



Documentation of Public Meeting

Project Location

Travis County

State Loop 360 at Westlake Drive/Cedar Street
0113-13-166

Project Limits

From north of Bold Ruler Way to Lake Austin

Meeting Location

Riverbend Church
4214 N Capital of Texas Highway
Austin, TX 78746

Meeting Date and Time

April 23, 2019 at 4 to 6 p.m.

Translation Services

N/A

Presenters

N/A

Elected Officials in Attendance

N/A

Total Number of Attendees (approx.)

103

Number of Commenters

60

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I. Overview

The Texas Department of Transportation (TxDOT), in partnership with the City of Austin, held a public workshop on April 23, 2019 to gather input on the Loop 360 at Westlake Drive/Cedar Street project. The workshop was the second held for the project, and provided attendees the opportunity to review informational boards and exhibits, provide comments and ask questions.

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 to improve mobility and safety along the corridor.

In September 2018, TxDOT held the first public workshop for the Westlake Drive/Cedar Street project. At that workshop, TxDOT presented three options: two options included an overpass (where the mainlanes go over the cross street) at Westlake Drive and presented different options for Cedar Street access, and a third option included underpasses at Westlake Drive and Cedar Street. The public expressed overwhelming support for the underpasses, and TxDOT recommended moving forward with that option.

The current proposed improvements at Westlake Drive/Cedar Street presented at the April workshop include removing the traffic signals from the Loop 360 mainlanes at Westlake Drive and Cedar Street, and constructing an underpass at both locations. The project also includes the addition of non-signalized U-turns in both directions at Westlake Drive, and a shared-use path (SUP) and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

Based on public input, TxDOT refined the underpass option presented in September 2018. The following changes were made to the design and were presented at the April workshop:

- Added a dedicated U-turn lane on the Loop 360 connector roads at Westlake Drive in both directions
- Added dedicated right-turn lanes to and from the Loop 360 connector roads and Westlake Drive
- Added one lane in each direction on Westlake Drive east of Loop 360
- Added a second left-turn lane from eastbound Cedar Street onto the northbound Loop 360 connector road
- Added a shared-use path (SUP) on the Cedar Street bridge to provide a

- safe crossing between the east and west sides of Loop 360
- Extended the sidewalk on the south side of Cedar Street to provide connectivity to Bridge Point Elementary School
- Extended the SUP on the north end of the project limits to provide connectivity with the Pennybacker Bridge

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 p.m. on April 23, 2019, at Riverbend Church, located at 4214 N Capital of Texas Hwy, Austin, TX 78746. Notices announcing the workshop were distributed beginning 26 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
- E-Blast to program stakeholders
- Social media posts on Twitter
- On-road signage
- News release

Approximately 103 people (77 members of the public and 26 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 Westlake Drive/Cedar Street project fact sheets, overall program and 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 17 informational boards and one engineering drawing representing the refined option. Copies of the workshop handouts, display boards and engineering drawings are included as figures in **Appendix E**.

III. Comments and Responses

A total of 24 written comments were submitted on the day of the workshop and 44 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:

- Appreciation that comments from the first workshop in September 2018 were taken into account
- Requests to modify/add turn lanes from westbound Westlake Drive onto Loop 360
- Concerns about the proposed cliff/rock cuts on the east side of Loop 360 and their impact to neighborhood residents and local homes
- Requests for the SUP to be located only on the west side of Loop 360
- Requests for acceleration/merge lanes to be added for drivers traveling northbound to and from Bold Ruler Way and Waymaker Way
- Concerns about construction, including noise pollution and cut-through traffic

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 modifications to the SUP on the Cedar Street bridge and at the north end of the project limits
- Request to modify the lane configuration on the northbound connector road at Westlake Drive, as well as on Westlake Drive
- Request for TxDOT to preserve the center median at the entrance to Westlake Drive on the east side of Loop 360
- Request for a two-way U-turn north of Bold Ruler Way
- Concerns about construction, including cut-through traffic and economic impact to homeowners

IV. Post-Workshop Outreach

After the workshop, program stakeholders were sent an email thanking workshop attendees and encouraging them to visit the program website to review and comment on all workshop materials (i.e. virtual workshop). A Twitter post 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 covered by radio station KLBJ, the San Marcos Corridor News, local NBC affiliate KXAN and CBS Austin. After the workshop, the Austin American-Statesman ran a follow-up article. See the figures in **Appendix E** for additional notifications.

