an actual sanction.

"Most people would probably pay \$5,000 to not have something like that on their record," she said of letters finding

Having strong laws can sometimes be the biggest challenge, Miller said.

"A lot of the time what you find is that the laws the ethics commissions are dealing with are fairly weak, and something is clearly not right, it appears to be a conflict, but it doesn't really fit into the laws of the institution, and that's when you get into institutional corruption," she said. "Every time something gets headlines and nothing happens, you lose public trust."

Heat, humidity taking toll on East Coast cities

The Associated Press

NEW YORK - The East Coast on Sunday sweated through another day of extreme heat and humidity as organizers in Boston canceled a benefit run, Delaware Civil War reenactors got the day off and the New York Police Department implored residents to take it easy.

"Sunday has been canceled," the NYPD jokingly tweeted. "Stay indoors, nothing to see here. Really, we got this."

The central part of the country, meanwhile, enjoyed some relief as a cold front moved steadily southward and eastward across the country, bringing down the temperatures. But the cooler weather settling in Monday and Tuesday is also bringing severe storms packed with powerful winds and heavy rains that have already caused damage in the Midwest.

From the Carolinas to Maine, daytime highs reached the upper 90s Sunday. Coupled with high humidity, temperatures felt as hot as 110 degrees Fahrenheit (43 degrees Celsius) in places.

"There's no point being out." Washington, D.C., bus driver Ramieka Darby remarked while taking a quick break amid temperatures of nearly 100 degrees (37.8 Celsius).

Nearby, Jack Ogten was among a steady stream of tourists milling around outside the White House. Undeterred by the stifling heat, the resident of the Netherlands joked he'd lost about 22 pounds (10 kilograms) from sweating after just one day of sightseeing.

In New York City, where all eyes were on the power grid even before the hot weather following a Manhattan blackout last weekend, electricity company Con Ed reported roughly 12,000 scattered outages early Sunday evening, the vast majority in the boroughs of Brooklyn

and Queens. In New Hampshire, rescue crews helped a 29-year-old hiker late Saturday after he was overcome by the heat in the White Mountain National Forest.

In New Jersey, the Oceanic Bridge over the Navesink River was closed Saturday evening after it got stuck open. Monmouth County officials say heat caused expansion of the metal encasing the drawbridge, which is a popular route for residents and beachgoers.



LOOP 360 PROGRAM WALSH TARLTON LANE PROJECT **WORKSHOP**

WE WANT TO HEAR FROM YOU

Join us at a public workshop to learn more about proposed improvements for the Loop 360 at Walsh Tarlton Lane intersection. Come and go at your convenience. Your input will help guide planning for this important transportation improvement project.

Loop 360 has severe and increasing traffic congestion, causing both mobility and safety concerns. The Loop 360 program will upgrade multiple intersections along the roadway. Proposed improvements at Walsh Tarlton Lane include:

Thursday Aug. 8, 2019 4 - 6:30 p.m.

Westlake High School

Chap Court

4100 Westbank Drive Austin, TX 78746

- Removal of the traffic signals from the Loop 360 mainlanes at Walsh Tarlton Lane
- Construction of an overpass (where the Loop 360 mainlanes go over the cross street) with non-signalized U-turns in both directions at Walsh Tarlton Lane
- Addition of shared-use paths and sidewalks within the project limits to improve bicycle and pedestrian accommodations



UNABLE TO ATTEND?

Review materials and provide comments online at our virtual workshop

Aug. 8 - 23 Loop360Project.com



For more information, visit www.Loop360Project.com or contact TxDOT Public Information Officer Brad Wheelis at Bradley. Wheelis@txdot.gov or at 512-832-7060.

Official written comments will also be received and accepted.

EMAIL: cwotip-c@txdot.gov

MAIL: Crystal Wotipka, TxDOT Austin District Office, 7901 N I-35, Austin, TX, 78753 Attn: Loop 360 Program

Comments must be received by Friday, Aug. 23, 2019 to be included in the official record of this public workshop.

The workshop will be conducted in English. Persons interested in attending the workshop who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to call 512-832-7192. Requests should be made at least two days prior to the public workshop. Every reasonable effort will be made to accommodate these needs.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been carried out by TxDOT pursuant to 23 U.S.C. 327 and a memorandum of understanding dated Dec. 16, 2014, and executed by FHWA and TxDOT.







Many Central Texas children can't afford swimming lessons. You can help provide a life-saving skill, plus fun and fitness. Donate at community.statesman.com/programs/swim-safe/

A Program Of:









With Support From: Fund Administator:



LOOP 360 AT WALSH TARLTON LANE PROJECT



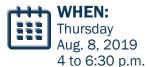
PUBLIC WORKSHOP

We Want to Hear from You.

You are invited to attend a public workshop for the Loop 360 at Walsh Tarlton Lane project.

Come and go at your convenience to learn more about the project and provide input on the proposed improvements for the Loop 360 at Walsh Tarlton Lane intersection. The input received at the workshop will help to guide the planning for this important transportation improvement project.

Please join us for a workshop for the Loop 360 at Walsh Tarlton Lane project.





WHERE:

Westlake High School **Chap Court** 4100 Westbank Drive Austin, TX 78746

About the Loop 360 Program.

The Loop 360 at Walsh Tarlton Lane project includes removing the traffic signals on the Loop 360 mainlanes at Walsh Tarlton Lane and adding an overpass (where the mainlanes go over the cross street) with non-signalized U-turns in both directions.

The project also includes adding a shared-use path and sidewalks to improve bicycle and pedestrian accommodations and connections in the project area.



CAN'T ATTEND?

Review materials and provide comments online.



Official written comments will also be received and accepted by the program team.

Comments must be received by Friday, Aug. 23, 2019 to be included in the o ecord of this public workshop.



MAIL

Crystal Wotipka TxDOT Au Attn: Loop 360 Program 7901 N I-35, Austin TX 78753



EMAIL cwotip-c@txdot.gov

The workshop will be conducted in English. Persons interested in attending the workshop who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to call 512.832.7192. Requests should be made at least two days prior to the public workshop. Every reasonable effort will be made to accommodate these needs.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.





Walsh Tarlton Workshop Announcement

Campaign Preview

HTML Source

Plain-Text Email

Details



JOIN US AT OUR NEXT PUBLIC WORKSHOP: LOOP 360 AT WALSH TARLTON LANE PROJECT

We want to hear from you! TxDOT is hosting a public workshop for the Loop 360 at Walsh Tarlton Lane Project on Thursday, Aug. 8, 2019, from 4 to 6:30 p.m. at the Westlake High School Chap Court, located at 4100 Westbank Drive, Austin, TX, 78746.

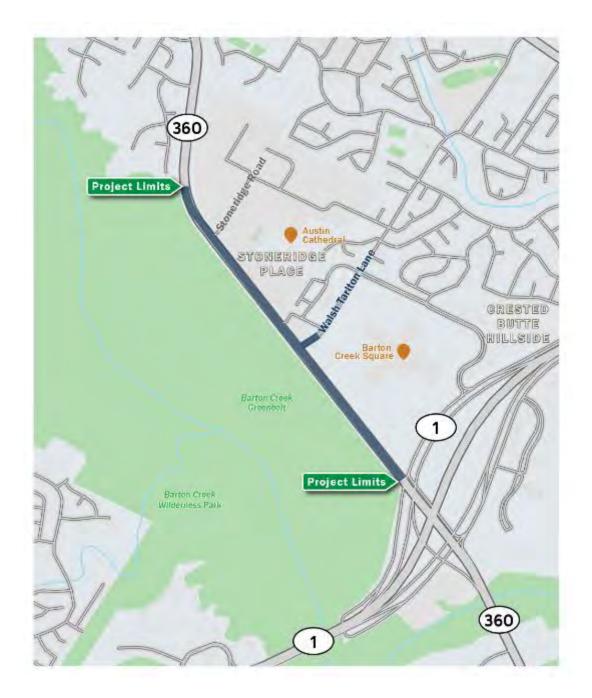
Loop 360 has severe and increasing traffic congestion, causing both mobility and safety concerns. The Loop 360 program will upgrade multiple intersections along the roadway.

Proposed improvements at Walsh Tarlton Lane include:

- Removal of the traffic signals from the Loop 360 mainlanes at Walsh Tarlton Lane
- Construction of an overpass (where the Loop 360 mainlanes go over the cross street) with non-signalized U-turns in both directions at Walsh

Tarlton Lane

 Addition of shared-use paths and sidewalks within the project limits to improve bicycle and pedestrian accommodations



Project map

At the workshop, the project team will gather feedback on the recommended improvements. The public workshop will be in an open house format, so attendees may come and go at their convenience.

A virtual workshop will also be available on the website at

Loop360Project.com from Aug. 8 until Aug. 23, where you can view meeting materials and comment online.

If you have special communication or accommodation needs, please contact Crystal Wotipka at 512-832-7192 or cwotip-c@txdot.gov at least two days prior to the workshop. Official written comments will also be received and accepted by the project team via email at cwotip-c@txdot.gov or by mail at:

Crystal Wotipka
TxDOT Austin District Office
Attn: Loop 360 Project
7901 N. I-35
Austin, TX 78753

Comments must be received by Friday, Aug. 23, 2019, to be included in the official record of this public workshop.

For more information, visit Loop360Project.com or contact TxDOT Public Information Officer Brad Wheelis at Bradley.Wheelis@txdot.gov or 512-832-7060.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

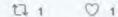
Social Media Posts on Twitter



Loop360Project @Loop360Project • 11 Jul 2019

More changes are coming to #Loop360! We are beginning the planning process for the next steps in the program. Be on the lookout for dates and times for the upcoming Walsh Tarlton public workshop, to be held within the next couple of months.







Loop360Project @Loop360Project - 22 Jul 2019

Announcing our next #Loop360 public workshop, this time for the Walsh Tarlton Lane project. Join us Aug. 8 at Westlake High School Chap Court from 4-6:30 p.m. to check out the proposed improvements and give us feedback #ATXtraffic



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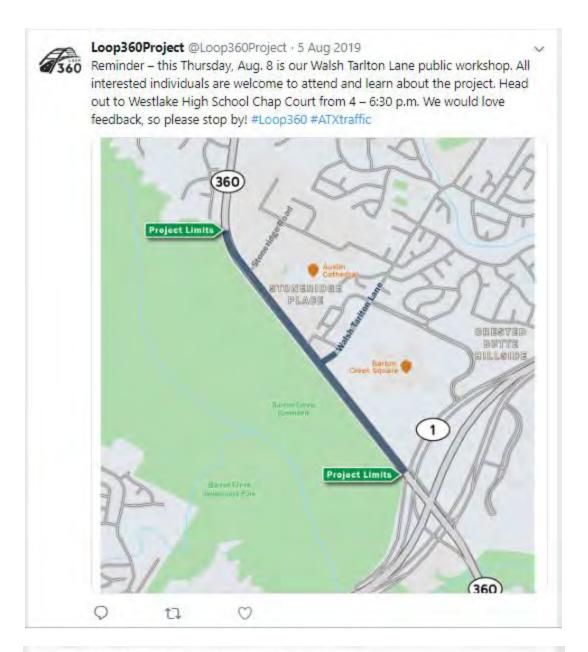
Loop360Project @Loop360Project · 30 Jul 2019

Want to learn more about the #Loop360 projects and how you can get involved? Join us Thursday, Aug. 8 at Westlake High School Chap Court from 4-6:30 p.m. Learn more at Loop360Project.com #ATXtraffic



17 2







Social Media Post on Facebook



TxDOT wants to hear from you! This week TxDOT will hold the following meetings:

08/06

Canadian – Open House - US 83 and SH 15 Bridge Replacements Project, Hemphill, Hansford and Lipscomb Counties

Austin – Public Hearing - Unified Transportation Program - Public Involvement

08/08

Austin - Public Workshop - Loop 360 Program - Walsh Tarlton Lane

Please visit our website: http://ow.ly/2mj650vjl4k for the full list of meetings and additional details.



On-Road Signage



Fwd: FW: CSJ 0113-13-170 SL 360 @ Walsh Tarlton: On-Road Signage

1 message

<flash>

F C S T	Forwarded message rom: Jon Geiselbrecht < Jon.Geiselbrecht@txdot.gov> vate: Thu, Aug 1, 2019 at 9:45 AM subject: FW: CSJ 0113-13-170 SL 360 @ Walsh Tarlton: On-Road Signage to: Ronald Switzer < Ronald.Switzer@txdot.gov> tc: Crystal Wotipka (cwotipka@rifeline.com) < cwotipka@rifeline.com>
Н	ley Ronnie can we get PCMS boards setup for this? Wording is below, thanks!
S	rom: Crystal Wotipka [mailto:cwotipka@rifeline.com] lent: Wednesday, July 31, 2019 9:50 AM lo: Jon Geiselbrecht lubject: Re: CSJ 0113-13-170 SL 360 @ Walsh Tarlton: On-Road Signage
	This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
	Hi Jon,
	One more thing today - are you able to direct your folks to set up PCMS boards for us to advertise for the Walsh Tarlton workshop? One in each direction, in whatever location is best near Walsh Tarlton Lane.
	Can we have them run from next Thursday 8/1 until the following Friday morning, 8/9? Language is below.
	WALSH
	TARLTON
	WORKSHOP

WESTLAKE

HIGH 8/8

4-6:30 P

Thanks, Crystal

--

Crystal Wotipka Sr. Community Outreach Manager



3724 Jefferson St., Suite 114 Austin, TX 78731 (512) 395-7792

--

Crystal Wotipka Sr. Community Outreach Manager



3724 Jefferson St., Suite 114 Austin, TX 78731

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX



NEWS RELEASE

AUSTIN DISTRICT

Brad Wheelis
O: (512) 832-7060
C: (512) 815-7239
Bradley.Wheelis@TxDOT.gov

TXDOT TO HOST LOOP 360 AT WALSH TARLTON LANE PROJECT WORKSHOP

Share This
Tweet This

Public encouraged to weigh in on proposed improvements

Aug. 6, 2019

AUSTIN — The Texas Department of Transportation will host a public workshop on Thursday, Aug. 8, 2019 to discuss the proposed improvements to Loop 360 at Walsh Tarlton Lane. The workshop will be held from 4 to 6:30 p.m. at Westlake High School Chap Court, located at 4100 Westbank Drive in Austin. The meeting will be an open house format with no formal presentation, so attendees can come and go at their convenience.

Increased traffic congestion at Walsh Tarlton Lane and along Loop 360 has resulted in a lack of mobility and increased safety concerns. As our population grows, traffic conditions will worsen, unless something is done. The purpose of the project is to improve safety and mobility at the intersection of Loop 360 at Walsh Tarlton Lane.

Proposed improvements

- Removing the traffic signals from the Loop 360 mainlanes at Walsh Tarlton Lane
- Constructing overpasses (where the Loop 360 mainlanes go over the cross street) with non-signalized U-turns in both directions at Walsh Tarlton Lane
- Adding a shared-use path and sidewalks within the project limits to improve bicycle and pedestrian accommodations

Maps, drawings and project information will be on display at the workshop, and project team members will be available to answer questions. Comments from the public are encouraged.

Those unable to attend the meeting in person can review materials and comment online via our virtual workshop, which will be available from Aug. 8 - 23, 2019, at Loop360Project.com. Individuals may also email comments to cwotip-c@txdot.gov or mail in their comments to the TxDOT Austin District, Attention: Crystal Wotipka, Loop 360 Program, 7901 N. I-35, Austin, Texas 78753. All comments must be received by Friday, Aug. 23, 2019 to be included in the public record.

The Walsh Tarlton Lane project is part of the Loop 360 program, which will upgrade multiple additional intersections to improve safety and mobility along the corridor, including Spicewood Springs Road, Lakewood Drive, RM 2222, Courtyard Drive, Cedar Street, Westlake Drive, RM 2244, Lost Creek Boulevard and Westbank Drive.

For media inquiries, contact Bradley.Wheelis@txdot.gov or (512) 832-7060.

collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods. Find out more at txdot.gov. "Like" us on Facebook and follow us on Twitter.

Our Values: People • Accountability • Trust • Honesty

An Equal Opportunity Employer

www.txdot.gov | TxDOT on Facebook | TxDOT on Twitter



Loop 360 at Walsh Tarlton Lane Workshop

Thursday, Aug. 8, 2019, 4 to 6:30 p.m.

Westlake High School Chap Court, 4100 Westbank Drive, Austin TX, 78746

Staff Sign-In

Abby Brunson	Rifeline	AB
Alex Villarreal-Navarro	TxDOT	
Alisa West	TxDOT	And
Allen Crozier, P.E.	HDR	AC
Amanda Owens	TxDOT	AO
Andy Atlas	CP&Y	AA
Anjali Kapadia	Rifeline	AK
Brad Wheelis	TxDOT	事
Bruce Byron	TxDOT	BB
Carmen Schofield	HDR	
Cassandra Prince	TxDOT	
Chris Hluz	TxDOT	
Chris Kelarek	RTG	CK
Crystal Wotipka	Rifeline	(W
Darren Dodson	CP&Y	
David Harrah	TxDOT	
Diana Zendejas	TxDOT	
Diann Hodges	TxDOT	· i
Dipti Borkar-Desai, P.E.	City of Austin	+ 10
Dwayne Halbardier, P.E.	TxDOT	
Eddie Garcia, P.E.	TxDOT	EG.
Emily Tuttle	City of Austin	

Staff Sign-In

Epi Gonzales, P.E.	TxDOT	14 10 1 - 1
Eric Gobert, P.E.	TxDOT	
Felipe Tudtud, P.E.	HDR	
Glen Taffinder	City of Austin	
Heather Ashley-Nguyen, P.E.	TxDOT	
Jefferson Grimes	TxDOT	
John Peters, P.E.	TxDOT	
Jon Geiselbrecht	TxDOT	
Julie Jerome	TxDOT	
Katrina DiGloria	TxDOT	
Keith Taylor, P.E.	TxDOT	-
Kelsey Ammons	TxDOT	
Kevin Dickey, P.E.	TxDOT	
Leah Collier, P.E.	CP&Y	&C
Lorenzo Long	Rifeline	LL
Lucas Short, P.E.	TxDOT	255
Marisabel Ramthun, P.E.	TxDOT	
Melissa Hurst	Rifeline	MH
Michelle Romage-Chambers, P.E.	TxDOT	MH
Mike Meroney, P.E.	HDR	
Ngan Bui	TxDOT	
Patrick Huddleson	TxDOT	
Paul Schrader, P.E.	CP&Y	PS
Paul Terranova, MBA, P.E.	City of Austin	
Philip Fulton	HDR	

Staff Sign-In

Rob Spillar, P.E.	TXDOT ATC	
Robert Carrillo, P.E.	RTG	2C
Roy Garcia, P.E.	TxDOT	
Seyed Miri, P.E.	TxDOT	6
Shelley Law	Rifeline	SL
Shirley Nichols	TxDOT	V.
CURTIS TEATY, PE	ATO	eps.

Loop 360 at Walsh Tarlton Lane Workshop

Thursday, Aug. 8, 2019, 4 to 6:30 p.m.

Westlake High School Chap Court, 4100 Westbank Drive, Austin TX, 78746

Public Sign-In

NOTICE: Filming in progress.

	Name	Elected Official Check Here
1	MARCIS DIVER	
2	DOTT BUDIOS	
3	LINDA BENNIGHOF	
4	Danielle Screen	
5	GAM ASNIM	
6	DAVID COX	
7	Ed Maperin	
8	Rebecca Becky Games	
9	Bill Reiner	1
10	Diha Drechest	
11	Amy Pattillo	
12	EDDIE GOTIERNEZ	
13		V Rep. Hower
14	Bob Moore for gentletrughty Com #3	Comm. Danglet
15	Allison Colin	

Public Sign-In

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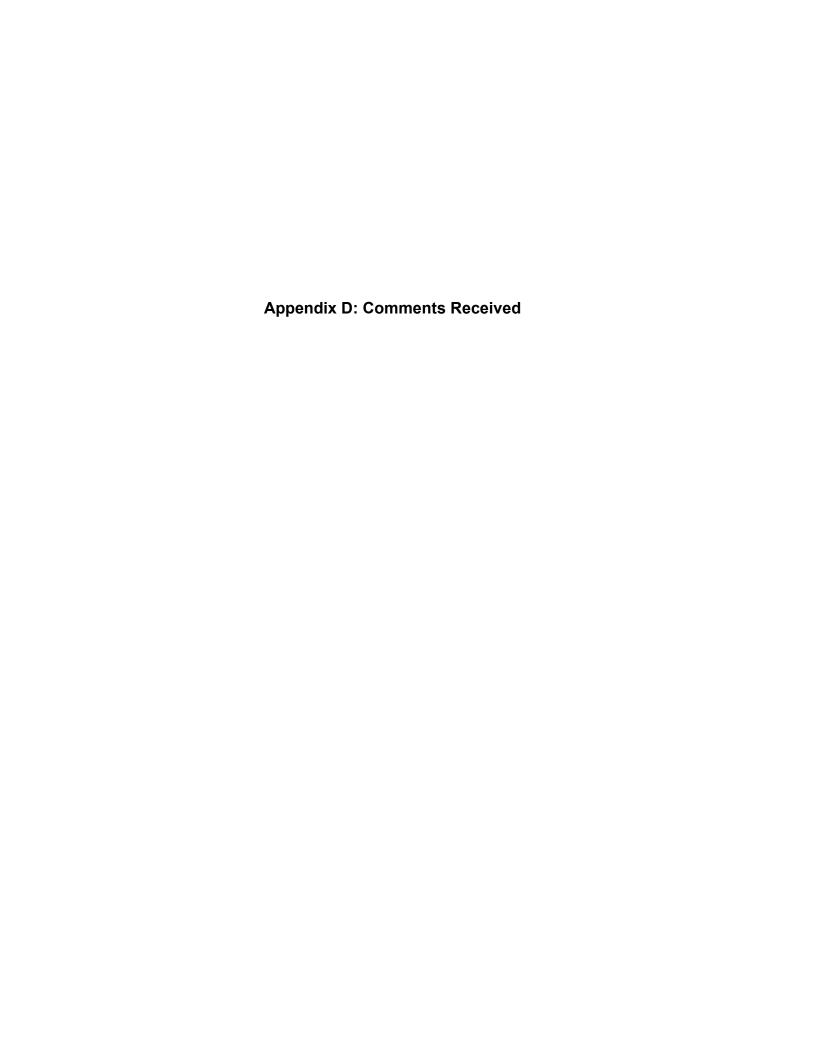
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163	Lisa Stone	
164	Jeff Seiler	
165	(TERALI) LANKES	
166	Lacua Vensley	
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	Name	Elected Official Check Here			
70	OREN CONNAWAY Oconnaway@gmail.com				
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LOOP 360 PROGRAM



WALSH TARLTON LANE PUBLIC WORKSHOP COMMENT FORM

(Texas Transportation Code, §201.811(a)(5)):

☐ I could benefit monetarily from the project

or other item about which I am commenting

□ I am employed by TxDOT

☐ I do business with TxDOT

Check each of the following boxes that apply to you:

Aug. 8, 2019, 4 to 6:30 p.m., Westlake High School, Austin, TX

Name (Plea	ase Print):	Vilma	Lenn	A		
Address:_ Email:						
Comment:	Iar	n skept	ical 1 e	ther inter.	sections on	360 aren
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	with	the	elevate	alized are	5 (2)	cho-

Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at:

Crystal Wotipka
TxDOT Austin District Office
Attn: Loop 360 Program
7901 N I-35, Austin TX 78753

Comments must be received by Friday, Aug. 23, 2019 to be included in the official record of this public workshop. Any comments received during the 15-day period, and their responses, are included in the comment/response matrix for each public meeting summary. The meeting summary is typically posted on our website, www.Loop360Project.com, 3-6 months after a public meeting.

For more information or to provide input until Aug. 23, 2019, visit www.Loop360Project.com or contact TxDOT Public Information Officer Brad Wheelis via email at Bradley.Wheelis@txdot.gov or via phone at 512.832.7060.



LOOP 360 PROGRAM



WALSH TARLTON LANE PUBLIC WORKSHOP COMMENT FORM

Aug. 8, 2019, 4 to 6:30 p.m., Westlake High School, Austin, TX

Name (Please Print): Bill Reiner	
Address:	
Email:	
of Barton Creek Wilderness. That will she gates into the Preserve — gates used by P. Preserve staff for maintenance and monit utility creus for inspections and maintenance be developed to allow evacuation of 1) Will those gates be unobstructed during	nance, AFD has also requested emergency access injured hikers. ng construction? ge truck to pull off the road if the gate is closed?
that light?	
(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you: ☐ I am employed by TxDOT ☐ I do business with TxDOT	Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at: Crystal Wotipka TxDOT Austin District Office Attn: Loop 360 Program 7901 N I-35, Austin TX 78753
☐ I could benefit monetarily from the project or other item about which I am commenting	Comments must be received by Friday, Aug. 23, 2019 to be included in the official record of this public workshop. Any comments received during the 15-day period, and their responses,

For more information or to provide input until Aug. 23, 2019, visit www.Loop360Project.com or contact TxDOT Public Information Officer Brad Wheelis via email at Bradley.Wheelis@txdot.gov or via phone at 512.832.7060.

meeting.

are included in the comment/response matrix for each public meeting summary. The meeting summary is typically posted on our website, www.Loop360Project.com, 3-6 months after a public

Online Comments

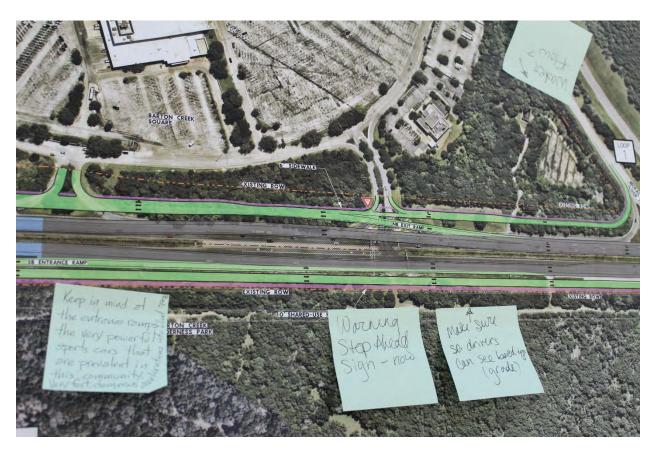
Comment	Full Name	I am employed with TxDOT	I could benefit monetarily from the project	I do business with TxDOT	Date
I have some questions about the plans: 1. How high an overpass do you plan at Walsh Tarlton, and has there been consideration about its visiibility to surrounding neighborhoods and its impact on those neighborhoods? 2. What about the impact on Walsh Tarlton traffic, especially since the plans are replacing a one traffic light entrance to 360 with a two light process. Will not this create enormous traffic jams considering the new codominiums on the north side of walsh tarlton and the traffic from the mall, not to mention the traffic from Walsh Tarlton all the way back to Bee Caves Road? 3. What is the projected impact on traffic in both directions on Walsh Tarlton, especially considering the fact that it directly passes two public schools, one an elementary school and one a middle school, where crossing walsh tarlton is the way children get to school and return home. Is there not a problem increasing traffic on walsh tarlton related to the safety of children, especially at peak hours which are also, especially in the morning, the very times when these children walk to school. It is already a problem and why would this not increase the danger and the traffic problem at walsh tarlton and pinnacle?	Abzug, Robert	false	false	false	08/09/2019

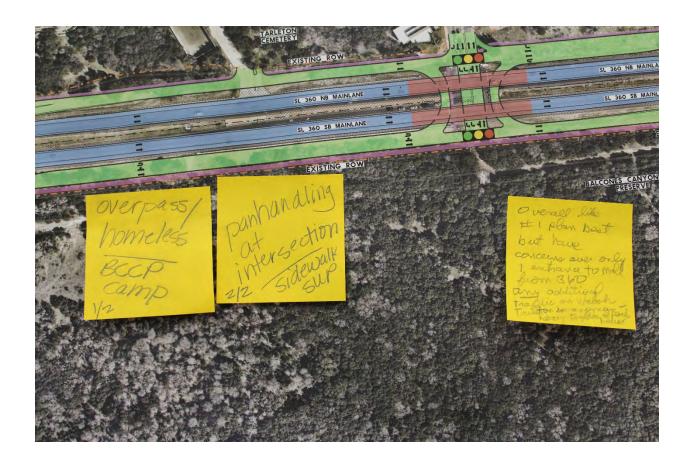
4. Isn't a much simpler solution to fast track traffic on Walsh Tarlton to 360 by building an overpass that connects Walsh Tarlton to 360 feeder road without lights and also removing the light that stops traffic on 360? 5. In short, none of the options that have been suggested deal with the impact of an overpass and two traffic light situation at 360 and walsh tarlton to both the traffic on walsh tarlton and its impact on established neighborhoods.					
My concern is that people will use Stoneridge Road as a cut thru. This is a small county road and not designed for heavy traffic.	Guerin, Martha	false	false	false	08/08/2019
Why is 360 still a 4 lane hwy? It would benefit Austin residents, workers, businesses, travelers to look at the 2016 study and freshen the numbers. It will add cost to the project, but is is BADLY Needed! The land needed looks readily available. The main bottleneck, the bridge, appears to be able to support 6 lanes. In the grand scheme of road projects, it looks relatively reasonable cost for the benefits gained. Thanks and best wishes, Jim	Kane, Jim	false	false	false	08/22/2019
1. We attended the workshop at Westlake High School, and noticed that traffic exiting the Mall onto Route 360 and wanting to go East on 360 will have to go toward Walsh Tarlton and do a U-Turn, under all 3 options.	Simon, Sandra	false	false	false	08/12/2019

How will problematic traffic congestion at			
the Walsh Tarlton-360 intersection be			
prevented?			
Will there be any other way to exit the			
mall directly onto Route 360 to go East?			
2. You will need to plant and restore			
wildflowers along Route 360. This is			
Austin!			
Thank you for the opportunity to			
comment.			

Option #1 Roll Plot

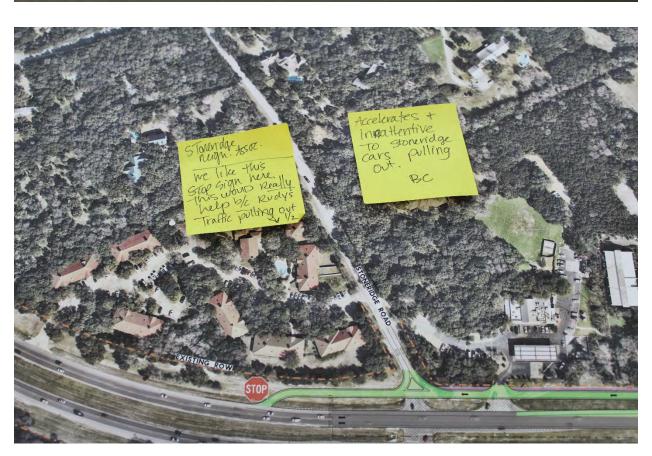


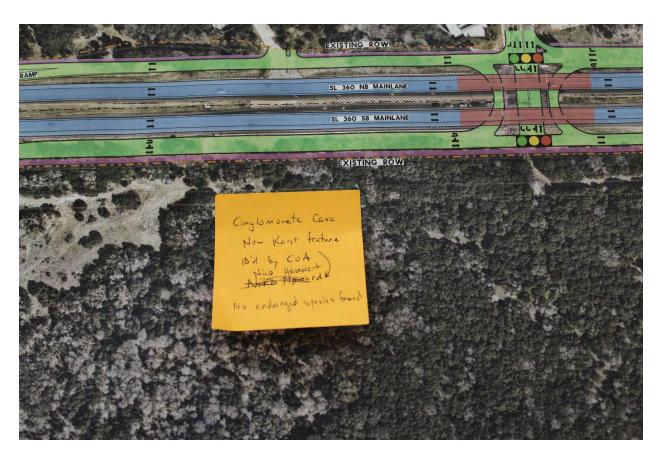




Option #2 Roll Plot

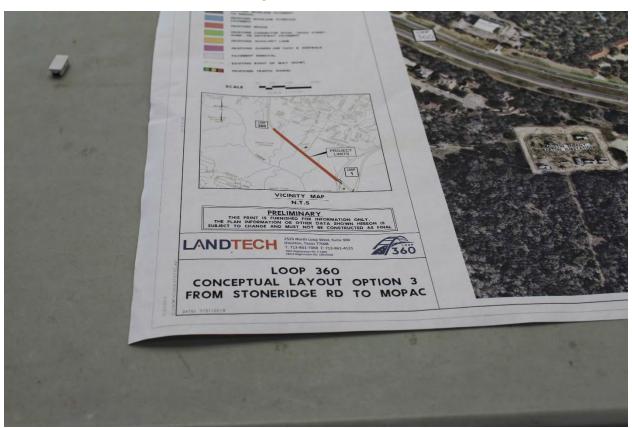






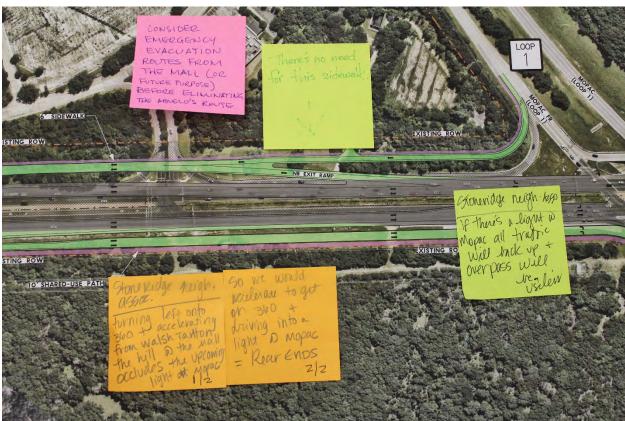


Option #3 Roll Plot

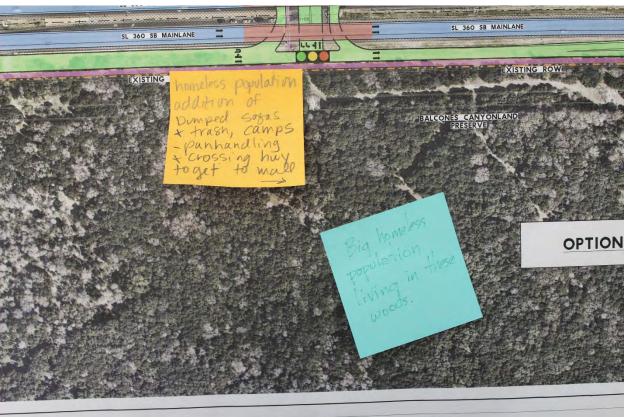




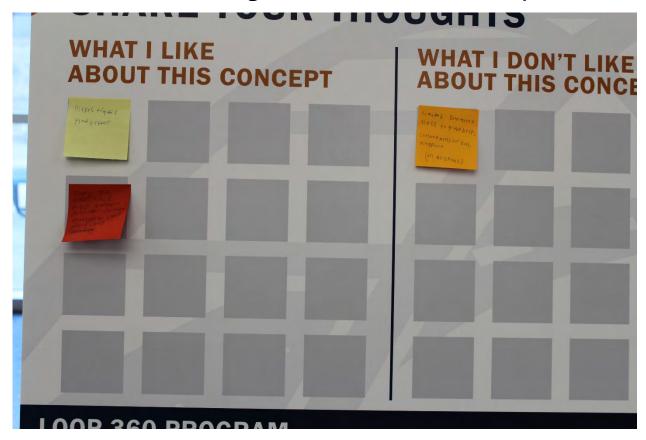




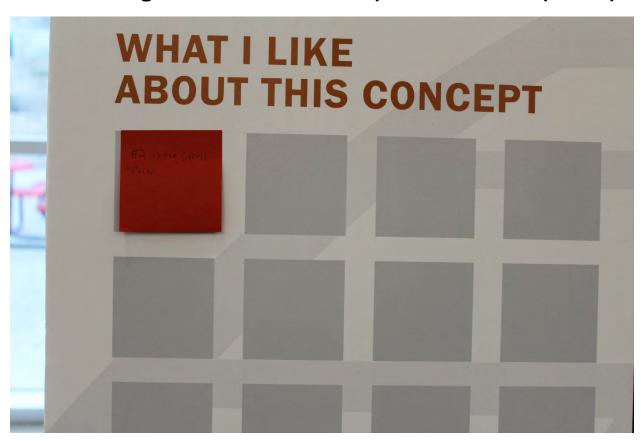




Share Your Thoughts Board - Mall Entrance Concepts



Share Your Thoughts Board - Northbound Loop 360 Entrance Ramp Concepts



Context Sensitive Solutions Board







LOOP 360 PROGRAM



FACT SHEET

About Loop 360

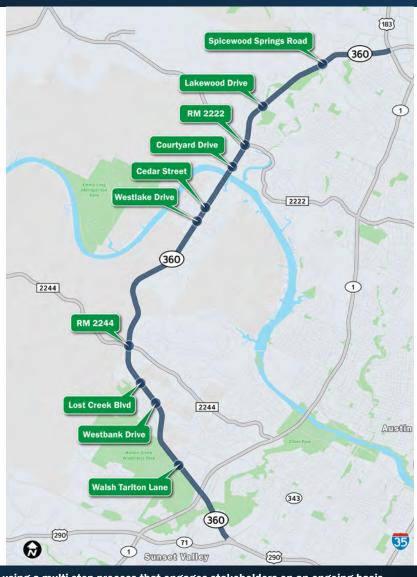
Loop 360 is a major north/south transportation corridor for the capital area region, acting as a thoroughfare and commuter route for residents in west Austin as well as those passing through. The natural beauty and unique Hill Country environmental features along Loop 360 draw regional, national and even international visitors to the area.

Loop 360 has sev th mobility and safety concerns. We can e congestion to worsen as our population grows. More than two million people live in the Austin area today, and that number is expected to double by 2040.

Program Details

The Loop 360 program will upgrade multiple intersections along the roadway. Improvements include remo om the Loop 360 mainlanes and constructing overpasses or underpasses at several intersections along the corridor. Diverging diamond intersections will likely be built at RM 2222 and RM 2244.

Projects include: Lakewood Drive/Spicewood Springs Road, Courtyard Drive/RM 2222, Westlake Drive/ Cedar Street, RM 2244, Westbank Drive/Lost Creek Boulevard and Walsh Tarlton Lane.



PROGRAM PROCESS | The Loop 360 program will be conducted using a multi-step process that engages stakeholders on an ongoing basis.









LOOP 360 AT WALSH TARLTON LANE PROJECT



FACT SHEET

Why Improvements Are Needed

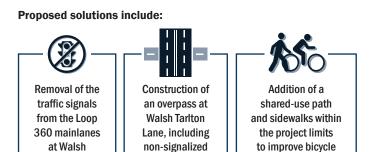
Loop 360 is a major transportation corridor for the capital area region, acting as a thoroughfare and commuter route for residents in west Austin and those passing through. The 14-mile corridor runs from US 183 on the north end to US 290/SH 71 on the south end.

alsh Tarlton Lane and along Loop 360 has resulted in a lack of mobility and increased safety concerns. Unless some will worsen as our population grows.

Project Overview

Tarlton Lane.

The purpose of the project is to improve mobility and safety on Loop 360 at Walsh Tarlton Lane.



U-turns in both

directions.



Details and Timeline

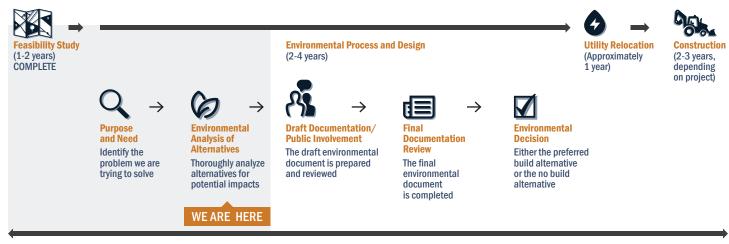
Environmental coordination began in fall 2018 along with incorporating public input.

The environmental, preliminary and final engineering stages are anticipated to be complete in early 2025.

PROJECT PROCESS | The Loop 360 at Walsh Tariton Lane project will be conducted using a multi-step process that engages stakeholders on an ongoing basis.

and pedestrian

accommodations.



STAKEHOLDER OUTREACH







LOOP 360 PROGRAM



FREQUENTLY ASKED QUESTIONS - OVERALL PROGRAM

1. What is the purpose of the Loop 360 program?

Loop 360 is a major transportation corridor for the capital area region, serving as a north/south route and functioning as a connector between US 183 and US 290/SH 71. The 14-mile corridor acts as a commuter route and a local thoroughfare for residents and businesses. Loop 360 also provides access for other citizens, including bicyclists, photographers, geologists, hikers, and visitors to Lake Austin. The purpose of the Loop 360 program is to upgrade multiple intersections along the corridor. The program team will involve stakeholders throughout the community in selecting the best option for each intersection to improve safety and mobility along the Loop 360 corridor.

2. Why are improvements needed?

Increased traffic congestion along Loop 360 has resulted in a lack of mobility and increased safety concerns. Three sections of the corridor are listed on the state's Most Congested Roadways list. Unless something is done, traffic conditions along Loop 360 will worsen as our population grows. More than two million people live in the Austin area today, and that number is expected to double by 2040.

3. Who will benefit from the projects?

Ultimately, TxDOT hopes that all residents, pedestrians, bicyclists, businesses, commuters, and others who use and rely on Loop 360 will benefit. The goal of the program is to work with stakeholders to identify solutions that optimize safety and mobility, while balancing local accessibility and corridor-wide mobility, bike/pedestrian/transit use, environmental impacts, and other important issues for all Loop 360 users. Specific benefits for each user group will depend on the solutions that are recommended for further development.