Appendix A: Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1.	Anonymous	04/23/2019	Comment Form	At 360 Northbound light + Westlake, please consider 2 left turn lanes onto Westlake Westbound (one possibly shared with U turn lane)	<p>Comment noted.</p> <p>Based on public input from the first project workshop held in September 2018, TxDOT evaluated multiple options for the lane configuration at Loop 360 and Westlake Drive. Traffic analyses show that the current configuration (a dedicated U-turn lane, a shared left-turn and through lane, a dedicated through lane, and a dedicated right-turn lane) will accommodate projected traffic at the intersection.</p> <p>Additionally, the Loop 360 at Westlake Drive/Cedar Street project aims to separate local from through traffic. Adding an underpass at Westlake Drive will eliminate the signal cycle for mainlane traffic, thereby reducing wait times for drivers traveling along the cross street.</p>
2.	Ayer, Michael	04/23/2019	Comment Form	It is very difficult now to get on to Loop 360 from Bold Ruler Way because it is hard to find a sufficient space to come up to speed when entering Loop 360. It would be a great help to have a merge lane added on the east right of way to allow folks a safe way to merge into the higher speed traffic. Fixing the bottleneck at Westlake Drive will only exacerbate the existing problem, because	<p>Comment noted.</p> <p>The Loop 360 at Westlake Drive/Cedar Street project extends from north of Bold Ruler Way to the Colorado River. Bold Ruler Way is outside the Loop 360 at Westlake Drive/Cedar Street project limits. Improvements at Loop 360 at Bold</p>

				<p>the presence of the traffic light caused pauses in the high speed traffic that actually helped people get onto Loop 360 from Bold Ruler Way.</p>	<p>Ruler Way are not currently planned, but may be considered in the future. Your comment has been shared with the appropriate departments within TxDOT.</p>
3.	Bagot, Christine	04/28/2019	Online Comment	<p>Hello,</p> <p>We live in Davenport Village on Needles and are excited about this project, but concerned about taking out any more limestone on our side of the road. It seems to make more sense to take space from the west side of the 360 since there are not any home or a limestone wall.</p> <p>Thanks!</p> <p>Christine</p>	<p>Comment noted.</p> <p>TxDOT evaluated the option of shifting the mainlanes to the west to avoid cliff cuts on the east side of Loop 360. Currently, the proposed project can be constructed within existing right of way. Shifting the roadway to the west would not leave enough space for utilities within existing right of way. TxDOT would likely have to acquire right of way, and utility companies would likely have to acquire easements, adding significant time to the project. Shifting the roadway also results in a curved approach to Westlake Drive and introduces too many operational and safety concerns to be considered.</p>
4.	Beaman, Paul	04/23/2019	Comment Form	<p>Hind site says – we should have supported toll 360 more than 10 years ago when proposed.</p> <p>One left turn lane west bound at Westlake Dr is not adequate. Need to have two left as right lane of the two is used by the people going into the office buildings.</p>	<p>See response to Anonymous.</p>
5.	Boatright, Jonathan		Online Comment	<p>I own Realty Austin and I live 1 mile away from Westlake Dr and 360. Another neighbor summed up my feedback brilliantly. I will paste it here as it echoes my sentiment.</p> <p>Nowhere do the visuals mention preserving the integrity of the scenic drive or the</p>	<p>Comment noted.</p> <p>Regarding the scenic qualities of Loop 360 - In the fall of 2018, the Loop 360 project team began to gather public input on design solutions, or Context Sensitive</p>