4. Will the projects consider pedestrian, bicycle and transit needs?

Yes. The projects will consider a wide range of transportation modes. The degree to which alternative modes are incorporated into proposed solutions will depend largely on the initial needs identified through stakeholder input and technical analysis. TxDOT is coordinating with representatives from the bicycling community, Capital Metro and local neighborhoods to identify these needs and opportunities for alternative transportation improvements within the corridor.

5. What is the program timeline?

The Loop 360 program began in summer 2018 and is comprised of separate projects, each with their own timeline. Each project will include an environmental, design, utility relocation and construction phase estimated to take seven to ten years to complete.

6. What is CAMPO and how does it impact the planning process?

The Capital Area Metropolitan Planning Organization (CAMPO) is the Metropolitan Planning Organization (MPO) for Bastrop, Burnet, Caldwell, Hays, Travis and Williamson counties. MPOs are federally required throughout the country in areas with a population of 50,000 or more and are required to produce a 20+ year transportation plan, called a Regional Transportation Plan (RTP), and a four-year planning document called the Transportation Improvement Program (TIP).

A 20-member Transportation Policy Board made up of 18 elected officials and representatives from TxDOT and Capital Metro governs CAMPO.

For a project to move forward into the environmental phase, CAMPO includes the project in the RTP and TIP, and the agency sponsor, in this case TxDOT, chooses to move forward into environmental phase.

7. What types of improvements will be considered in the projects?

Improvements will vary by intersection. Overpasses (where the Loop 360 mainlanes go over the cross streets) or underpasses (where the Loop 360 mainlanes go under the cross streets) will likely be constructed at eight of the intersections along the corridor. Diverging diamond intersections will likely be built at RM 2222 and RM 2244 where overpasses already exist.

8. How did you decide in what order intersections were being improved?

Based on the results of the Loop 360 feasibility study, the first projects to move forward will be Westlake Drive/Cedar Street, Lakewood Drive/Spicewood Springs Road and RM 2222/Courtyard Drive. The City of Austin decided to include these intersections in their 2016 Mobility Bond because they were the most congested. Whereas the other projects in the program (RM 2244, Lost Creek Boulevard/Westbank Drive and Walsh Tarlton Lane) are also funded, improvements for those intersections are still under development. TxDOT continues to study the remaining intersections along Loop 360.

9. Why isn't TxDOT adding lanes or widening Loop 360 or the Pennybacker Bridge?

TxDOT looked at options for additional lanes as part of the Loop 360 feasibility study, which ended in 2016. The study found that adding lanes would be beneficial, but would significantly increase the cost of the project. More benefit would be gained if signals on the mainlanes were first removed and replaced by overpasses (where the Loop 360 mainlanes go over the cross street) or underpasses (where the Loop 360 mainlanes go under the cross street). Once these improvements are complete, future projects may include adding an additional pair of lanes to Loop 360, which could be connected directly via flyovers to US 183 and south MoPac.

10. Will the projects impact the Pennybacker Bridge?

No. The bridge will remain intact as built. The bridge can accommodate six continuous lanes, but the current projects do not include these improvements. In summer/fall 2019, TxDOT has plans for routine maintenance work on the bridge.

11. How will selected improvements be financed?

The improvements in the Loop 360 program are funded by TxDOT. The City of Austin will contribute \$46 million in funds from the 2016 Mobility Bond.

12. What intersection improvements are funded by the 2016 Mobility Bond?

The 2016 Mobility Bond includes \$46 million to improve four Loop 360 corridor intersections. Those intersections are Westlake Drive, Spicewood Springs Road, Courtyard Drive and Lakewood Drive. TxDOT is also investing \$204 million to improve these intersections and six other intersections along Loop 360.

13. How will TxDOT ensure that the beauty of Loop 360 is maintained?

TxDOT has heard a clear message that the community wants to maintain the beauty and character of Loop 360, regardless of which improvements are ultimately identified for the corridor. The project team will consider this important factor in its analysis of all proposed improvements. The team will share any potential visual impacts associated with each scenario as part of this project. Aesthetics will continue to be an important factor as Loop 360 improvements move through the project development process.

14. What is a diverging diamond intersection?

Diverging diamond intersections (DDIs) are proposed for intersections with a high volume of left-turning traffic. DDIs allow vehicles to travel more quickly through an intersection by temporarily shifting traffic to the left side of the road. This allows through-traffic and left-turning traffic to proceed through the intersection simultaneously, eliminating the need for a left-turn arrow. To help drivers navigate, DDIs are designed with overhead signs, pavement markings and traffic signals. Learn more about DDIs by visiting Loop360Project.com and checking out the FAQs page.

15. How is stakeholder input being incorporated into the program, and how can I get involved? Stakeholder involvement not only helps identify the issues experienced by Loop 360 users, but helps shape the solutions and potential visual, economic, environmental and community impacts. Input received to date has helped the program team evaluate and refine the originally proposed scenarios, identify new scenarios to be studied, and refine the criteria by which all scenarios will be evaluated. Ongoing stakeholder involvement is necessary to support and promote solutions for the corridor. Throughout the process there will continue to be opportunities to provide feedback, concerns and ideas. Comments are welcome at any time, and may be submitted through the online comment form at www.Loop360Project.com. TxDOT will also meet with stakeholder groups along the corridor, in addition to other interested stakeholders throughout the greater Austin area, to discuss both local and corridor-wide issues.

16. How does TxDOT respond to stakeholder comments and inquiries?

The Loop 360 project team values stakeholder feedback and typically responds to all stakeholder questions and comments within a 24-hour period. The exception to this is during the official 15-day comment period for a public workshop, open house or hearing. Any comments received during the 15-day period are included in the comment/response matrix for each public meeting summary. This allows the team to consider all comments and concerns, evaluate any potential changes to the project, and offer consistent responses to stakeholder concerns. The meeting summary is typically posted on the program website 3-6 months after a public meeting.

17. Why can't TxDOT just synchronize the traffic lights along the corridor?

Improving traffic signal synchronization will help, but not solve, the congestion issue on Loop 360. Currently, the corridor's traffic signals are manually configured and do not "talk" to each other. Therefore, any timing tweaks must be made on-site to each individual signal, and any tweaks to one signal do not affect any other signals along the corridor. The program team is currently working to identify potential signal upgrades and timing improvements that would provide some relief in light to moderate traffic conditions. However, such improvements would have little to no effect during peak traffic times unless they are accompanied by more significant design and/or capacity improvements – there are simply too many cars trying to move through each intersection to avoid sitting through multiple signals. All proposed improvements, including intersection and additional capacity improvements, will assume that traffic signals will be upgraded and synchronized to the greatest extent possible.



FREQUENTLY ASKED QUESTIONS - WALSH TARLTON LANE

1. What types of improvements will be considered?

This project consists of removing the traffic signals on the Loop 360 mainlanes at Walsh Tarlton Lane and adding an overpass (where the mainlanes go over the cross street) with non-signalized U-turns in both directions. The project also includes a shared-use path (SUP) and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

2. How does TxDOT decide what changes will be made to the different options?

At the beginning of any environmental study, the community is invited to help define the problem we are trying to solve. Option(s) are developed to help solve that problem, and the community is invited to provide additional input on the development and evaluation of all proposed improvements. A "no build," or "do nothing," alternative will be carried through the process and used as a baseline for comparison.

Public feedback is then combined with engineering feasibility, social, economic and environmental analysis to identify the best option, ultimately leading to the identification of a preferred alternative. As the environmental study nears completion, a preferred alternative will be presented to the public.

3. What is the project timeline?

Environmental coordination began in fall 2018 along with incorporating public input. During the environmental process TxDOT will: identify the purpose and need, perform environmental analysis of alternatives, review draft documentation, finalize documentation and come to an environmental decision. Due to the project being located in an environmentally sensitive area, the environmental phase may be extended past the typical 2-4 years. The environmental, preliminary and final engineering stages are anticipated to be complete in early 2025. The project will undergo utility relocation, typically lasting one year, then will proceed to construction. The construction process is projected to take 2-3 years.

4. Why can't TxDOT move faster/build it now?

Prior to starting construction, projects must go through a rigorous environmental study dictated by the federal National Environmental Policy Act (NEPA). The program team is working to move through the projects as efficiently and quickly as possible given these guidelines and limitations.

5. Are there any improvements planned for the MoPac intersection?

At this time, improvements at MoPac are not included in the Loop 360 program. Improvements at the intersection may be considered as part of a separate project.

6. Will the Walsh Tarlton Lane project impact Barton Creek Greenbelt or the Balcones Canyonlands Preserves?

No.

7. How will I access MoPac from southbound Loop 360?

To access northbound MoPac, drivers will remain on the southbound Loop 360 mainlanes, go through the existing traffic light at the MoPac intersection, and turn left.

To access southbound MoPac, two concepts are being proposed:

Concept 1 – Drivers will exit north of Walsh Tarlton Lane and pass through the signalized intersection at Walsh Tarlton Lane. Then, drivers in both lanes will proceed down the connector road to access southbound MoPac as they do today.

Concept 2 – Drivers will exit north of Walsh Tarlton Lane and pass through the signalized intersection at Walsh Tarlton Lane. Then, the right lane will proceed down the connector road to access southbound MoPac, and the left lane will enter southbound Loop 360.

8. How will I access northbound Loop 360 from the northbound Loop 360 connector road? There are two concepts proposed for this movement:

Concept 1 – An acceleration lane will be added from the Loop 360 connector road north of Stoneridge Road to the northbound Loop 360 mainlanes.

Concept 2 – A stop sign will be added from the Loop 360 connector road north of Stoneridge Road to the northbound Loop 360 mainlanes.

9. How will I access the northbound Loop 360 connector road from the southern Barton Creek Square driveway?

There are three concepts proposed for this movement:

Concept 1 – Drivers exiting the south driveway from Barton Creek Square will enter the northbound connector road after yielding to cross traffic.

Concept 2 – Drivers exiting the south driveway from Barton Creek Square will enter the northbound connector road using their own dedicated lane.

Concept 3 – The south driveway to/from Barton Creek Square is removed.

10. How will I get to Barton Creek Square?

Drivers heading southbound on Loop 360 will exit north of Walsh Tarlton Lane to the connector road and turn left at the signalized intersection at Walsh Tarlton Lane. They will turn right to enter the mall through the driveway on Walsh Tarlton Lane.

Drivers heading northbound on Loop 360 will exit south of Walsh Tarlton Lane and will turn right to enter the mall using its northern driveway on the Loop 360 connector road.

11. How does TxDOT plan to address noise?

A noise analysis is currently underway as part of the environmental study. The analysis considers the current level of noise at many locations throughout the study area, calculates existing and projected future traffic noise levels and considers noise reduction measures. Noise reduction measures are only proposed if the predicted future noise levels exceed acceptable levels for surrounding properties. The results of that analysis will be made available at future public meetings and will be included as part of the environmental study.

The most common noise reduction measure is the construction of noise barriers or sound walls. If the noise analysis shows that noise levels exceed acceptable standards in a

particular area, the project will provide sound walls if they are determined to be feasible, reasonable and acceptable to the adjacent property owners. Feasibility considers whether a substantial noise reduction can be achieved and whether the noise barrier will cause a reduction in safety. Reasonableness considers, among other factors, cost effectiveness, expected noise levels and land use. Acceptability considers the opinions of the residents that live adjacent to the proposed wall.

12.Does TxDOT require additional right of way for the Walsh Tarlton Lane project? At this time, the proposed improvements would not require additional right of way.

13. How are the bicycle and pedestrian accommodations being added to the Walsh Tarlton Lane project?

The current design shows a 10-foot shared-use path along the southbound (west) side of Loop 360, and a 6-foot sidewalk along the northbound (east) side, within the project limits.



LOOP 360 PROGRAM



WALSH TARLTON LANE PUBLIC WORKSHOP COMMENT FORM

Aug. 8, 2019, 4 to 6:30 p.m., Westlake High School, Austin, TX

Name (Please Print):	
Address:	
Email:	
Comment:	
Commenc	
(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you: ☐ I am employed by TxDOT ☐ I do business with TxDOT	Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at: Crystal Wotipka TxDOT Austin District Office Attn: Loop 360 Program 7901 N I-35, Austin TX 78753
☐ I could benefit monetarily from the project or other item about which I am commenting	Comments must be received by Friday, Aug. 23, 2019 to be included in the official record of this public workshop. Any

For more information or to provide input until Aug. 23, 2019, visit www.Loop360Project.com or contact TxDOT Public Information Officer Brad Wheelis via email at Bradley.Wheelis@txdot.gov or via phone at 512.832.7060.

meeting.

comments received during the 15-day period, and their responses, are included in the comment/response matrix for each public meeting summary. The meeting summary is typically posted on our website, www.Loop360Project.com, 3-6 months after a public



YOU CAN ALSO VISIT US ONLINE AT OUR VIRTUAL WORKSHOP

www.Loop360Project.com

from Aug. 8-23, 2019

Download and review meeting materials

Provide your comments or ask questions

Give feedback on Context Sensitive Solutions for the corridor

Sign up for email updates

WE HOPE TO SEE YOU ONLINE!



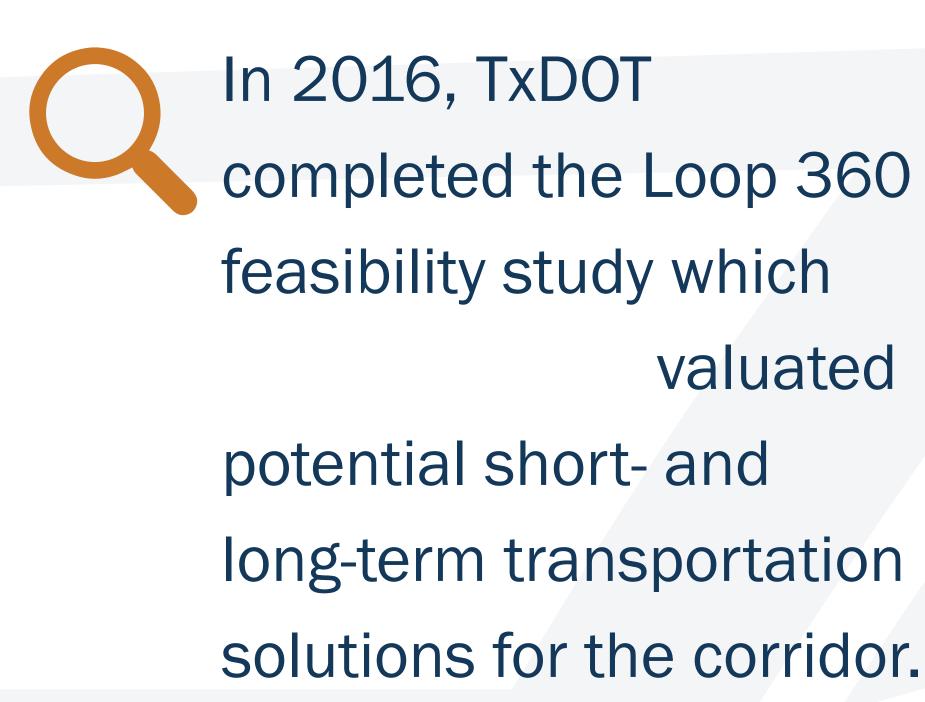
WELCONE

Texas Department of Transportation

HISTORY OF LOOP 360 IMPROVEMENTS



Loop 360 construction was started in March 1962 and completed in December 1982 with the opening of the Pennybacker Bridge.





WHAT WE'VE HEARD





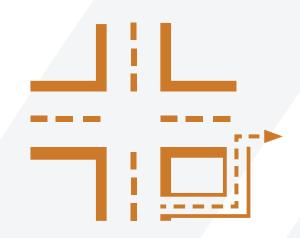
Improve mobility and safety along Loop 360 for all users



Minimize impacts to the environment



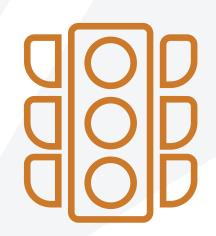
Balance the needs of through



Reduce cut-through hoods



Minimize impacts to the community



Address delays at signalized intersections

LOOP 360 TRAFFIC SUMMARY



It currently takes approximately 70% longer to travel on Loop 360 during peak periods than w conditions.



If nothing is done by 2040:
Morning peak travel times could further increase by an average of 46%.

Evening peak travel times could be nearly double the off peak/ w travel times.

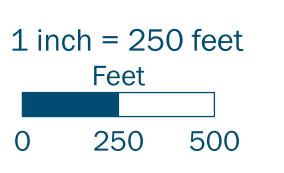


Loop 360 from RM 2244 to SH 71 is ranked #87 on the 2018 Texas Congestion Index (TCI), which ranks all roads in the state and measures how much longer a trip takes during peak periods ver w.

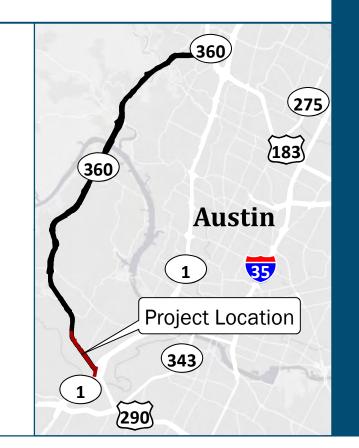


CSJ: 0113-13-170











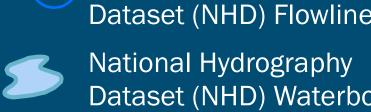
Undeveloped

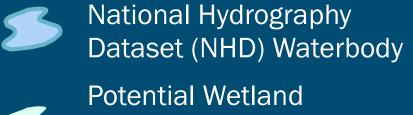
School

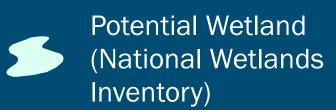
Educational Place of Worship Cemetery Cemetery

Place of Worship Cell Tower Parks, Preserves, Golf Electrical Substation Courses

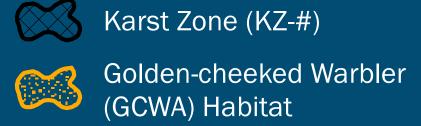
National Hydrography Dataset (NHD) Flowline











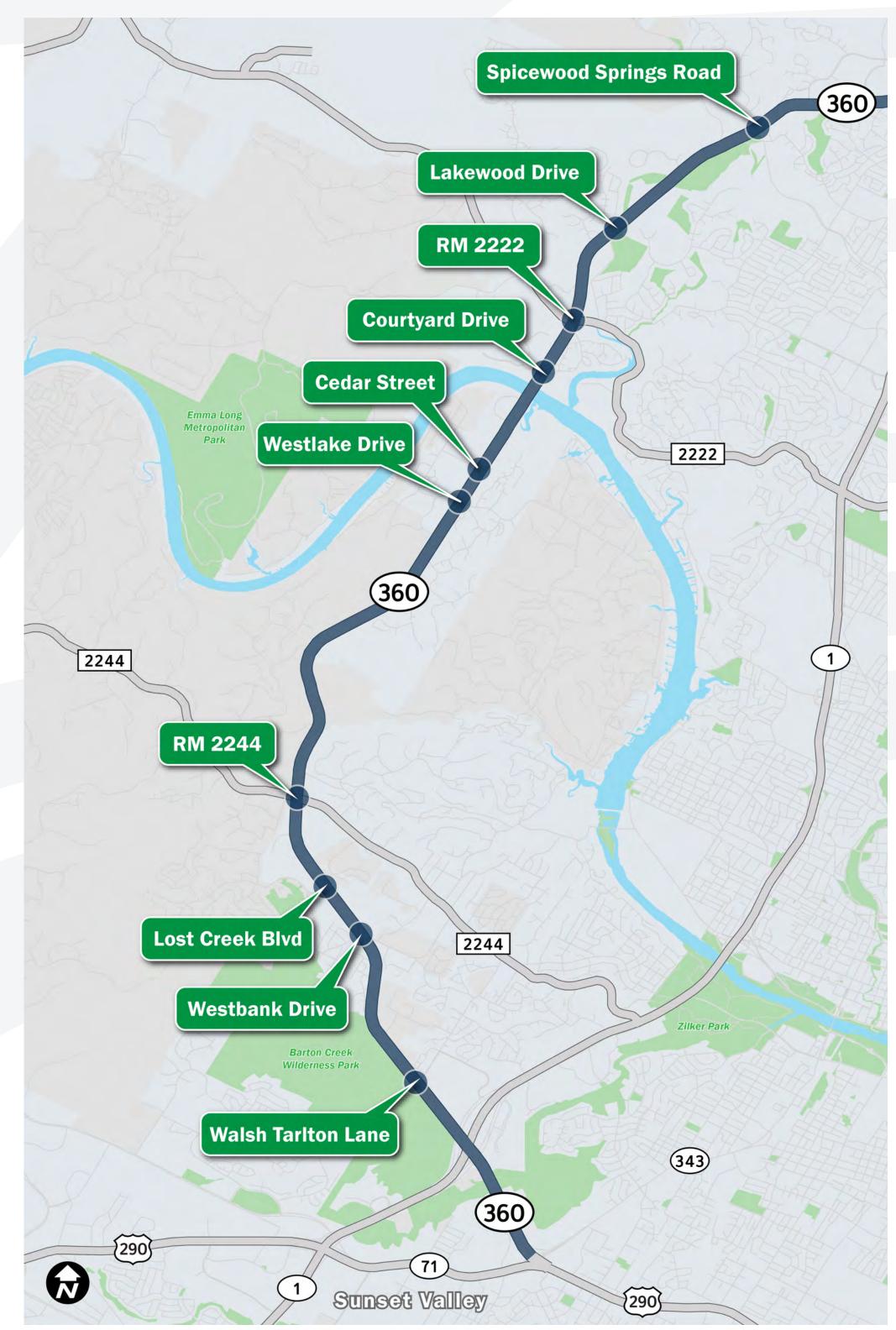












PROJECT PROCESS







Purpose and Need

Identify the problem we are trying to solve



Environmental Analysis of Alternatives

Thoroughly analyze alternatives for potential impacts



(2-4 years)



Draft Documentation/ Public Involvement

The draft environmental document is prepared and reviewed



Documentation Review

The final environmental document is completed







on project)



Environmental Decision

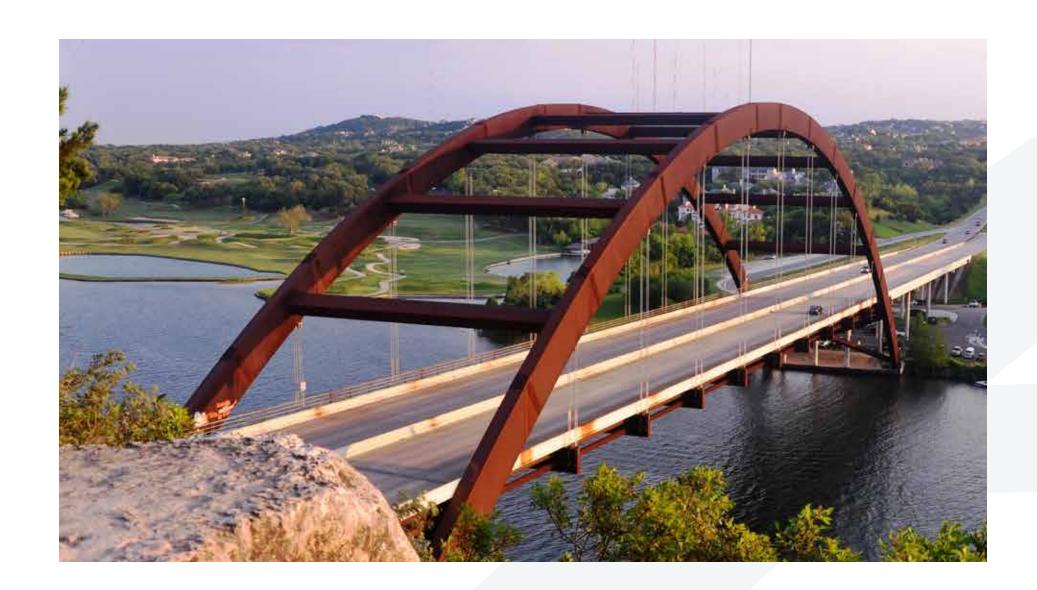
Either the preferred build alternative or the no build alternative

WEARE HERE

STAKEHOLDER OUTREACH

WORK IN THE CORRIDOR





BRIDGE MAINTENANCE

WHAT

Routine maintenance work, including:

Seal cracks in bridge deck

Clean and seal bridge joints

Clean and paint the bridge and install joint protection on and under bridge beams

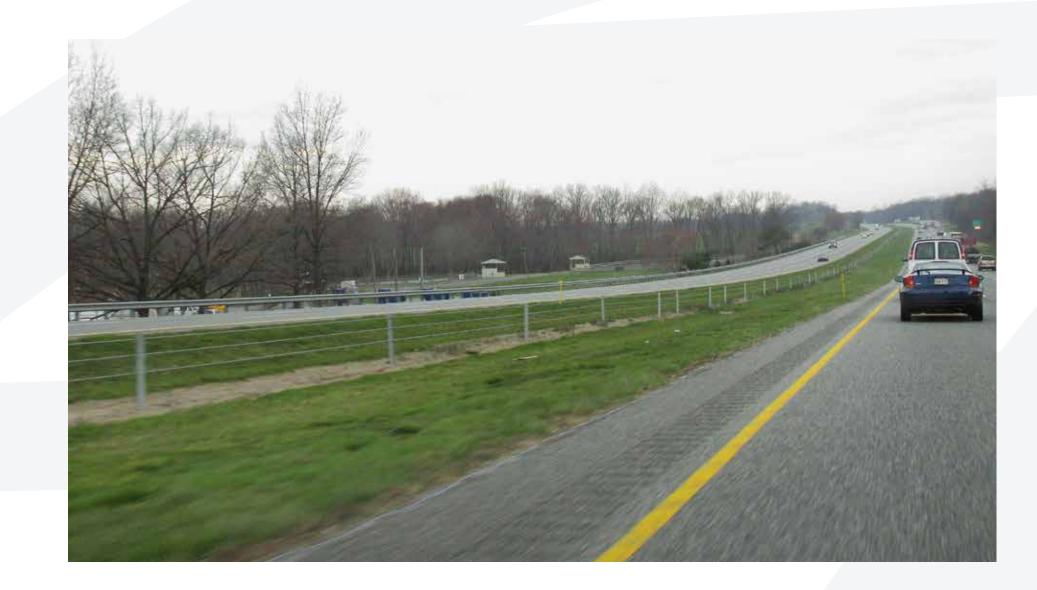
Bridge support and erosion control maintenance

WHERE

Pennybacker Bridge

WHEN

Summer/Fall 2019



CABLE BARRIERS

WHAT

Install a cable barrier in the center median to improve safety

WHERE

Pennybacker Bridge to Walsh Tarlton Lane

WHEN

Spring 2020



INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

WHAT

A message signs

WHERE

US 183 to US 290/SH 71

WHEN

Spring 2020



CONCEPTUAL OVERPASS AT WALSH TARLTON LANE



CONCEPT LAYOUTS



BARTON CREEK SQUARE ENTRANCE CONCEPTS

CONCEPT 1

South driveway from Barton Creek Square enters northbound connector road at a yield condition.

Benefits:

- Allows drivers traveling from the northbound Loop 360 mainlanes to merge only one lane to the right to access Barton Creek Square, rather than two

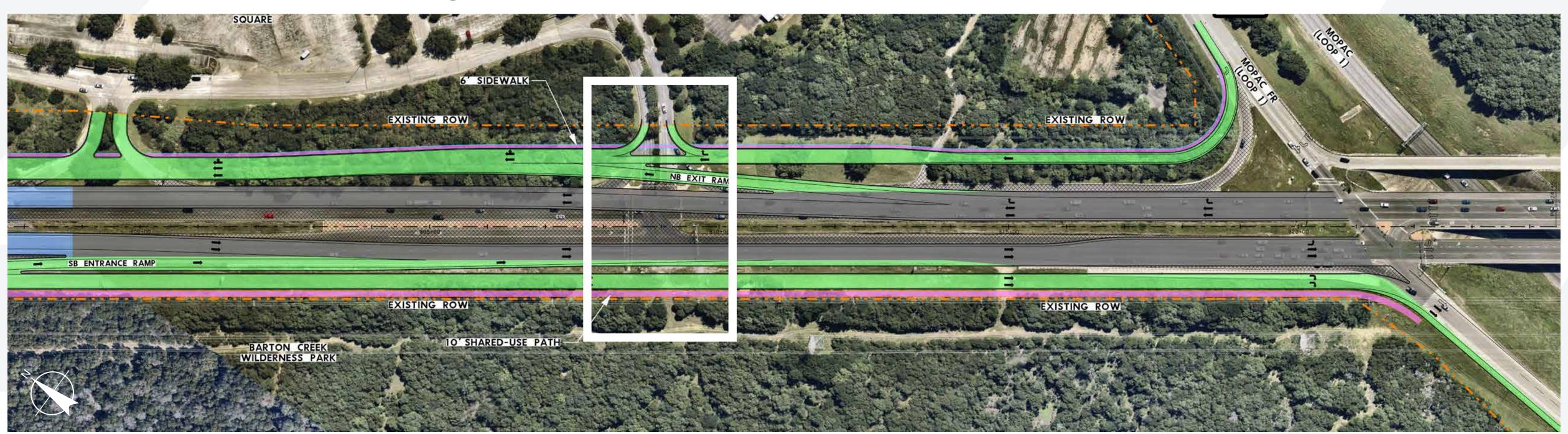


CONCEPT 2

South driveway from Barton Creek Square enters northbound connector road as an added lane.

Benefits:

- Provides dedicated lane for drivers exiting Barton Creek Square onto the northbound Loop 360 connector road

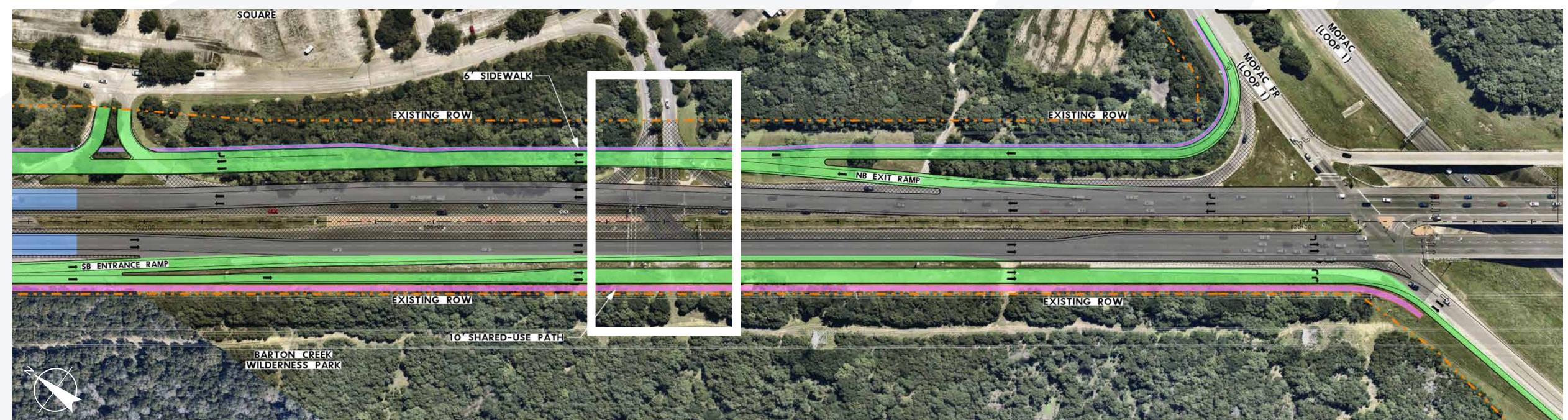


CONCEPT 3

South driveway to/from Barton Creek Square removed.

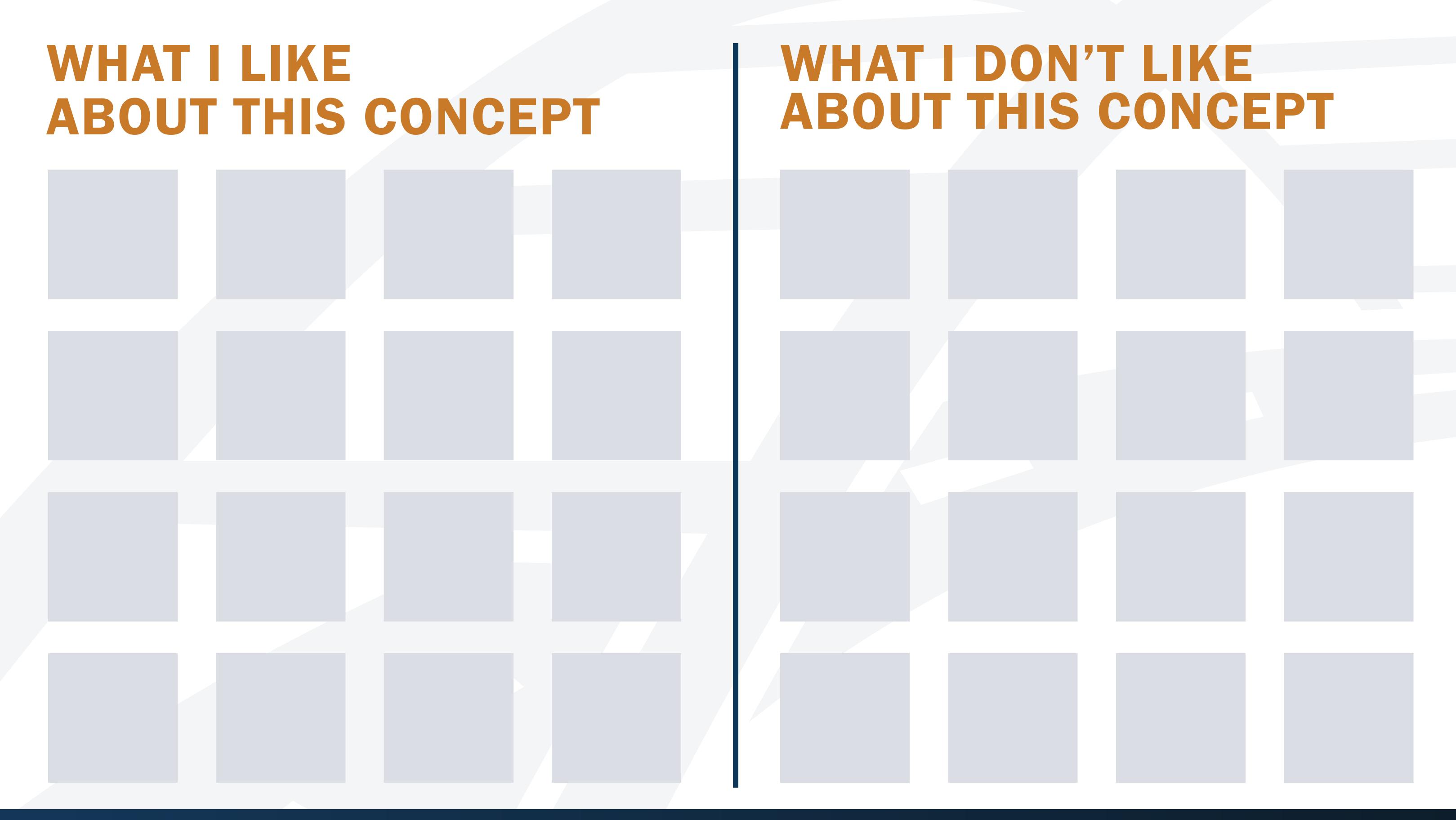
Benefits:

- Provides additional merge distance and decision-making time to drivers traveling from the northbound Loop 360 mainlanes, or from southbound MoPac, to Barton Creek Square









CONCEPT LAYOUTS



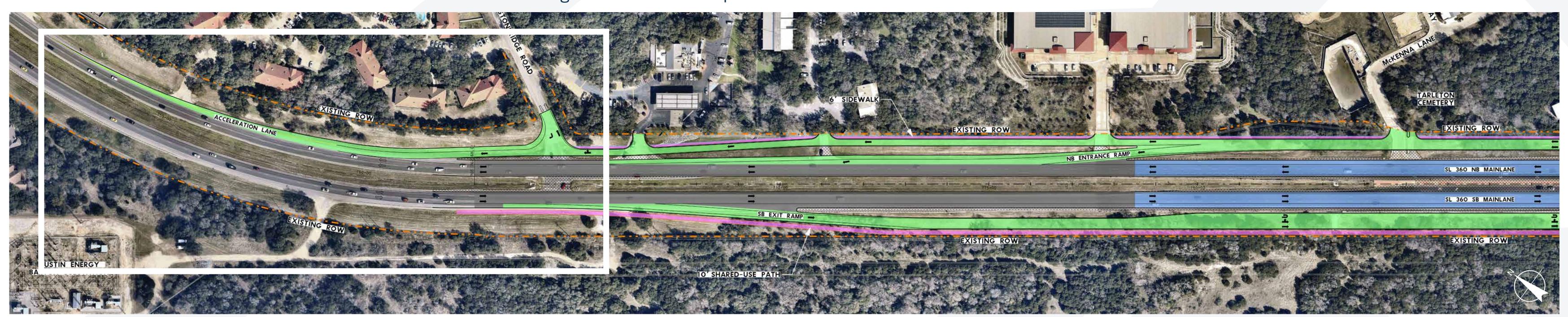
NORTHBOUND LOOP 360 ENTRANCE RAMP CONCEPTS

CONCEPT 1

Acceleration lane added from Stoneridge Road to northbound Loop 360.

Benefits:

- Provides more distance and time for drivers to accelerate before entering the northbound Loop 360 mainlanes

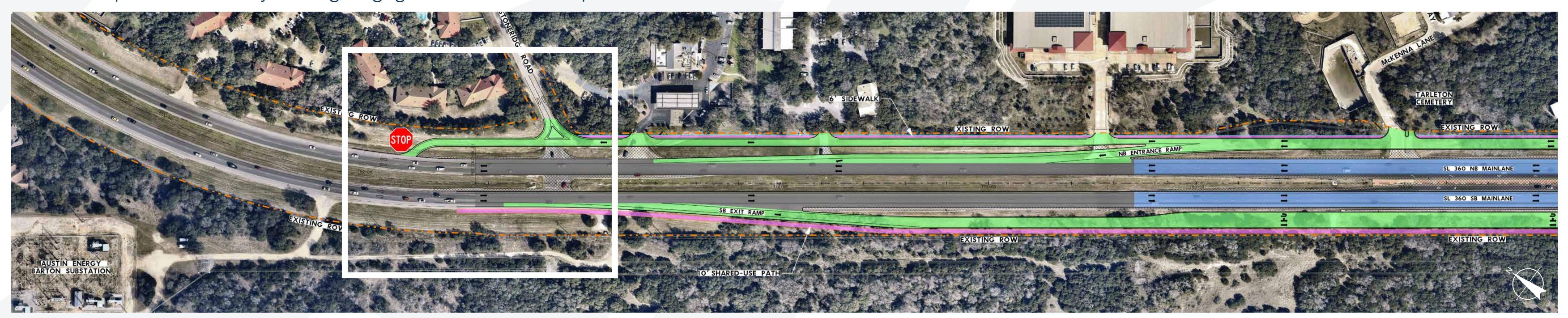


CONCEPT 2

Stop condition added from Stoneridge Road to northbound Loop 360.