				<p>picturesque rock cliffs or any of the things that make Loop 360 unique. Nor does it mention preserving the quality of life and value of properties belonging to Residents who live in neighborhoods along Loop 360.</p> <p>In fact, the first of the several proposed projects, “Loop 360 at Westlake Drive Intersection” has grown and expanded to the point that it surely will have a detrimental impact on both Residents and the amazing cliffs on the east side of the loop, south of Westlake Drive.</p> <p>The current proposed plans include significant digging into our cliffs, leaving them scarred and possibly concreted over. When construction is complete, the “new” edge of the cliffs will come within feet of Residents; some residents fear it will actually encroach into their homes. The 2-3-year process of digging into the limestone cliffs will create significant noise and dust for hundreds of residents, shoppers, diners, and visitors to this section of Davenport Ranch. It could be intolerable for families closest to the Project. It isn’t necessary.</p> <p>You can accomplish your goals without damaging our cliffs and homes and without creating an unbearable disturbance. It is not necessary to take such a destructive approach to accomplish your goal. You can save significant costs. The City of Austin will never recover from the destruction of all that is good about Loop 360 when you had other better options. I offer the following alternative to your current proposed plans.</p>	<p>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, including but not limited to the cliffs along Loop 360. 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 mobility along the corridor. You can learn more about the CSS process, and see public input received to date, on Loop360Project.com</p> <p>Regarding the current proposed plans and TxDOT’s evaluation: The current design includes the following lane configuration on the northbound connector road at Westlake Drive: a dedicated U-turn lane, a shared left-turn and through lane, a dedicated through lane, and a dedicated right-turn lane. The proposed design also includes a ten-foot-wide shared-use path with a five-foot buffer to the back of curb. The current design is, at its widest point, 18’ from the edge of TxDOT’s</p>
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			<p>SUMMARY:</p> <p>Priority 1: Preserve the cliffs on the east side of Loop 360, south of Westlake Drive. Preserve the homes of Residents that back up to the east side of the loop. Save 15 feet and reduce the budget: Eliminate the shared-use path and sidewalks on the east side of Loop 360. Details follow this summary.</p> <p>Use the 2 existing northbound lanes of Loop 360 and the shoulder for 3 (not 4) connector roads from the northbound Loop 360 “Westlake Drive/Cedar Street Exit” on-ramp. The original plans included 3 connector roads; the 4th was a recent addition.</p> <p>Use the Loop 360 center grass median in this section of the Project to construct the northbound lanes of Loop 360 and the shoulder. TxDOT says they are saving the center median for future expansion of additional lanes on Loop 360 in case they are needed. This property is needed NOW. The feasibility of adding lanes to Loop 360 will be challenging because the bridge is only 4 lanes wide, with no plans to expand. The bridge will be a significant bottleneck to adding lanes to Loop 360 in the future. The rest of the Project can be constructed, as proposed, west of the northbound lanes. There are no cliffs on the west side of Loop 360 at this intersection. There are no homes on the west side. It is already commercial and presents no threats to residents or cliffs.</p> <p>BACK-UP SUPPORT INFO:</p> <p>3 (NOT 4) CONNECTOR ROADS: We propose to construct 3 (not 4) connector roads from</p>	<p>right of way. All proposed improvements are within TxDOT right of way. TxDOT design standards prohibit cliff cuts closer than 25 feet from the edge of property.</p> <p>In response to public feedback, TxDOT evaluated several options for reducing cliff cuts on the east side of Loop 360 south of Westlake Drive, including alternate configurations for the right-turn lane (from northbound Loop 360 to eastbound Westlake Drive), reduced lane widths, and shared-use path options.</p> <p>TxDOT performed operational analyses for the right-turn lane. Results showed that maintaining the current design provides the most time savings for drivers on the northbound Loop 360 connector road at Westlake Drive, as well as for drivers making a right turn onto eastbound Westlake Drive.</p> <p>TxDOT determined that removing the shared-use path conflicts with Federal Highway Administration (FHWA) guidelines, which require transportation agencies to make bicycle and pedestrian accommodations a “routine part of their planning, design, construction, operations and maintenance activities” and to make accommodations for persons with disabilities in accordance with civil rights mandates, unless there are</p>
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			<p>the on-ramp for northbound traffic taking the “Westlake Drive/Cedar Street Exit.” Connector roads include: A non-signalized U-turn lane at Westlake Drive; A left-turn/through lane for vehicles turning left on Westlake Drive or continuing through to Cedar Street or to the exit-ramp back onto Loop 360 north near the bridge; and A right-turn lane at Westlake Drive. SHARED-USE PATH AND SIDEWALKS - We propose to eliminate the shared-use path and sidewalks from the east side of Loop 360 within the limits of this Project.</p> <p>CHILDREN BIKING TO SCHOOL: The Virtual Workshop visuals state that TxDOT “partnered with Austin Transportation, Eanes ISD, and the Safe Routes to School Program on bicycle and pedestrian improvements” before adding a shared-use path and sidewalks (SUP) to both the east and west sides of Loop 360, running the entire length of the Project Limits.</p> <p>Perhaps you should have partnered and consulted with Parents of children, ages 5-12, about the need or desire for this sidewalk as a means for their children to walk or bike to Bridge Point Elementary School. We asked many Davenport parents to weigh in on the sidewalk along Loop 360 for their children to walk and bike to school.</p> <p>First, not one parent said they would allow their child to walk or ride a bicycle from home, up and down the hills of Davenport, navigating the heavy neighborhood “cut-through” traffic, to the Loop 360 sidewalk.</p>	<p>exceptional circumstances which prohibit agencies from doing so.</p> <p>TxDOT also determined that changing the shared-use path to a five-foot sidewalk is against the FHWA recommendation to accommodate persons with disabilities. It also does not meet requirements for bicycle accommodations. Reducing the shared-use path to a sidewalk would therefore require TxDOT to add a bicycle lane on the northbound connector road in that location.</p> <p>The City of Austin is also contributing \$14 million to the project from the 2016 Mobility Bond. As a partner in the project, the City has recommended adding the shared-use path to the northbound side of Loop 360. Safe Routes to School also recommended maintaining the shared-use path to ensure that residents of the neighborhoods just east of Loop 360 south of Westlake Drive would be able to access Bridge Point Elementary School, which is located on the opposite (west) side of Loop 360.</p> <p>Therefore, in an effort to reduce cliff cuts while ensuring that federal requirements and state and city standards and requests are met, TxDOT recommends reducing the shared-use path to eight feet and placing it adjacent to the curb. This</p>
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				<p>Further, the thought of their child walking or riding a bike on a sidewalk that runs parallel to Loop 360 connector roads (with only a 5-foot buffer of grass) to Bridge Point Elementary School during morning rush-hour traffic, and in the afternoons, was shocking to parents. The trip would be dangerous and exhausting.</p> <p>CYCLISTS EXITING THE MAIN LANES OF LOOP 360 to ride on sidewalks where they will encounter two traffic lights is as incredible as children riding the bikes to school on it. A cyclist who rides on Loop 360 is looking for an unencumbered ride. They will ride on the shoulder, same as they do today, to avoid traffic lights. Again, I ask that you consult with some cyclists. We have many here in Davenport.</p>	<p>reduces cliff cut by seven feet, meeting the design criteria requiring a 25-foot minimum difference between the edge of properties and the retaining wall.</p> <p>See response to Christine Bagot regarding shifting the mainlanes to the west.</p> <p>Regarding construction noise and plans - Construction brings unavoidable inconveniences, and plans for construction are not yet known. Typically, the construction contractor would be required to make every reasonable effort to minimize construction noise through measures such as work-hour controls and proper maintenance of muffler systems. TxDOT also works with local residents, businesses, other government agencies and others to coordinate construction timing. More information will be available as construction is closer to starting.</p> <p>Regarding using the median for the current project: TxDOT is preserving the median for future transportation improvements as detailed in the Loop 360 Feasibility Study completed in 2016. The final report for the Feasibility Study can be found here: http://loop360project.com/docs/final-report.pdf</p>
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					See response to Anonymous regarding three versus four lanes on the connector road
6.	Burns, Christopher	05/07/2019	Email Comment	<p>Ive had a careful look at the updated proposal for the westlake drive portion of the 360 project and i have a few commets.</p> <p>Positives:</p> <ul style="list-style-type: none"> - very glad to see provision for safe pedestrian and bike pathways that connect davenport ranch neighborhood with the bridgeport school and the riverbend curch - glad to see that 360 will be submerged, rather than elevated - pleased to see that the 360 mainlines will not be gaining additional lanes <p>Negatives:</p> <ul style="list-style-type: none"> - The so-called "connector" lanes are disappointing. These are essentially frontage roads and we do not need two of them south of westlake dr. Accessing area properties should be done from side streets wherever possible. For example, 360 traffic desiring to access the church or the school can easily do so via bunny run. <p>I very much hope that it will be possible to bike the entire length of 360 from 2222 to 2244 will be bikeable without having to cross traffic lanes without the protection of a light. As it stands today, I cannot exit the capitol ridge complex and bike north without crossing northbound lanes to get to the shoulder. I drive to work, even though i'm less than 3 miles away from the office, and i would like not to.</p> <p>Chris~</p> <p>Minor correction: we do not need two of</p>	<p>Comment noted.</p> <p>The connector lanes proposed north of Westlake Drive provide connectivity for drivers accessing Cedar Street. TxDOT is required to maintain the same access to adjacent property owners, as well as to local streets, in the future as they have today. In addition, TxDOT is unable to direct state traffic onto local and neighborhood roads.</p>