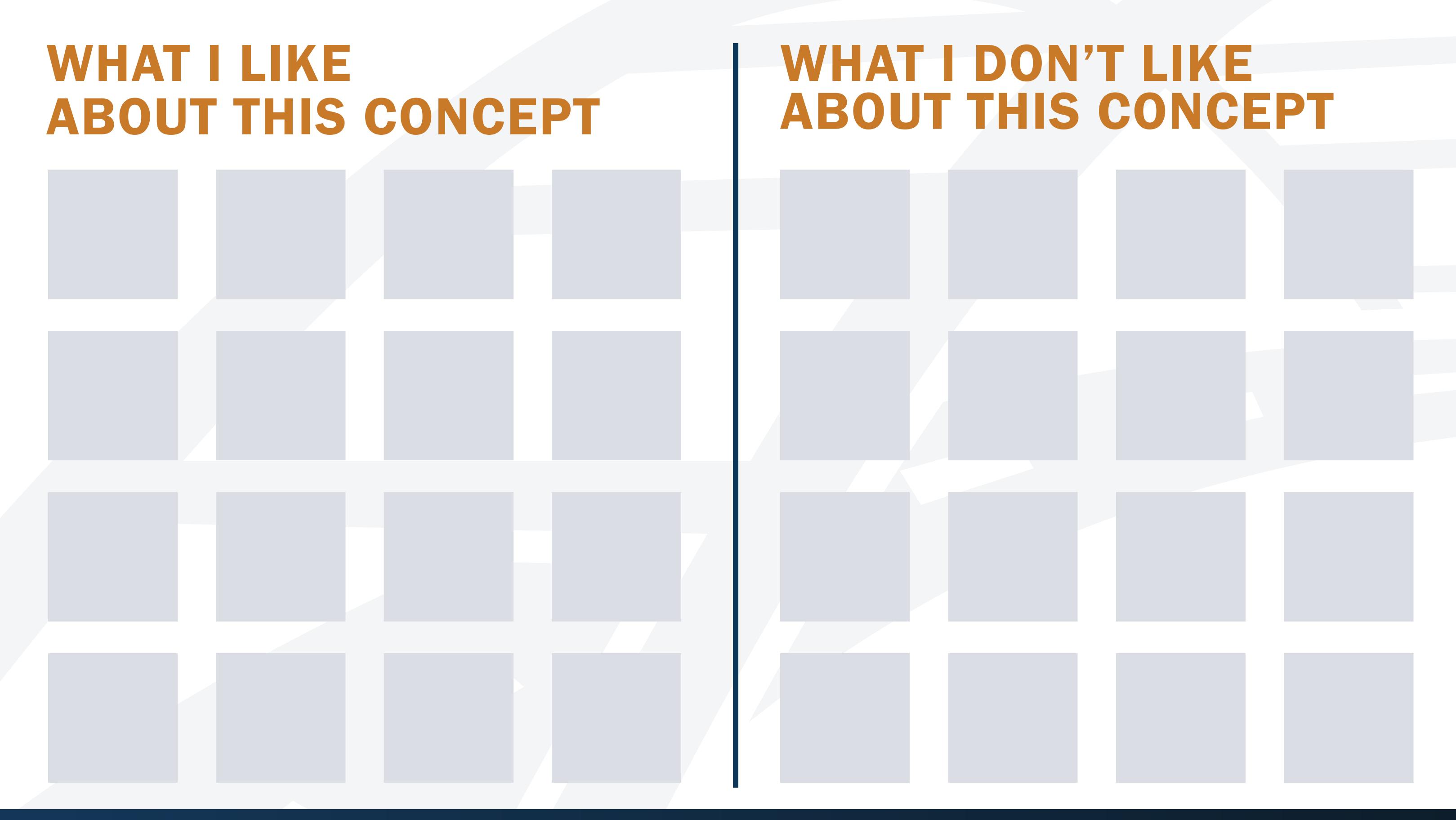
Benefits:

- Allows for improv w by reducing merging on the northbound Loop 360 mainlanes









CONCEPT LAYOUTS



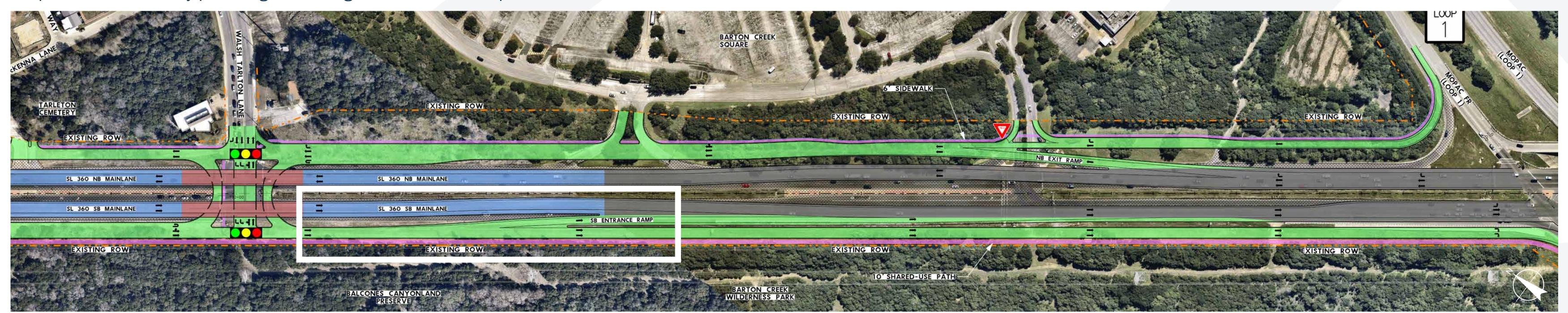
SOUTHBOUND MOPAC ACCESS CONCEPTS

CONCEPT 1

After passing through the signalized intersection at Walsh Tarlton Lane, both lanes proceed down the connector road to access southbound MoPac.

Benefits:

- Improves traffic flow by providing two through lanes which both proceed to southbound MoPac

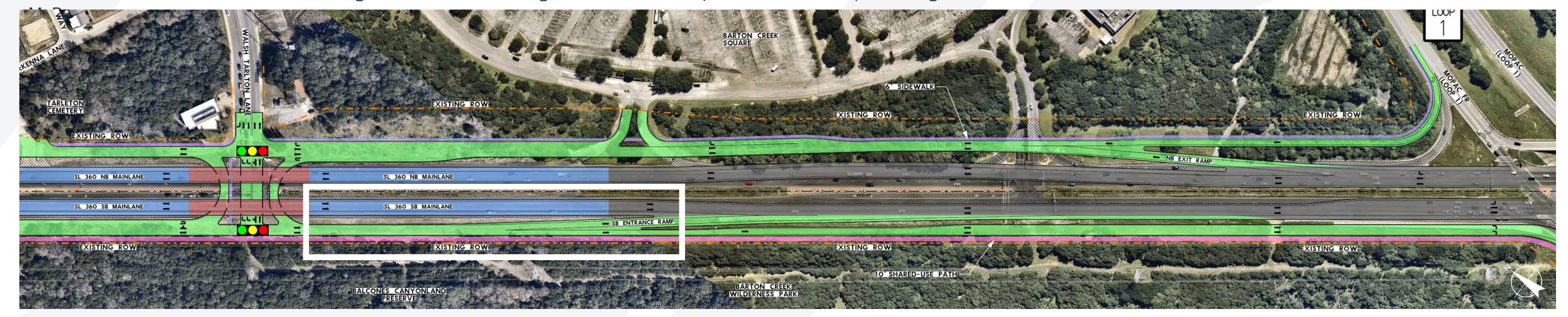


CONCEPT 2

After passing through the signalized intersection at Walsh Tarlton Lane, the right lane proceeds down the connector road to access southbound MoPac, and the left lane enters southbound Loop 360.

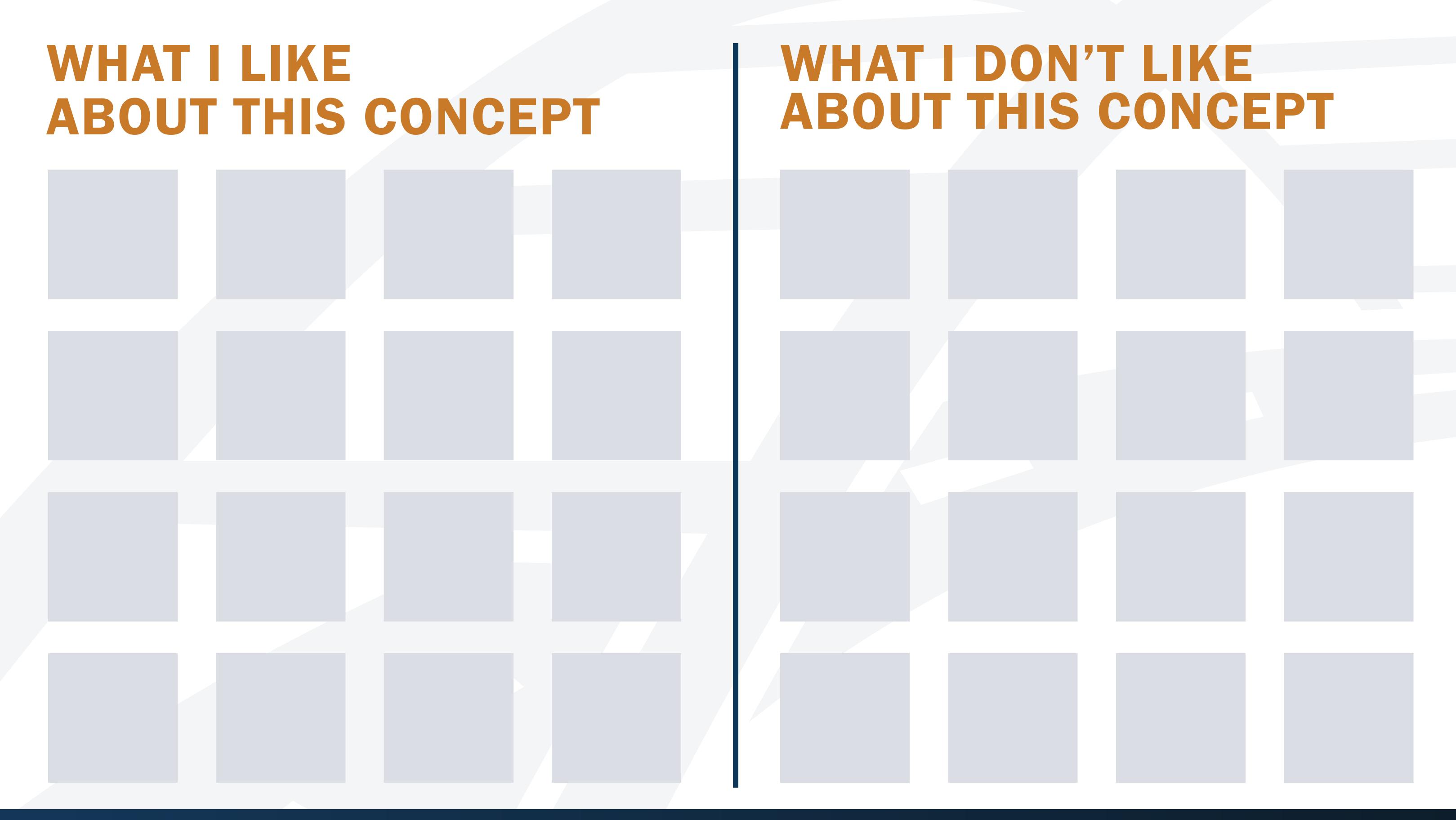
Benefits:

- Reduces impervious cover
- Provides more distance and decision-making time for drivers entering the southbound Loop 360 mainlanes or proceeding to southbound











HOW CAN I STAY INFORMED?

For questions or comments, visit the program website or email the project team.



www.Loop360Project.com



info@Loop360Project.com





Context Sensitive Solutions (CSS) is a collaborative approach to developing roadways that fit within their surroundings.

CONSIDERATIONS

The CSS approach considers not only physical aspects or standar roadway, but also the scenic, environmental, historic, economic and social resources in the surrounding community.

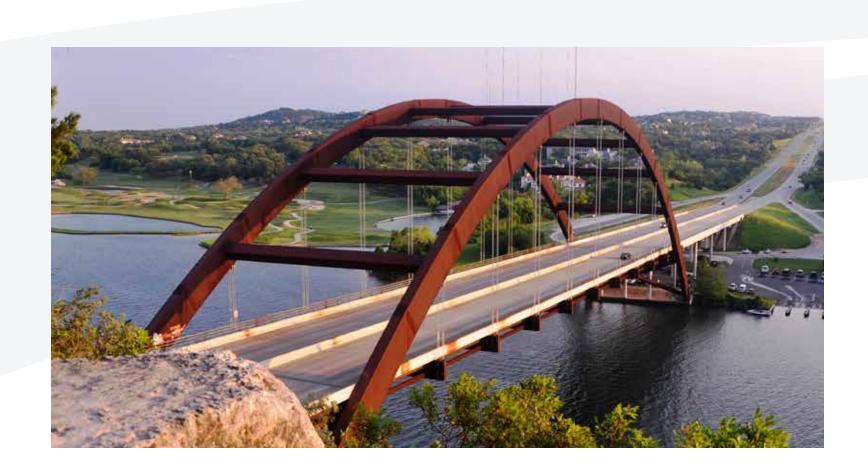


INVOLVEMENT

The process involves all stakeholders, including community members, elect interest groups, and affected local, state and federal agencies.

OUTCOME

CSS processes help to preserve and enhance community resources while improving safety and mobility along the corridor.



COMMUNITY FEEDBACK

Nov. 2018: TxDOT conducted a survey to receive feedback from the community.

Mar. 2019: We shared the results of that survey and collected further public input.

Jun. 2019: We collected and incorporated additional f

More details about the CSS process can be found at Loop360Project.com



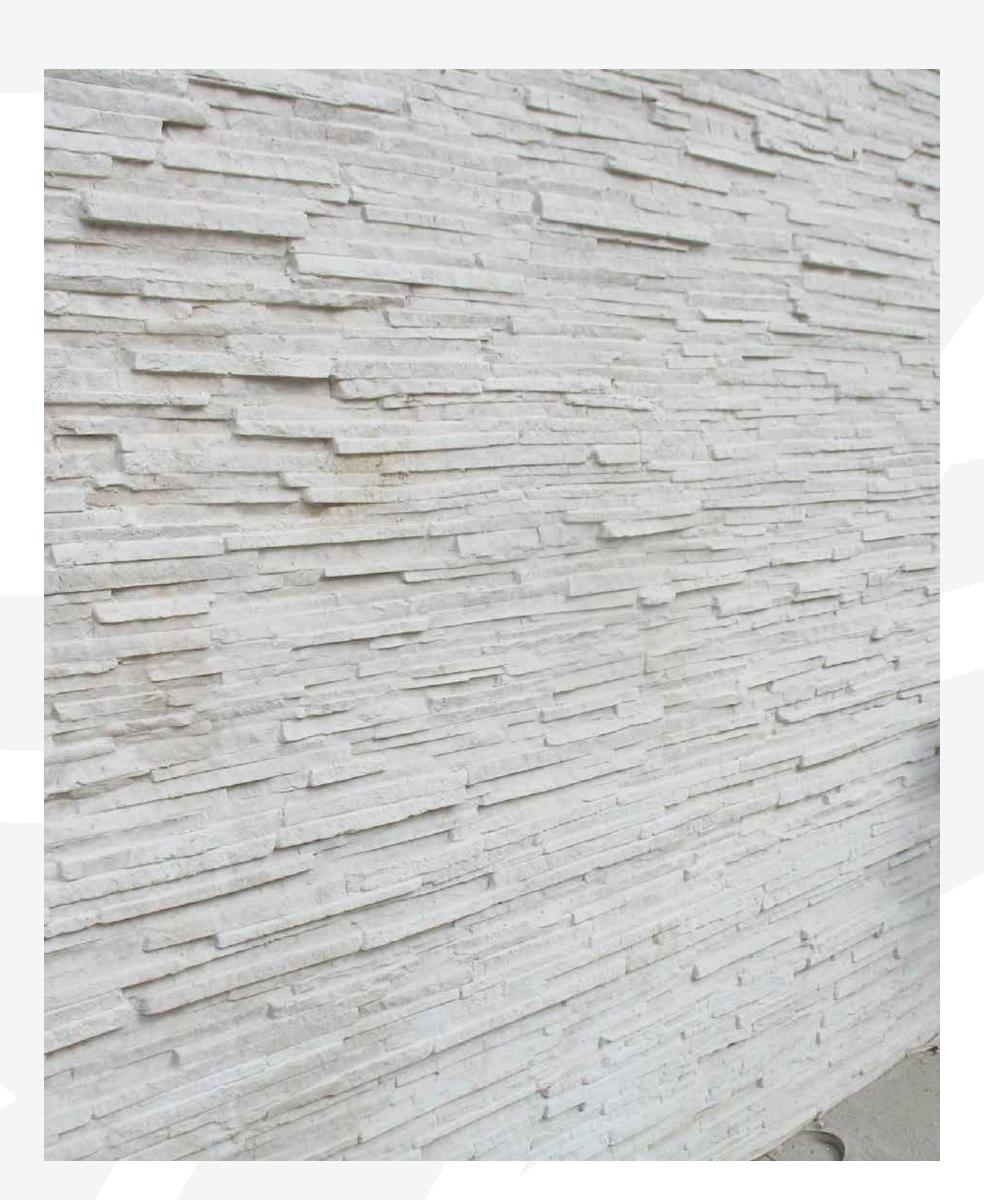
CONTEXT SENSITIVE SOLUTIONS

WALL TREATMENTS

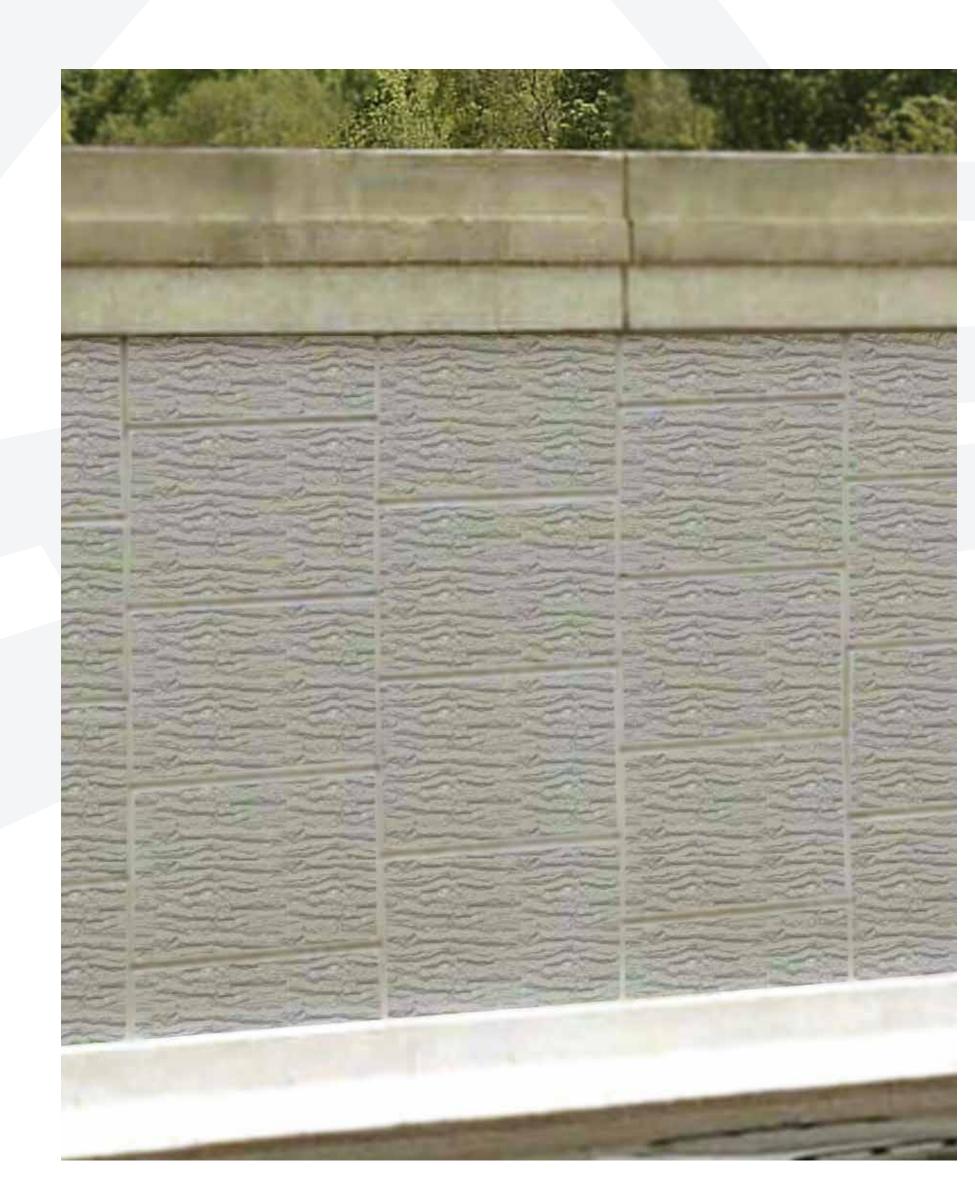
Feedback received to date has indicated that the community prefers a natural look along the corridor. Below are three options for wall treatments in places where walls are needed. We welcome your input.



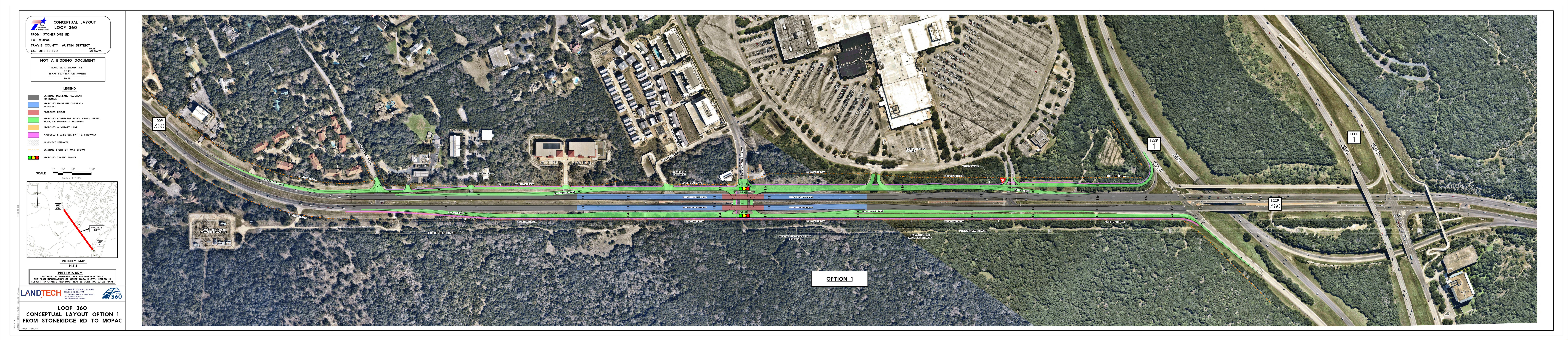


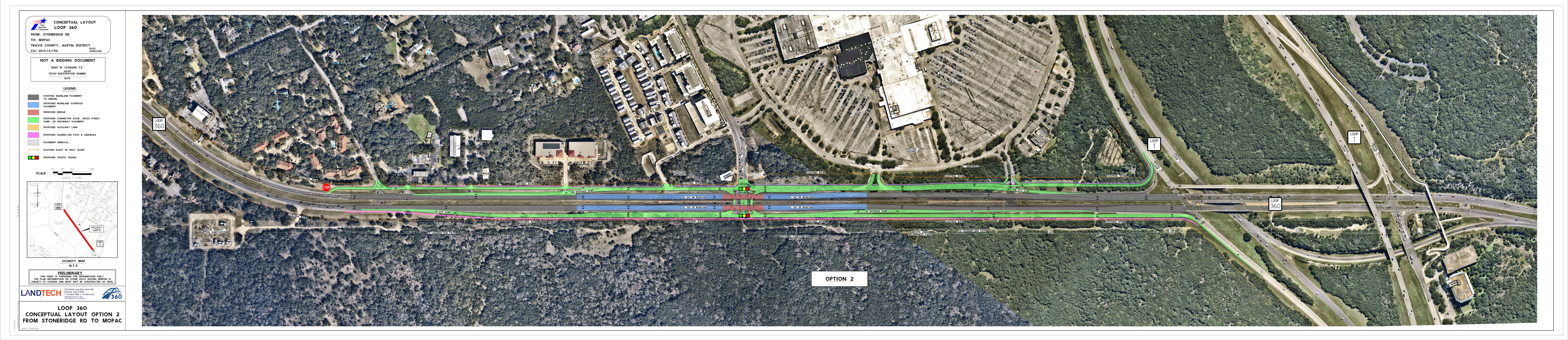


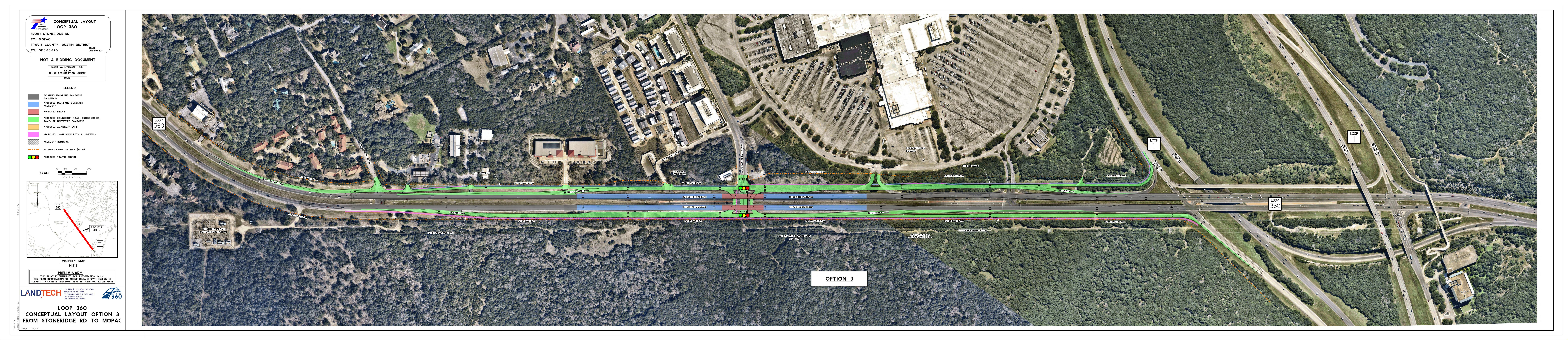
OPTION 2



OPTION 3







Post Workshop e-Newsletter



Welcome to the TxDOT Loop 360 program e-Newsletter.

Take a look at what we've been doing.

WALSH TARLTON LANE PROJECT: WHAT WE HEARD

We appreciate your attendance at the public workshop for the Loop 360 at Walsh Tarlton Lane project. On Thursday, Aug. 8, the TxDOT team was joined by several community members who viewed various options for the project and provided their feedback.





The Loop 360 team discusses the Walsh Tarlton Lane project with workshop attendees

The project includes removing the traffic signals on the Loop 360 mainlanes at Walsh Tarlton Lane and adding an overpass (where the Loop 360 mainlanes go over the cross street) with non-signalized U-turns in both directions. The project also removes the signal on the mainlanes at Barton Creek Square, as well as the crossover at Stoneridge Road. Shared-use paths and sidewalks will be added within the project limits to enhance bicycle and pedestrian accommodations.

At the workshop, the project team presented three options with different components that can be combined in a "mix and match" style. Here are a few things we heard:

- Support for closing the crossover at Stoneridge Road
- Support for an acceleration lane from Stoneridge Road to northbound Loop 360
- Concerns about noise in the area and questions about the possibility of adding noise walls
- Questions about pedestrian access to the Barton Creek Greenbelt
- Requests to maintain access to Barton Creek Square via the southern driveway on Loop 360
- Support for moving the project forward as quickly as possible

If you couldn't make it to the workshop, you can visit our virtual workshop anytime between now and Aug. 23, 2019 to download and review workshop materials, provide comments or ask questions.

Official written comments will also be received and accepted by the project team via email at commonts.com transfer of the project team via email at commonts.com transfer of the project team via email at commonts.com transfer of the project team via email at commonts.com transfer of the project team via email at commonts.com transfer of the project team via email at commonts.com transfer of the project team via email at com transfer of the project team via email at com transfer of the project team via email at com transfer of the project team via email at com transfer of the project team via email at com transfer of the project transfer of the project team via email at com transfer of the project transfer of transfer of

Crystal Wotipka
TxDOT Austin District Office
Attn: Loop 360 Project

7901 N. I-35

Austin, TX 78753

Comments must be received by Friday, Aug. 23, 2019 to be included in the official record of the Loop 360 at Walsh Tarlton Lane public workshop. We look forward to hearing from you!

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

WE WANT YOUR INPUT: LOOP 360 WALL TREATMENTS

The TxDOT team continues to refine options for the Context Sensitive Solutions (CSS) components of the corridor, and we welcome your feedback.

CSS is a collaborative approach to developing roadways that fit within their surroundings. To date, the project team has received community input on several CSS components for use along Loop 360, such as hardscaping and landscaping, bridges and other structures, shared-use paths and sidewalks, and lighting.

At the Walsh Tarlton Lane public workshop held on Aug. 8, community members had another opportunity to provide feedback on CSS features. Attendees were asked to share their preference of three different wall treatment options for use where retaining and support walls are needed. In correspondence with the community's preference for maintaining a natural look along the corridor, all of the options incorporate different rock patterns.





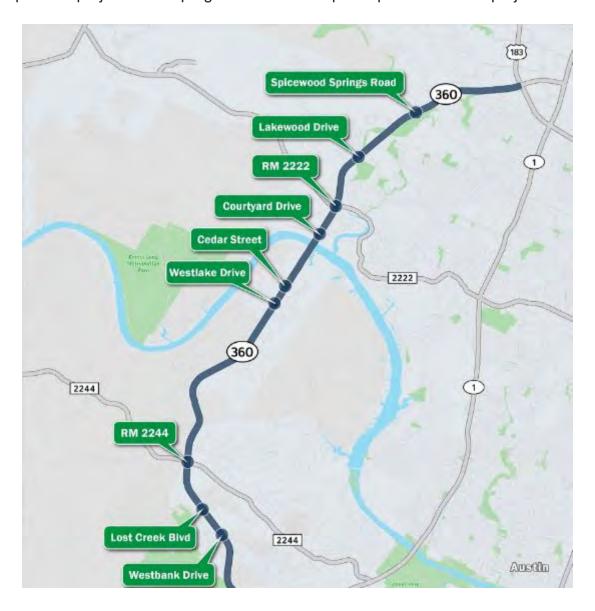


Wall treatment options

Display boards showing the various wall treatment options for consideration are included in our Walsh Tarlton Lane virtual workshop. Log on to the workshop between now and Aug. 23, 2019 to review the wall treatments and provide comments. We look forward to hearing from you!

LOOP 360 PROGRAM UPDATE

Progress continues on the Loop 360 program, with the Walsh Tarlton Lane project getting underway and several of the projects undergoing design revisions. So far, environmental work has begun on five of the six currently-planned projects in the program. Below is a quick update on all the projects.





Overall program map

TxDOT continues to process public input received since the June 6 workshop for the Lakewood Drive/Spicewood Springs Road project. The team is evaluating options for the design of the Loop 360 mainlanes and connector road, as well as the location of the shared-use path within the project limits.

The project team is also working on refining options for the Courtyard Drive/RM 2222 and Westlake Drive/Cedar Street projects, including the lane configuration and shared-use path on the northbound side of the roadway. A public hearing will be held next year for the Courtyard Drive/RM 2222 project.

On Aug. 8, the team held a public workshop for the Walsh Tarlton Lane project – more details on that workshop are in the article above. The team is starting environmental work on the Lost Creek Boulevard/Westbank Drive project, and a public workshop is anticipated next spring. The RM 2244 project, which will include a diverging diamond intersection, will be the final project to move through the environmental process.

Follow us on Twitter to stay up-to-date on all the Loop 360 projects, and feel free to drop us a line if you have any feedback to share.

ONGOING WORK IN THE CORRIDOR

If you're a regular driver on Loop 360, you might notice some work in the coming months. The projects are not part of the Loop 360 program – we're still a couple of years away from starting those. Instead, they're part of ongoing projects that TxDOT is conducting in and around Austin. Here's what to expect:

Bridge Maintenance



What: Routine maintenance work, including sealing cracks in the bridge deck, cleaning and sealing bridge joints, cleaning and painting the bridge and installing joint protection on and under bridge beams, conducting maintenance work on bridge supports, and erosion control

Where: Pennybacker Bridge

When: Summer/Fall 2019, weather permitting

Cable Barriers



What: Installing a cable barrier in the Loop 360 center median to improve safety

Where: Pennybacker Bridge to Walsh Tarlton Lane

When: Spring 2020

Intelligent Transportation Systems (ITS)



What: Adding traffic cameras and dynamic message signs

Where: US 183 to US 290/SH 71

When: Spring 2020

If you have any questions about the ongoing projects, write to us at info@Loop360Project.com, and we'll help you find the right information.

Post-Workshop Social Media Posts on Twitter









Loop360Project @Loop360Project · 23 Aug 2019

ATTENTION: Today is the final day to submit comments on the Walsh Tarlton Lane project and wall treatment options for #Loop360! Take a look at the proposed improvements and voice your opinion in the virtual workshop at Loop360Project.com

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WELCOME!



Welcome to the Loop 360 at Walsh Tarlton Lane virtual workshop!

To navigate through the workshop, click on the arrows on the right and left side of your screen or use the menu button on the top left of your screen.

To provide a comment at any point during your visit, simply click on the **Comment** button at the top right of your screen. We look forward to receiving your input and continuing to work with you throughout the project.

This is an interactive experience. You will have the opportunity to leave your feedback on the project, so we encourage you to view the entire meeting.

................







Loop 360 is a major transportation corridor for the capital area region, serving as a north/south route and functioning as a connector between US 183 and US 290/SH 71. The 14-mile corridor acts as a commuter route and a local thoroughfare for residents and businesses. Loop 360 also provides access for other citizens, including bicyclists, photographers, geologists, hikers and visitors to Lake Austin.



Loop 360 has severe traffic congestion, causing both mobility and safety concerns. The corridor includes three sections listed on the state's Most Congested Roadways list. We can expect traffic congestion to worsen as our population grows. More than two million people live in the Austin area today, and that number is expected to double by 2040.

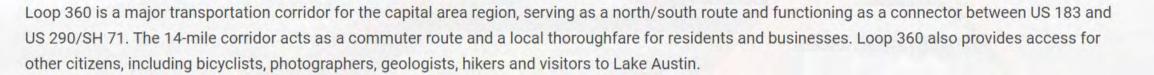
The purpose of the Loop 360 program is to upgrade multiple intersections along the corridor. The program team will engage stakeholders throughout the community in selecting the best option for each intersection to improve safety and mobility along Loop 360.

The Walsh Tarlton Lane project is one of the intersections included in the Loop 360 Program.



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The Walsh Tarlton Lane project is one of the intersections included in the Loop 360 Program.

To learn more, download the Program Fact Sheet and FAQs.









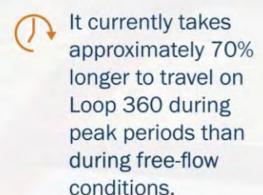
Loop 360 construction was started in March 1962 and completed in December 1982 with the opening of the Pennybacker Bridge. In 2016, TxDOT completed the Loop 360 feasibility study which identified and evaluated potential short- and long-term transportation solutions for the corridor.

The current Loop

360 program takes
into account the
recommendations from
the feasibility study
by upgrading multiple
intersections along the
corridor, improving mobility
and enhancing safety.









If nothing is done by 2040: Morning peak travel times could further increase by an average of 46%.

Evening peak travel times could be nearly double the off peak/ free-flow travel times.



Loop 360 from RM 2244 to SH 71 is ranked #87 on the 2018 Texas Congestion Index (TCI), which ranks all roads in the state and measures how much longer a trip takes during peak periods versus free-flow.

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Improve mobility and safety along Loop 360 for all users



Minimize impacts to the environment



Balance the needs of through traffic with local access



Reduce cut-through traffic in neighborhoods



Minimize impacts to the community



Address delays at signalized intersections



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and Need

Identify the

problem we are

trying to solve

Environmental Process and Design (2-4 years)



Draft Documentation/ Public Involvement

The draft environmental document is prepared and reviewed



Final Documentation Review

The final environmental document is completed



Relocation (Approximately 1 year)

Decision

Either the preferred

build alternative

or the no build

alternative

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(2-3 years, depending on project)

WE ARE HERE

Analysis of

Alternatives

Thoroughly analyze

potential impacts

alternatives for

STAKEHOLDER OUTREACH



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PROGRAM SCHEDULE







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Download a pdf of the Program Schedule

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BRIDGE MAINTENANCE

WHAT

Routine maintenance work, including:

Seal cracks in bridge deck

Clean and seal bridge joints

Clean and paint the bridge and install joint protection on and under bridge beams

Bridge support and erosion control maintenance

WHERE

Pennybacker Bridge



CABLE BARRIERS

WHAT

Install a cable barrier in the center median to improve safety

WHERE

Pennybacker Bridge to Walsh Tarlton Lane

WHEN

Spring 2020



INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

WHAT

Adding traffic cameras and dynamic message signs

WHERE

US 183 to US 290/SH 71

WHEN

Spring 2020



••••••





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TRANSPORTATION SYSTEMS (ITS)

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Adding traffic cameras and dynamic message signs

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Spring 2020

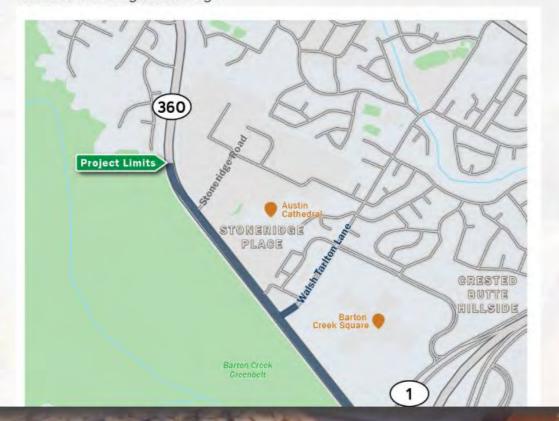


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WALSH TARLTON LANE PROJECT

Click on the image to enlarge



The project includes:

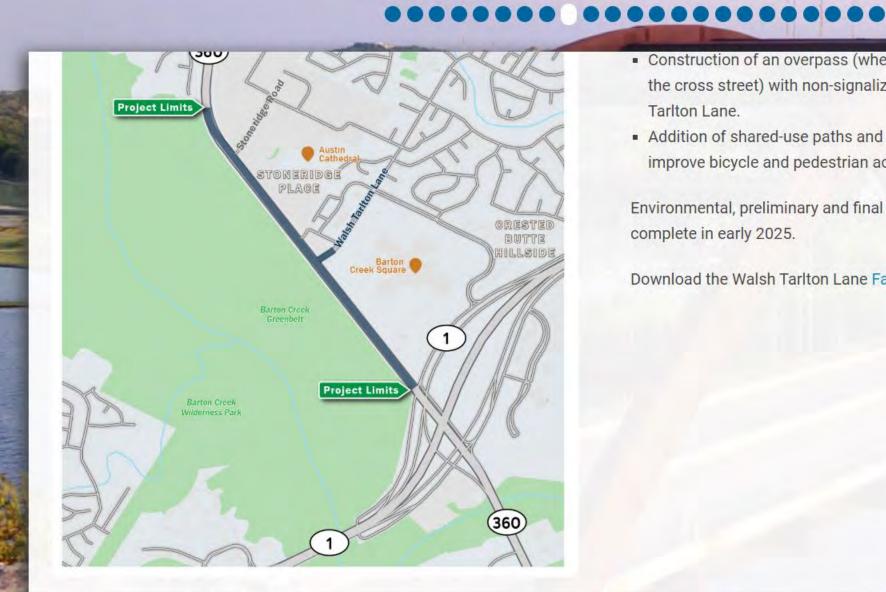
- Removal of the traffic signals from the Loop 360 mainlanes at Walsh Tarlton Lane.
- Construction of an overpass (where the Loop 360 mainlanes go over the cross street) with non-signalized U-turns in both directions at Walsh Tarlton Lane.
- Addition of shared-use paths and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

Environmental, preliminary and final engineering work is anticipated to be complete in early 2025.

Download the Walsh Tarlton Lane Fact Sheet and FAQs.