				<p>them north of westlake dr. (between westlake and the river).</p> <p>Chris~</p>	
7.	Cooper, Barbette	05/04/2019	Online Comment	<p>I have lived in this neighborhood and this house for 24 years. I understand and support the project to expand and improve Loop 360.</p> <p>PLEASE don't cut into the beautiful limestone cliffs! Especially do not cut the walls if you will then need to cover them with retaining walls, which will destroy their natural beauty. There is so much flat, unused, and unusable space on the west side of the highway, why not save money from cutting into cliffs? There is no demand for a walking path along Loop 360. I believe if you took a poll of the families that live in this school district, no one would want to walk or bike to school. Even if there were a path along the highway, there is no safe walking path on Westlake Drive, and that is where many families will be coming from.</p> <p>The number of bikers that use Loop 360 do not warrant such an extreme use of space and money and destruction of beauty that this plan will require.</p> <p>In summary, you should avoid cutting the walls for multiple reasons - whether esthetics, environmental or economic. We urge you to stop and consider other approaches that address these concerns. Thanks!</p>	<p>Comment noted.</p> <p>See response to Christine Bagot regarding shifting the mainlanes to the west.</p> <p>See response to Jonathan Boatright regarding the Context Sensitive Solutions process for the roadway, as well as regarding the shared-use path.</p> <p>Regarding a walking path on Westlake Drive - Westlake Drive is owned and maintained by the City of Austin. Your comment has been shared with them.</p>
8.	Cooper, John	05/05/2019	Online Comment	<p>We've lived here on the cliff overlooking Loop 360 for almost 25 years. The issue at hand now is to separate local from highway traffic by going under Westlake Dr and adding</p>	<p>Comment noted.</p> <p>See response to Christine Bagot regarding shifting the roadway to the</p>

				<p>ramps on either side, widening the highway. Compounding that challenge are plans to cut away the cliff on the east side, to make room for pedestrian and bike paths! So with that focus, logical solutions should also include using the median or the west side of the highway, where development would be less costly and less disruptive. I'd like to see more discussion about alternatives to cutting into the cliff. I also don't believe that pedestrians will use these paths. In the end, as a property owners my preference would be to avoid the expense of cutting into cliffs by using the median space or space to the west of the highway, where there are no cliffs. Why would that be a worse idea? How would costs compare? How would impacts differ? I appreciate the process and thanks for listening.</p>	<p>west.</p> <p>See response to Jonathan Boatright regarding using the median and regarding the shared-use path.</p>
9.	Cossey, Tristan	05/03/2019	Online Comment	<p>Overall the design is a great solution to a difficult problem, but I have two concerns;</p> <ol style="list-style-type: none"> 1. What steps will be taken to minimize thru traffic on Waymaker/ Riva Ridge during the construction phase? There is already a high volume of cars cutting thru these streets and the construction will likely make this worse. 2. The proposed shared use path on the east side of 360 requires too great of disturbance to the existing cliff. The shared use path should be eliminated between Waymaker / Westlake to prevent potential aesthetic and structural damage to surrounding homes. 	<p>Comment noted.</p> <p>Plans for traffic management during construction are not yet known. However, TxDOT's goal is to keep the same number of mainlanes open during peak periods as there are today. TxDOT also works with local residents, businesses, other government agencies and others to coordinate construction planning, and TxDOT is working with the City of Austin to evaluate options for traffic management during construction. More information will be available as construction is closer to starting.</p> <p>See response to Jonathan Boatright regarding the shared-use path.</p>

10.	Cras, Evelyne	4/23/2019	Comment Form	<p>Glad to see improvements to 360 on a whole. Traffic is getting worse every year so upgrades are needed.</p> <p>I do not, at all, think or even believe a shared use path on both sides of 360 is needed much less required! today I rarely see bikes on 360 and if I do they are adults who use it. Your claim is kids will bike to school or walk to school. On my little street there are 16 kids and counting & none of them even own bikes becaus</p> <ol style="list-style-type: none"> 1. it's too challenging for young kids to conquer the hills on a bike 2. the parents won't leave thier kids out of site w traffic. 3. aggressive driving is too prone after school hours w/Rush hour. <p>So my recomedation to make a shared use path on 1 side of 360 along the Wag-a-bag & Jack Alins.</p> <ol style="list-style-type: none"> 1. Bikes stop there to refuse today. 2. No need to spend time + money excecavating Rock 3. Purseve nature 4. Bikes get a more scenic view 5. you can make path bigger 6. Westlake & Cedar Street allow cross over availability 7. Keep Davenport homes more protected 8. No wasted investment in a path no one uses 9. less likely hood of sound wall needed... <p>On behalf of all parents I have yet to hear someone say "I cannot wait for my kid to walk/bike/scooter to the elementary school.</p>	<p>Comment noted.</p> <p>See response to Jonathan Boatright.</p> <p>See response to Christine Bagot.</p> <p>Regarding noise walls - 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. If applicable, a noise workshop may also be held with the public. The results of that analysis 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</p>

				<p>flipping audiences to adults. There was mention of the shared use path going too Bee Caves. Sounds lovely but simimilarly I nor any of my family would ever Bike next to the feeder/highway a few miles to grab groceries or food over in Bee Cave. by the time the hills are conquered a taxi can be called. lets be real, with the Texas heat my steak from HEB would be cooked when I get home & produce spoiled. The utilization is not here to justify mixed use on Both sides! Make one nice side along wag-a-bag Jack allens side that gives those adult weekend Rides more safety.</p> <p>Sound wall would be desirable! Please share these plans & how that would work seeing how close to peoples Backyards your going.</p> <p>I'm Not at all pleased with how much I'm paying for our home and how close you will now allow people to get to my home. Westlake is known as a AMAZING and highly desired area. Don't ruin it or the current and future residence or our city Austin!</p>	<p>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.</p>
11.	Ditto, Steven	04/28/2019	Online Comment	<p>I support removing the crossover at Waymaker Drive since that is a dangerous intersection. However that change will create more volume turning right which will either back up on Waymaker or cause people to take Riva Ridge through the neighborhood to get to Westlake Drive. A good alternative would be to begin a new lane at Waymaker which would allow people to quickly and safely turn right, merge, and then u-turn at Westlake Drive to go south on 360. You might also consider a short turn lane off 360</p>	<p>Comment noted.</p> <p>TxDOT evaluated the possibility of adding deceleration and acceleration lanes at Waymaker Way. The distance between Waymaker Way and the proposed Westlake Drive exit ramp to the north is less than 1,000 feet, and the proposed exit ramp is currently located as far north as possible. In this case, the minimum length for an acceleration</p>