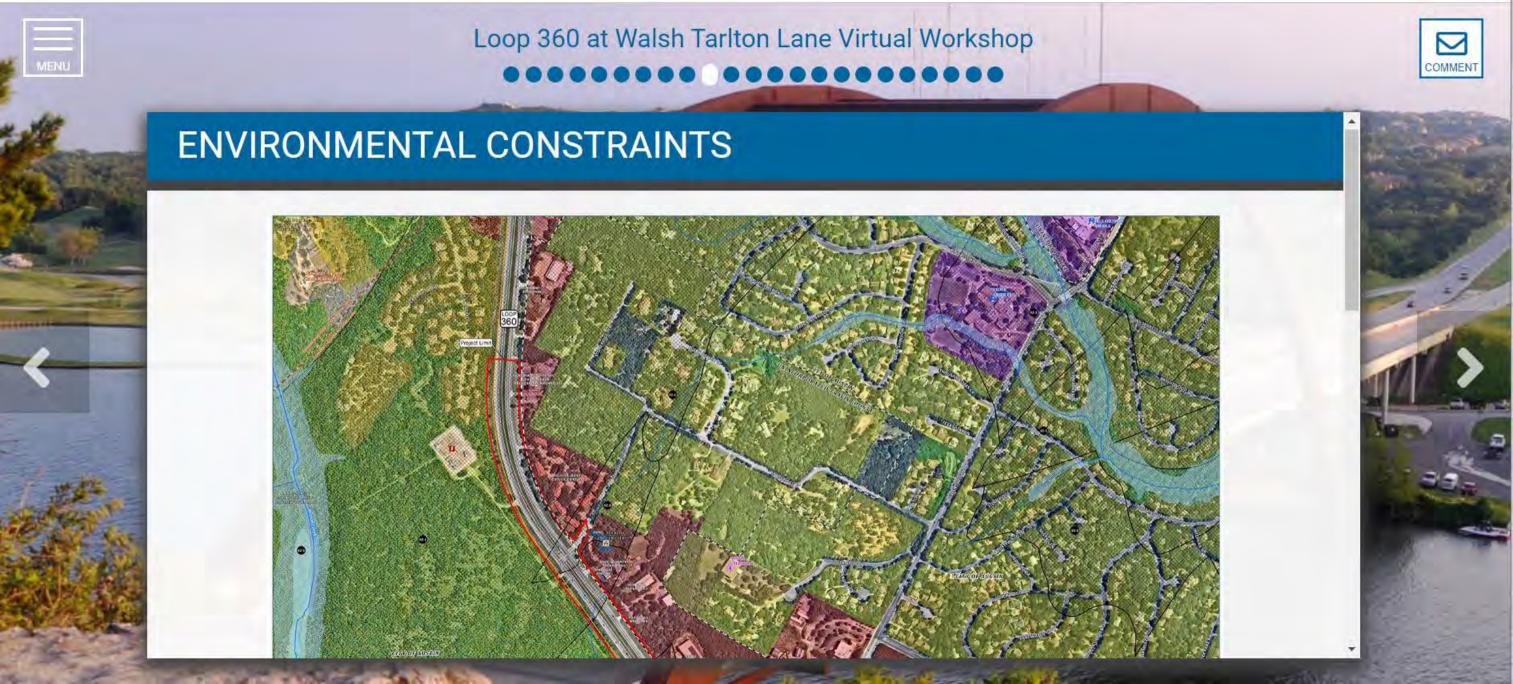


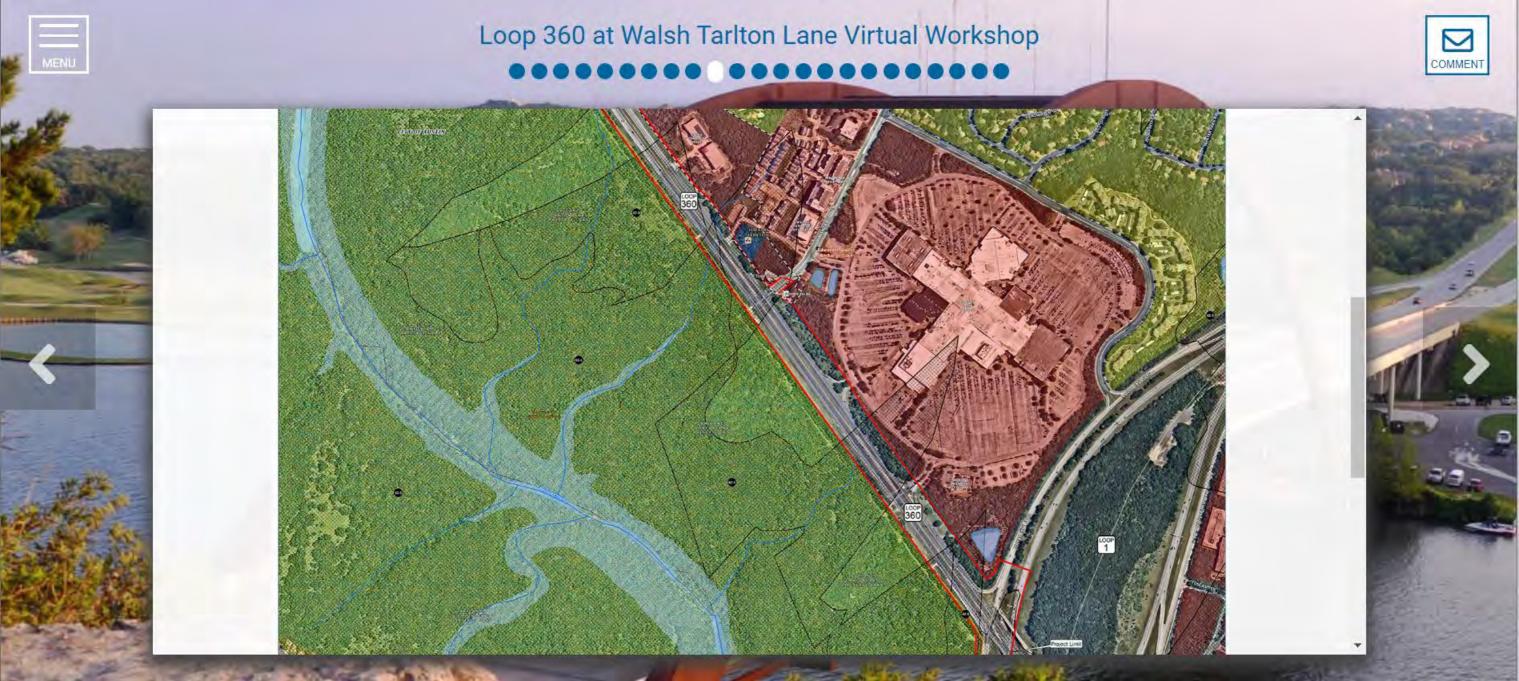


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Loop 360 at Walsh Tarlton Lane Virtual Workshop

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ENGINEERING DRAWINGS & PROJECT RENDERING

TxDOT is currently considering three options for the Loop 360 at Walsh Tarlton Lane intersection. The differences between the options are further detailed in the following "Concept Layouts" slides. Click the links below to view the engineering drawing for each option.

- Option 1 Engineering Drawing
- Option 2 Engineering Drawing
- Option 3 Engineering Drawing

Conceptual Overpass at Walsh Tarlton Lane







Walsh Tarlton Lane Improvements Survey

1. What do you like about the proposed	
improvements?	
- /	2
2. What do you dislike about the propose	ed
improvements?	
	1

about the proposed improvements?	
3. What other comments or feedback do	you have
2 What ather comments or feedback do	vou bove



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See how easy it is to create a survey.

Privacy & Cookie Policy

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CONCEPT LAYOUTS: BARTON CREEK SQUARE ENTRANCE

Concept 1

South driveway from Barton Creek Square enters northbound connector road at a yield condition.

Benefits:

Allows drivers traveling from the northbound Loop 360 mainlines to merge only one lane to the right to access Barton Creek Square, rather than two.





Loop 360 at Walsh Tarlton Lane Virtual Workshop

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Concept 2

South driveway from Barton Creek Square enters northbound connector road as an added lane.

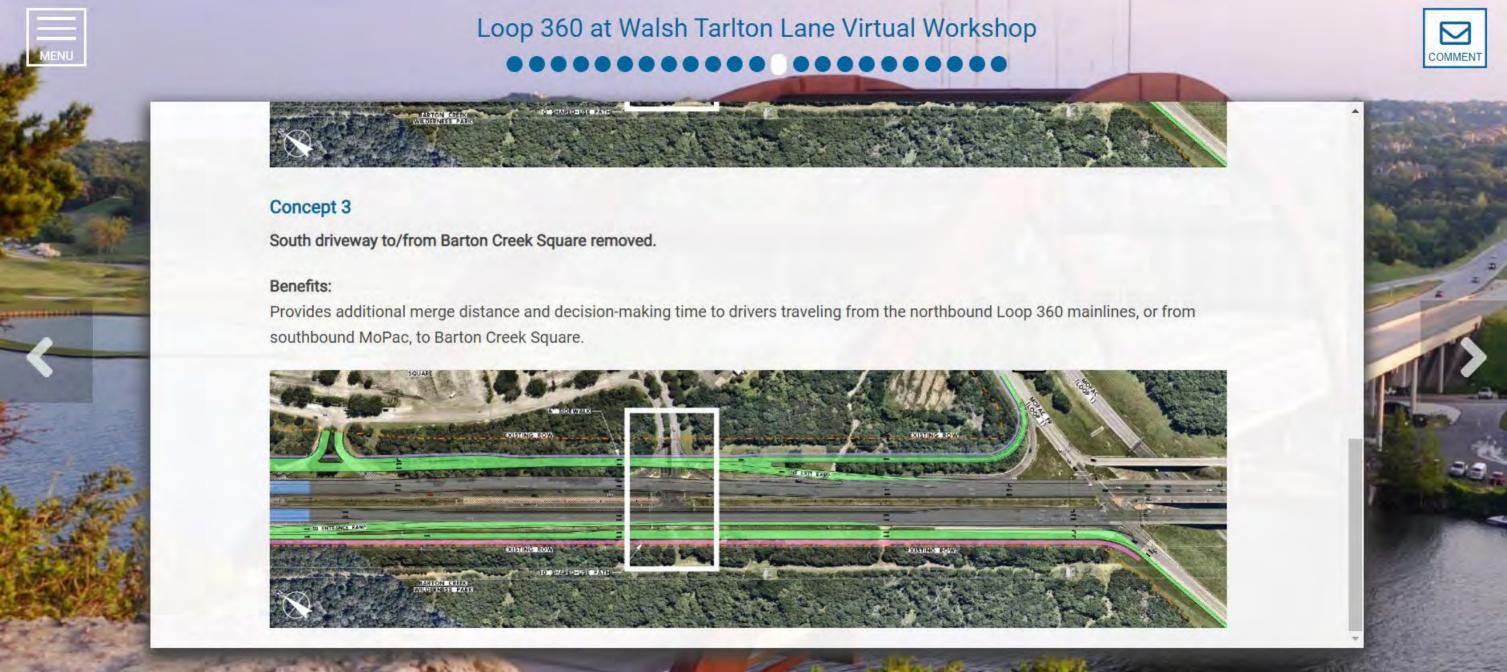
Benefits:

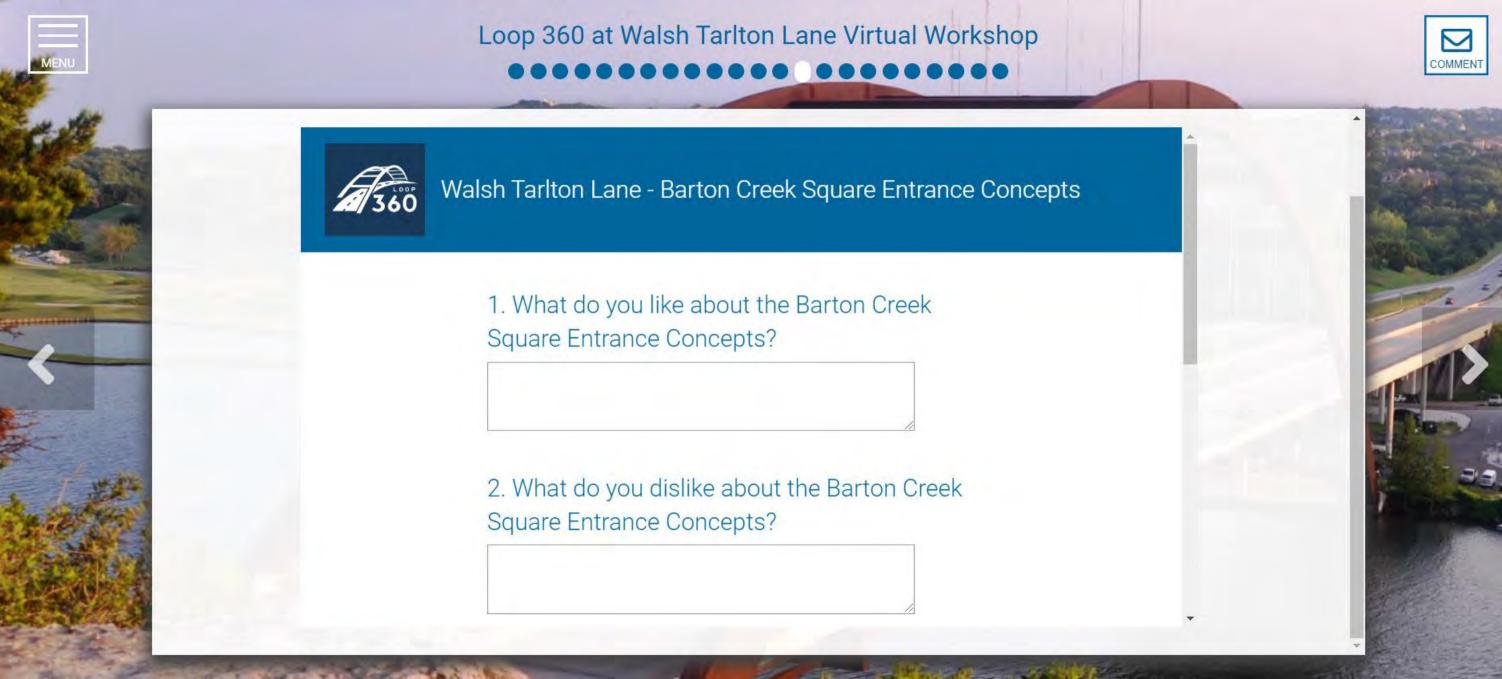
Provides dedicated lane for drivers exiting Barton Creek Square onto the northbound Loop 360 connector road.



Concept 3

South driveway to/from Barton Creek Square removed.





BARTON CREEK SQUARE ENTRANCE SURVEY

3. What other comments or feedback do you have about the Barton Creek Square Entrance Concepts?

DONE

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CONCEPT LAYOUTS: NORTHBOUND LOOP 360 ENTRANCE RAMP

Concept 1

Acceleration lane added from Stoneridge Road to northbound Loop 360

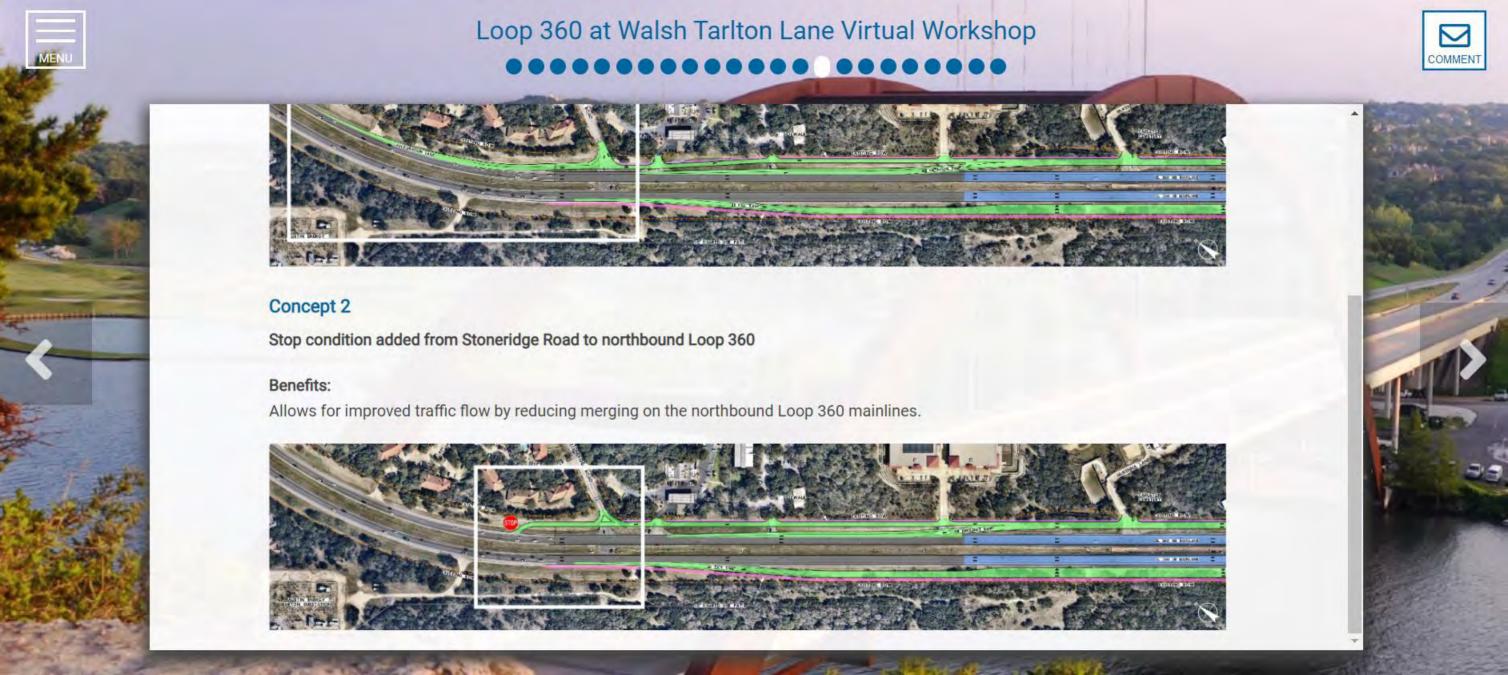
Benefits:

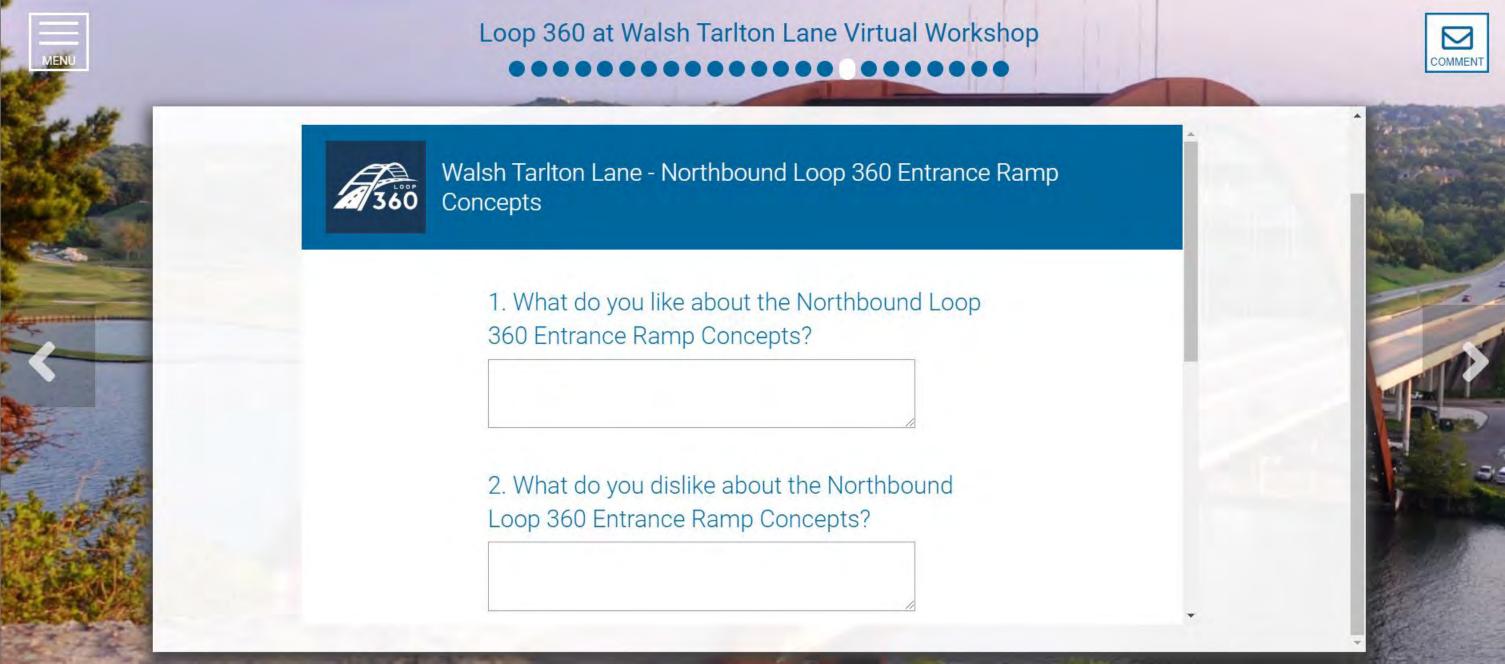
Provides more distance and time for drivers to accelerate before entering the northbound Loop 360 mainlines.



Concept 2

Stop condition added from Stoneridge Road to northbound Loop 360





NORTHBOUND LOOP 360 ENTRANCE RAMP SURVEY

3. What other comments or feedback do you have about the Northbound Loop 360 Entrance Ramp Concepts?

DONE

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CONCEPT LAYOUTS: SOUTHBOUND MOPAC ACCESS CONCEPTS

Concept 1

After passing through the signalized intersection at Walsh Tarlton Lane, both lanes proceed down the connector road to access southbound MoPac.