				<p>north onto Waymaker to make it safe and easy to enter Davenport.</p>	<p>lane is 1,200 feet, plus a 300-foot taper into the mainlanes. Therefore, an acceleration lane from Waymaker Way would extend past the proposed exit point for Westlake Drive and is not recommended.</p> <p>The proposed U-turn between Waymaker Way and Bold Ruler Way includes a northbound acceleration lane on the left side of the Loop 360 main lanes for U-turning traffic to accelerate and merge into the main lanes. This acceleration lane is 1,200 feet long with a 300-foot long taper, and ends just south of the Waymaker Way intersection. A deceleration lane on the Loop 360 mainlanes would require a minimum length of 615 feet with a 150-foot taper. Therefore, a deceleration lane for Waymaker Way would overlap the acceleration lane and weaving distance from the U-turn lane, and therefore is not recommended.</p>
12.	Ditto, Steven	05/09/2019	Online Comment	<p>I'm very supportive of a shared use (bike, walk) path from Waymaker Way to WestLake Drive. According to walkscore.com the neighborhood gets a Walk score of 18 and a Bike score of 9 (out of 100). I'm not sure what the impact would be to the backyards along the cliff but something needs to be done and the option should not be dismissed. Improved walkability is important to quality of life and property values for everyone in Davenport.</p>	<p>Comment noted.</p>

13.	Dunlap, Elizabeth	04/29/2019	Online Comment	<p>I prefer the option 1 best. The overpass for Cedar street is unsightly and a lot of impervious cover. The u-turns look like they would work well for that street instead of making an overpass there, especially since it is only on one side of the road.</p> <p>Putting the main lanes of 360 under the overpasses at Westlake & Cedar St seems like it would make it easier for 360 to flood in heavy rains. I feel it would be better if anything were going to flood that it be the ancillary roads rather than the main lanes.</p>	<p>Comment noted. In September 2018, TxDOT presented three options for the Westlake Drive/Cedar Street project. Based on public input, TxDOT is recommending moving forward with the third option, which includes an underpass (where the Loop 360 mainlanes go under the cross street) at Westlake Drive and Cedar Street.</p> <p>As part of the environmental study, TxDOT evaluates water flow impacts. Design standards require the project be able to withstand a 100-year flood.</p>
14.	Elcock, John	4/23/2019	Comment Form	<ul style="list-style-type: none"> - concerns about the mixed use path on the east side and the impact to housing prices + environmental impact of shaving that much cliff - want to know when the construction will be done. Night time? - Have talked to several neighbors about riding bike to school and all have said no - my property backs to 360 and would like meeting once measurements have been done to talk through the impact. 	<p>Comment noted.</p> <p>See response to Christine Bagot.</p> <p>See response to Jonathan Boatright regarding the shared-use path.</p> <p>TxDOT will discuss potential property impacts with you per your request.</p>
15.	Essency, Keith	04/29/2019	Online Comment	<p>I have used Loop 360 for 31 years commuting to work since moving to Austin in 1988. With this new current plan, I still see backups occurring at the Courtyard light going north in the evening rush hour. I know the bond money does not solve the entire loop 360 problem, but the current plan does not allow for widening loop 360 to at least 4 lanes each way north and south. Yes, this</p>	<p>TxDOT looked at multiple options as part of the Loop 360 feasibility study, which ended in 2016. The study found 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</p>

				includes cutting rock in many places and expanding Pennybacker bridge. In fact, the plan with going under Westlake Drive and Cedar Street, locks the future expansion of any lanes going north and south. What am I missing. Why not build an overpass with capability of future expansion when bond money is approved? Do not tell me it will block the view as the current office buildings already do that. Why is going up not an option? Thank you.	mainlanes go over the cross street). Proposed improvements at Westlake Drive do accommodate future expansion of Loop 360. Additionally, the Loop 360 program includes a project at Courtyard Drive. You can learn more about that project here: http://loop360project.com/rm222-courtyarddr.htm See response to Elizabeth Dunlap regarding the underpass option.
16.	Francis, Laura	05/05/2019	Online Comment	<p>1. Concerned about the traffic mitigation while project is underway as we already see, by a city of Austin report, unsafe cut through traffic numbers down our street to avoid 360 traffic (they actually waste time doing this). with the construction what is TXDOT going to do to keep our neighborhood safe and not a replacement for 360?</p> <p>2. Why are you all removing land from the cliffs? Not only does the affect the road noise, but the cliffs already have slides etc, I don't know how removing what is there is a safe bet for the houses that are currently set back? Why wouldn't you use the center area currently on 360? There is no future use as pennyback bridge is set at 4 lanes period, unless you all are going to take the bridge out and replace it with a 6 lane?</p>	<p>See response to Tristan Cossey regarding traffic management during construction.</p> <p>See response to Jonathan Boatright regarding using the Loop 360 median and regarding the proposed design.</p>
17.	Frost, Mercedes	4/23/2019	Comment Form	I like the overall plan immensely, thank you for opting for the “Cadillac plan” for this section of 360. I have a couple of recommendations, one to do ASAP and one for the main construction project:	<p>Comment noted.</p> <p>TxDOT is currently working on plans to add a U-turn in the median between Westlake Drive and Waymaker Way as an interim</p>