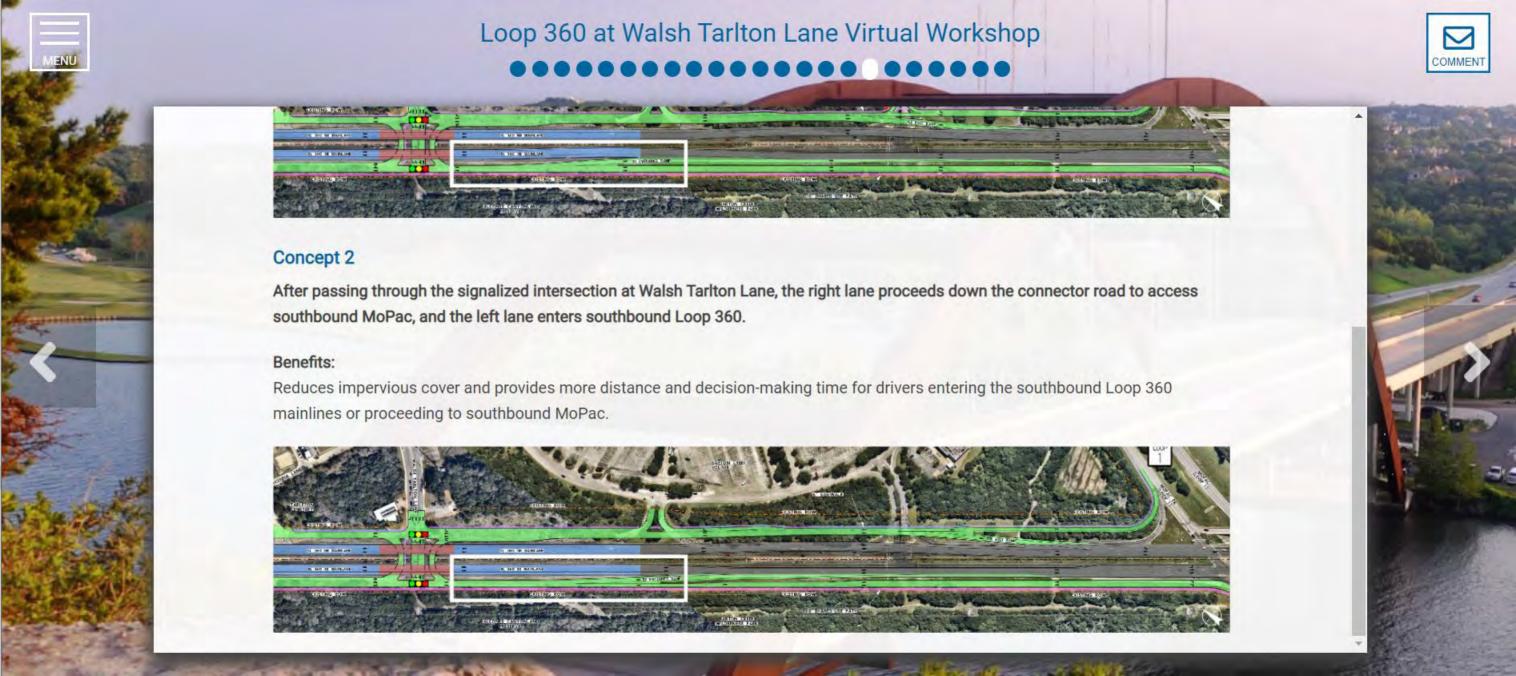
Benefits:

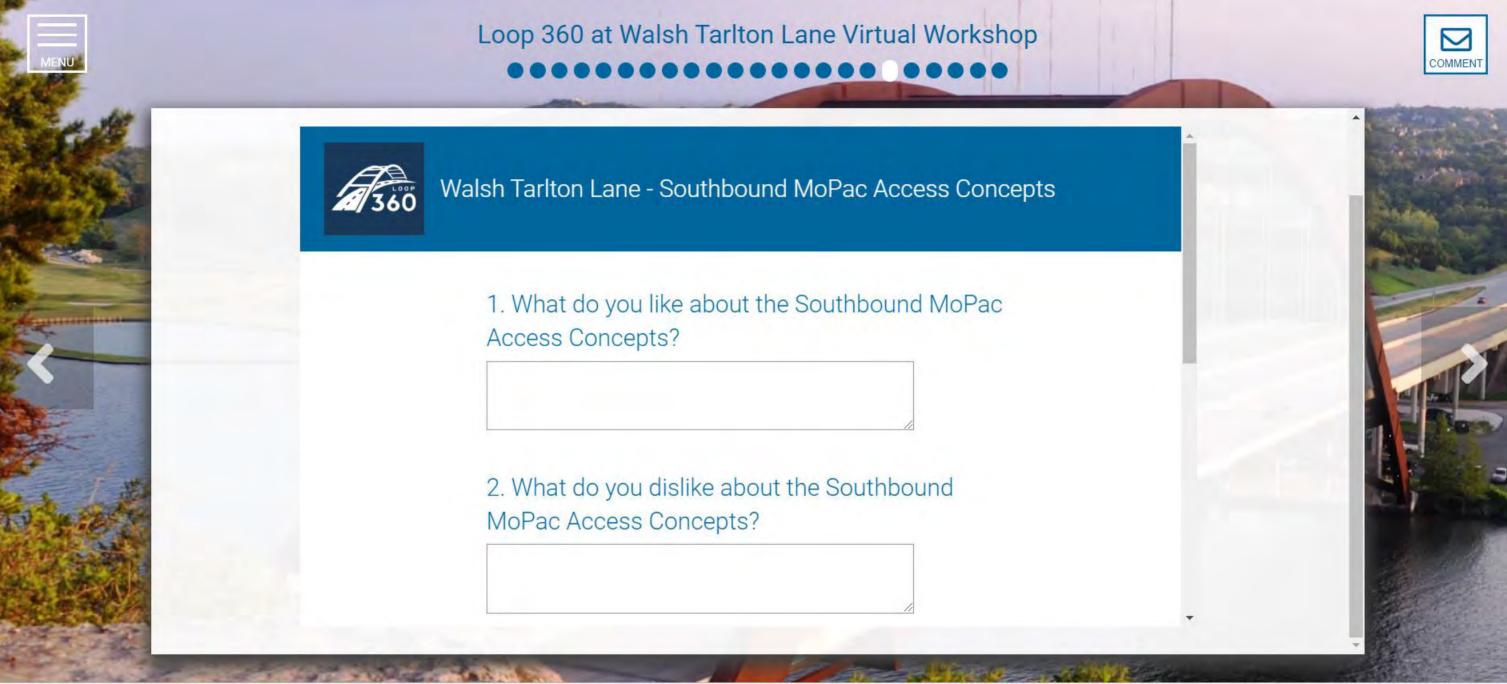
Improves traffic flow by providing two through lanes which both proceed to southbound MoPac.



Concept 2

After passing through the signalized intersection at Walsh Tarlton Lane, the right lane proceeds down the connector road to access





SOUTHBOUND MOPAC ACCESS CONCEPTS SURVEY

3. What other comments or feedback do you have about the Southbound MoPac Access Concepts? DONE Powered by SurveyMonkey See how easy it is to create a survey.

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CONTEXT SENSITIVE SOLUTIONS (CSS)

Context Sensitive Solutions (CSS) is a collaborative approach to developing roadways that fit within their surroundings.

CONSIDERATIONS

The CSS approach considers not only physical aspects or standard specifications of a roadway, but also the scenic, environmental, historic, economic and social resources in the surrounding community.

INVOLVEMENT

The process involves all stakeholders, including community members, elected officials, interest groups, and affected local, state and federal agencies.

OUTCOME

CSS processes help to preserve and enhance community resources while improving safety and mobility along the corridor.

COMMUNITY FEEDBACK

Nov. 2018: TxDOT conducted a survey to receive feedback from the community.

Mar. 2019: We shared the results of that survey and collected further public input.

Jun. 2019: We collected and incorporated additional feedback on the refined options.











Loop 360 at Walsh Tarlton Lane Virtual Workshop





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More details about the CSS process can be found at Loop360Project.com

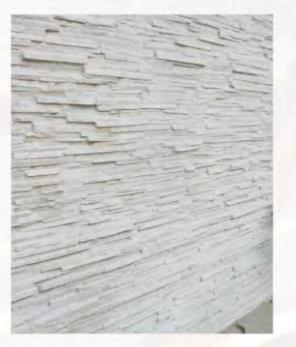


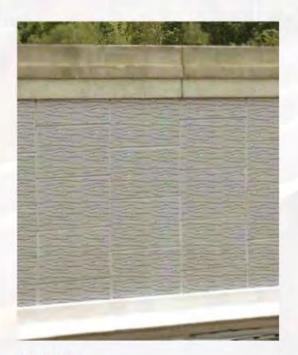


WALL TREATMENTS

Feedback received to date has indicated that the community prefers a natural look along the corridor. Below are three options for wall treatments in places where walls are needed. We welcome your input.







OPTION 1

OPTION 2

OPTION 3



Loop 360 at Walsh Tarlton Lane Virtual Workshop

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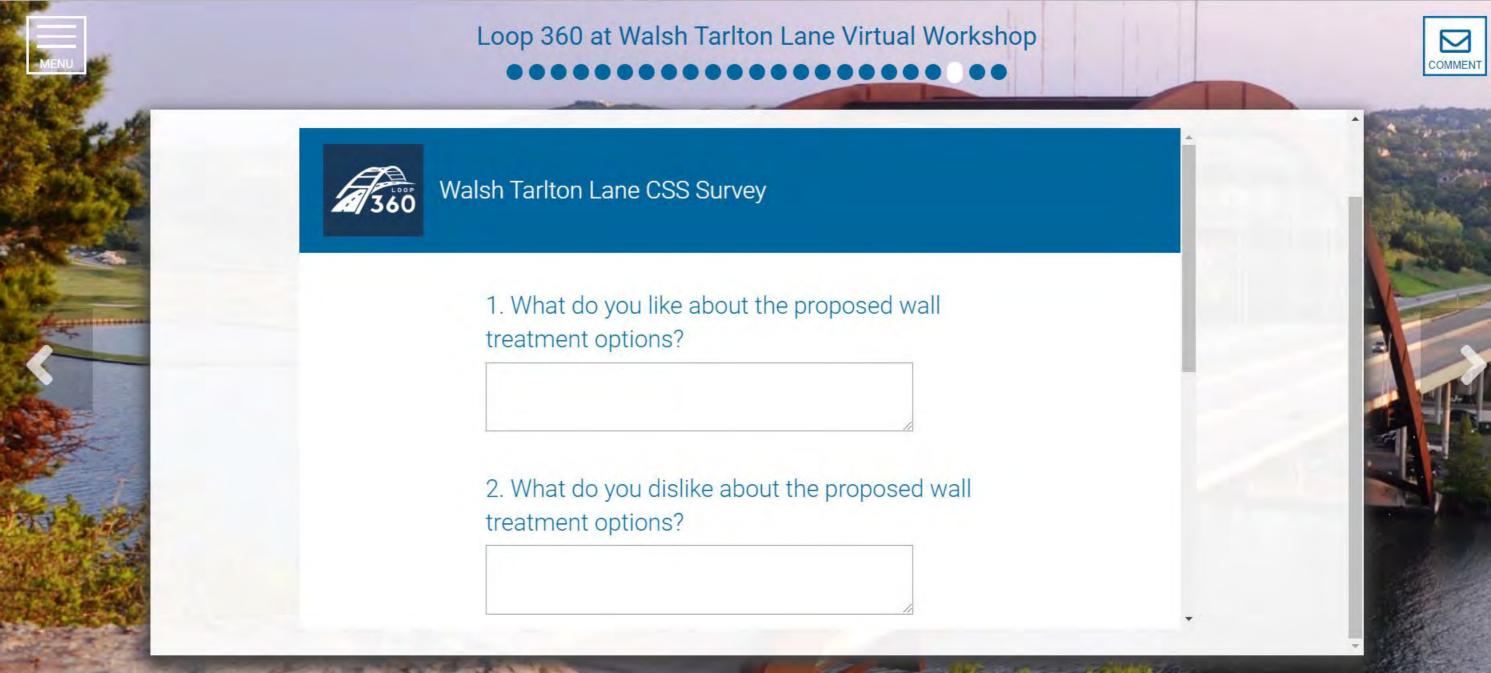


OPTION 1

OPTION 2

OPTION 3

More details about the CSS process can be found at Loop360Project.com



CSS SURVEY

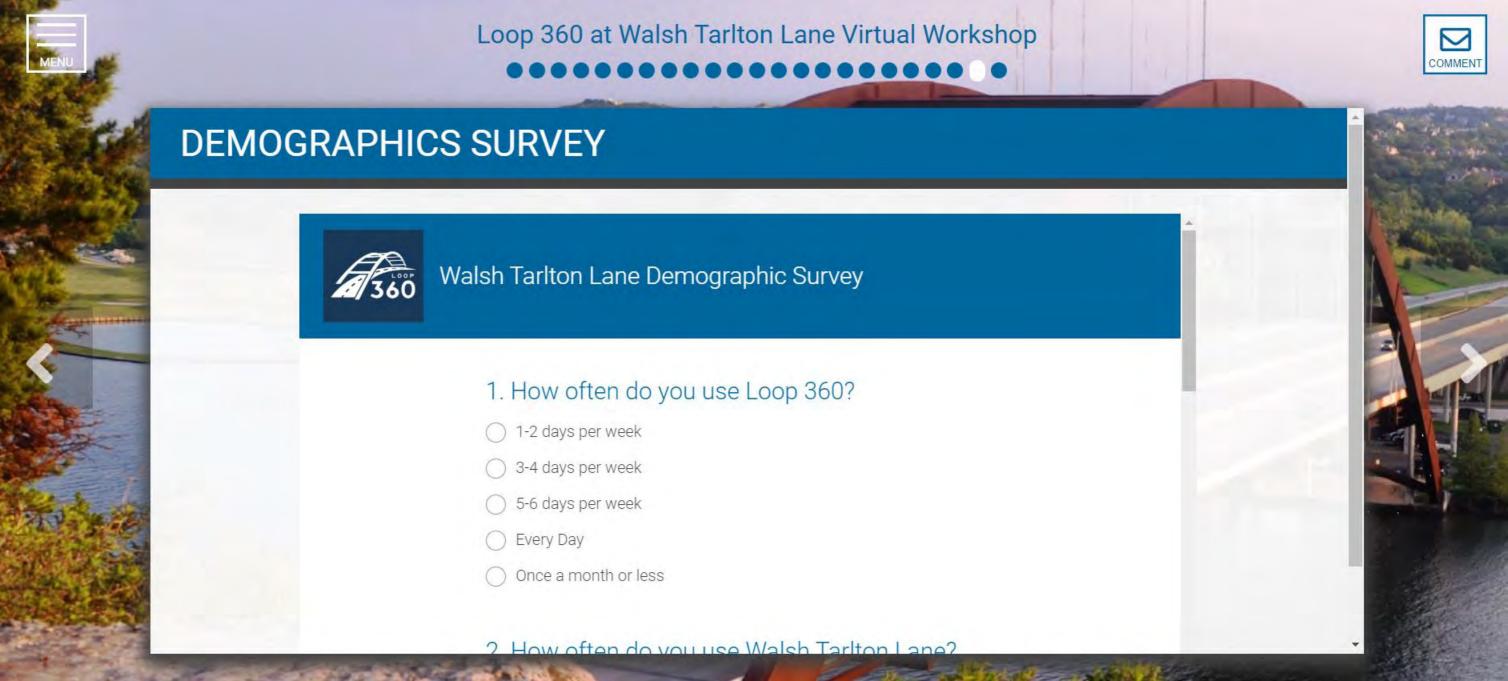
3. What other comments or feedback do you have about the proposed wall treatment options?

DONE

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DEMOGRAPHICS SURVEY

2. How often do you use Walsh Tarlton Lane?
1-2 days per week
3-4 days per week
5-6 days per week
Every Day
Once a month or less
3. What is your zip code?

4. How did you hear about this workshop?

DEMOGRAPHICS SURVEY

4. How did you hear about this workshop?

5. If you would like to sign up for Loop 360 Project updates, please enter your email below.

Email Address

DONE



TxDOT recognizes the importance of involving stakeholders in the effort to improve mobility and safety, and we appreciate your participation.

Comments must be received by Friday, Aug. 23, 2019 to be included in the official record of the Loop 360 at Walsh Tarlton Lane public workshop.

Submit a Comment Online

Submit an online comment form by clicking here or by clicking the comment button at the top right corner of your screen.

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Join our Mailing List

Please sign up for electronic updates to stay informed as the Westlake

Drive project and the Loop 360 program continue to develop.



Submit a Written Comment

Written comments will also be accepted by email to cwotip-c@txdot.gov or by mail to:

Crystal Wotipka

TxDOT Austin District Office

Attn: Loop 360 Program

7901 N I-35

Austin, TX 78753



TxDOT to hold workshop for Walsh Tarlton Lane portion of Loop 360 project





TxDOT will hold a workshop on the Walsh Tarlton Lane portion of the Loop 360 Project Aug. 8. (Courtesy Texas Department of Transportation)

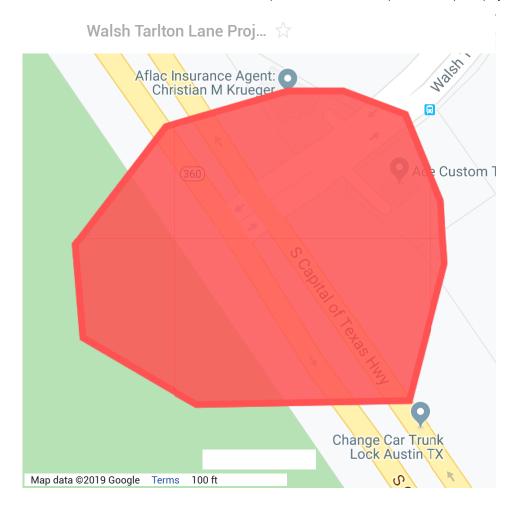


The Texas Department of Transportation's Loop 360 mobility project will upgrade multiple intersections on the thoroughfare over the coming months and years in order to improve mobility and safety, including the heavily congested Walsh Tarlton Lane.

The total cost of the project comes from a 2016 \$46 million mobility bond provided by the city of Austin combined with a \$204 million investment from TxDOT.

TxDOT will host a public workshop for the Walsh Tarlton Lane portion Aug. 8 from 4-6:30 p.m. at Westlake High School's Chap Court, located at 4100 Westbank Drive.

At the workshop, attendees will be able to provide input on the proposed improvements that information from TxDOT states will help guide the planning process.



Information from TxDOT states the Walsh Tarlton portion of the project includes removing the traffic signals on the Loop 360 main lanes at

Walsh Tarlton and adding an overpass where the main lanes go over the cross street with nonsignalized U-turns in both directions.

The project also includes adding a shared-use path and sidewalks to improve bicycle and pedestrian accommodations and connections in the project area, according to TxDOT.

The timeline for the Walsh Tarlton portion schedules the environmental, preliminary and final engineering to be complete by early 2025.

For more information on the Walsh Tarlton portion of the Loop 360 project, click here.

BRIAN RASH

Brian has been a reporter and editor since 2012. He wrote about the music scene in Dallas-Fort Worth before becoming managing editor for the Graham Leader in Graham, Texas, in 2013. He relocated to Austin, Texas, in 2015 to work for Gatehouse Media's large design hub. He became the editor for the Lake Travis-Westlake publication of Community Impact in August 2018.

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Central Texas



August 08, 2019, 10:11 am



TxDOT Open House for 360 at Walsh Tarlton Project

The Texas Department of Transportation will host a public workshop on Thursday, Aug. 8, 2019 to discuss the proposed improvements to Loop 360 at Walsh Tarlton Lane. The workshop will be held from 4 to 6:30 p.m. at Westlake High School Chap Court, located at 4100 Westbank Drive...

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TxDOT presents options to public for Walsh Tarlton, Loop 360 improvement

By Luz Moreno-Lozano

Posted Aug 15, 2019 at 12:26 PM

How to improve the flow of traffic and keep pedestrians and bike riders safe on Capital of Texas Highway (Loop 360) and Walsh Tarlton Road is still being finalized, but one element is for sure.

An overpass at Walsh Tarlton Lane will be constructed, removing traffic signals on the mainlanes of the highway at and near the intersection.

Increased traffic congestion at Walsh Tarlton Lane and along Loop 360, a major north/south thoroughfare for the area, has created a lack of mobility and prompted safety concerns. Unless something is done, Texas Department of Transportation officials said, traffic conditions will worsen as the population grows.

TxDOT plans to update nine intersections along the 14 mile- corridor stretching from Spicewood Springs Road to Walsh Tarlton Lane, which officials say will substantially reduce congestion.

Brad Wheelis, public information officer for TxDOT, said the \$26 million project at Walsh Tarlton will include the construction of an overpass at Walsh Tarlton Lane with non-signalized U-turns in both directions and shared use paths and sidewalks stretching from MoPac (Loop 1) to just north of Stoneridge Road.

"Safety and mobility are two priorities at TxDOT, and we believe this project will improve things on both ends," Wheelis said. "The (Loop 360) project as a whole, when complete, will substantially increase traffic flow and improve safety."

Related: Work on Loop 360 could improve traffic for Westlake area

Three options for the project were presented to the public Aug. 8, but unlike the other projects where one option would move forward in its entirety, this is the first time where a mix and match of certain design elements can be used to create a new option, Wheelis said.

The differences would change the flow of traffic to Barton Creek Square mall on Loop 360 and the flow of traffic from Stoneridge Road heading north on loop 360.

Some residents seemed to be mostly concerned with the overpass and how that would impact the area. Walsh Tarlton provides access to the mall, two schools and many homes.

Ed Martin, who lives in Lost Creek, felt the potential change was necessary and would require some adjustment, but overall welcomed the future improvements.

"Traffic is going to pick up and will continue to be uncomfortable," Martin said.
"We need a change to improve that."

Residents from the Stoneridge Place neighborhood welcomed a change to address congestion but some said an overpass would create issues for neighbors.

Beverly Crenshaw, president of the Stoneridge Road Neighborhood Association, said what worries her is the noise that could echo from the overpass. Wheelis said an environmental study is being conducted and that noise pollution could be prevented by sound walls or other methods.

Crenshaw also fears the overpass could draw possible homeless people.

"I don't know if they've thought about the homeless population at all," she said.

"But if they build this overpass that could bring them closer to our front door, or they could use the place to set up camps."

Crenshaw also said even with the removal of traffic signals on the main lanes, the signal at MoPac would still be operational and could back up traffic on the overpass.

"I think there needs to be a solution, but I'm not sure an overpass is the right one," Crenshaw said. "If it helps great, but it might not."

A virtual open house is available through Aug. 23 for residents to comment.

Wheelis said because this project allows engineers to mix and match the design elements, a new design option could be created based on public input.

"All the options have been vetted from an engineering standpoint, so public input is encouraged," Wheelis said. "In this case, we don't have to give anything up to put an element in. So folks can choose any of these elements, and it's not a matter of choosing this over that."

The environmental, preliminary and final engineering stages are expected to be complete in early 2025. Construction could take three years.