				<p>1. Please do beforehand/ASAP: Please construct a U-Turn in the median between the gas station (on the west side of 360 @ Westlake) and Waymaker Way. Folks leaving the gas station use the Waymaker U-Turn at intense rates, and exiting Davenport Ranch at Waymaker Way is very dangerous because we don't know when someone is U-turning or going straight into the neighborhood. It's such an overused intersection that drivers get very desperate and aggressive with maneuvers there.</p> <p>2. Is it possible to include a stretch of road for get up to speed for people turning right out of Waymaker Way heading north – bound on 360? When there are no longer any lights on 360 and potentially no break in traffic, it seems as though it might be difficult to pull onto the highway here and merge with 360 traffic quickly. It's even more difficult because of the hill and the limited sight distance.</p>	<p>improvement.</p> <p>See response to Steven Ditto regarding an acceleration lane at Waymaker Way.</p>
18.	Frost, Mercedes	05/08/2019	Online Comment	<p>First, thank you for the great deal of time, study, and thought you have put into this project. As a whole, I think it is a fantastic improvement and well-planned. Though my home is not directly affected by the expansion of Hwy 360, I understand that there are some homes in Davenport Ranch that are extremely close to the ROW and stand to be affected greatly if the cliffs are cut/carved to their greatest extents (as allowed by the ROW). I would like to voice my opinions that we save on space by NOT installing the SUP on 360, just south of Westlake Dr, to avoid coming so close to these homes as well as preserving the</p>	<p>Comment noted.</p> <p>See response to Jonathan Boatright regarding the shared-use path.</p> <p>See response to Tristan Cossey regarding traffic management during construction.</p>

				<p>natural beauty of these limestone cliffs. Perhaps this would also avoid the need to cover the face of the cliffs with concrete to preserved their geotechnical integrity in such close proximity to residences. As a cyclist myself, I do not think that the lack of the SUP on this stretch of 360 is crucial, given the fact that cyclists and pedestrians could follow the same basic route by cutting through the neighborhood (on more pleasant roads with sidewalks). The Davenport Ranch neighbor has also been subject to a great deal of cut-through traffic (particularly on the Bold Ruler, Canonero, Waymaker Way, Riva Ridge, and Carryback corridor), which we can only assume will get worse when 360 is under construction. Please factor this into consideration and plan for some cut-through traffic mitigation as there are many families with young children in the neighborhood.</p>	
19.	Goodman, Wallis	4/23/2019	Comment Form	<p><u>Super</u> excited about improvements to/extensions of shared-use-paths! They will do a ton to encourage people to walk and ride bikes, though the transition will be slow.</p> <p>We always have to remember that climate change will have a <u>huge impact</u> on this and all area. We <u>have</u> to do things that will help us address it. It is an emergency, for sure, but plans like these may allow small ways to imagine different ways of going places.</p>	Comment noted.
20.	Gustafson, Shannon	05/08/2019	Online Comment	<p>This is way too much construction and you can not dig into Austin's 360's Cliffs. Why YOU "AUSTIN" would not want to conserve the natural habit around 360. Our property taxes are high and now you want to make us miserable too. My children go to</p>	Comment noted.

				Bridgepoint and I do not want any of this.	
21.	Harding	05/08/2019	Online Comment	Options 1 and 2 would destroy one of the best parts of Texas and Austin. Significant effort needs to be made to preserve the beauty of 360, not expand the width of the highway or harm the cliffs, reduce current (and any future) road noise for local residents, lower the speed limit to increase safety and ensure that the accessibility of local churches and schools (Bridgepoint). Also, given the addition of the new commercial building at Bold Ruler, there needs to be a proper way to turn on to Bold Ruler for people accessing the building without creating the noise caused by current bumps in the shoulder. The shoulder leading up to the turn at Bold Ruler isn't intended for turning traffic which is an issue with the building that's been built there. It's unsafe and the bumps in the shoulder create significant unnecessary noise.	See response to Elizabeth Dunlap regarding the underpass option (option 3). See response to Michael Ayer regarding Bold Ruler Way.
22.	Heinze, Elaine	05/08/2019	Email Comment	I do not want bike lanes that are next to Davenport Ranch. We have neighbors with nice homes, yards and pools. Not fair to them at all. Bike lanes need to be by Jack Allen's. We live at the end of Riva Ridge Rd and everyday I see all the cut through traffic coming down the road. I am so concerned someone is going to have a terrible accident. Cars don't always stop! With the construction how will you handle the traffic? It is terrible now with everyone cutting	Comment noted. See response to Jonathan Boatright regarding the shared-use path. See response to Tristan Crossey regarding traffic during construction.

				through. Thank you.	
23.	Heinze, Everett	05/08/2019	Online Comment	Bike lanes need to be on the west side of 360 by Jack Allen's. We need to protect our neighbors homes and property along 360 at Davenport.	Comment noted. See response to Jonathan Boatright regarding the shared-use path. The current proposed design already includes a shared-use path on the west side of Loop 360 within the project limits.
24.	Hoover, Richard	05/08/2019	Online Comment	I live on Riva Rldge Road, and am concerned about the bypass traffic and cut-through traffic that will travel on Riva Ridge during the construction period (it is currently a problem and will only get worse during construction). That additional traffic poses hazards, and congestion, and danger to residents and drivers. Additionally, the roads in Davenport Ranch, especially Riva Ridge Road, were never designed to handle what is expected to be exceptionally heavy traffic - both in terms of number of vehicles as well as types of vehicles. Would like to see if there's a way to limit the bypass and cut-through traffic during construction - possibly restricting traffic to residents-only (especially during peak traffic times).	Comment noted. See response to Tristan Crossey regarding traffic during construction.
25.	Hulsey, Donna	05/08/2019	Online Comment	From the visuals for Options 1-3, I like Option 3. I would prefer highway traffic below and houses and pedestrians above. Option 1 looks like the Wells Branch exit on Mopac. As one who lives just feet below the termination of the Westlake Drive project	See response to Elizabeth Dunlap regarding option 3. See response to Michael Ayer regarding Bold Ruler Way.

				and accesses 360 from Bold Ruler, I am interested to know how neighborhood access will be affected there.	
26.	Humphrey, Barbara	4/23/2019	Comment Form	<p>We are sacrificing too many feet on the south east side of Loop 360 at Westlake Dr. (house on Nashua + Gun Bous) The first thing that needs to be eliminated is the shared use path + sidewalks (15'). No one will walk on it + no cyclists will use it – they will stay on the main lanes.</p> <p>We need to come up with ways to save feet in our rock cliffs. The houses in the section that back up to Loop 360 don't have the space to give to all 4 lanes + a bike path/sidewalk.</p> <p>TxDOT needs to measure the impact on each house + meet with the homeowners to work out a better plan. As block captures of the area we will facilitate a second meeting (1st was April 10) with these homeowners who back up to Loop 360.</p>	See response to Jonathan Boatright regarding the shared-use path.
27.	Humphrey, Barbara	05/07/2019	Online Comment	<p>Dear TxDOT,</p> <p>I want to thank you for being open and communicative with residents and the public about your proposed plans to improve the flow of traffic along Loop 360. I agree with the proposal to remove traffic signals and configure Loop 360 as an underpass that runs under a newly constructed Westlake Drive Bridge. Make no mistake, when you take on this program, you must understand that you are being entrusted with one of the most significant treasures in Austin and the surrounding areas.</p>	<p>Comment noted.</p> <p>See response to Jonathan Boatright.</p>

				<p>Back in the 60's, your predecessors created Loop 360, arguably the most scenic urban drive in Texas. It is filled with breathtaking views of rolling hills, flanked by picturesque rock cliffs, showcasing the iconic Pennybacker Bridge over the winding Lake Austin/Colorado River. There are many more spectacular sites along the 14-mile canvas of pure beauty.</p> <p>Fast-forward nearly 60 years, 35 of which I have lived in Davenport Ranch. I find myself studying the visuals in the Virtual Workshop after the April 22, 2019, "Loop 360 at Westlake Drive" Project Workshop. An early visual states, "Loop 360 has severe traffic congestion, causing both mobility and safety concerns." "The purpose of the Loop 360 program is to upgrade multiple intersections along the corridor."</p> <p>Nowhere do the visuals mention preserving the integrity of the scenic drive or the picturesque rock cliffs or any of the things that make Loop 360 unique. Nor does it mention preserving the quality of life and value of properties belonging to Residents who live in neighborhoods along Loop 360.</p> <p>In fact, the first of the several proposed projects, "Loop 360 at Westlake Drive Intersection" has grown and expanded to the point that it surely will have a detrimental impact on both Residents and the amazing cliffs on the east side of the loop, south of Westlake Drive.</p> <p>The current proposed plans include</p>	
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			<p>significant digging into our cliffs, leaving them scarred and possibly concreted over. When construction is complete, the “new” edge of the cliffs will come within feet of Residents; some residents fear it will actually encroach into their homes. The 2-3-year process of digging into the limestone cliffs will create significant noise and dust for hundreds of residents, shoppers, diners, and visitors to this section of Davenport Ranch. It could be intolerable for families closest to the Project. It isn’t necessary.</p> <p>You can accomplish your goals without damaging our cliffs and homes and without creating an unbearable disturbance. It is not necessary to take such a destructive approach to accomplish your goal. You can save significant costs. The City of Austin will never recover from the destruction of all that is good about Loop 360 when you had other better options. I offer the following alternative to your current proposed plans.</p> <p>SUMMARY:</p> <ol style="list-style-type: none">1. Priority 1: Preserve the cliffs on the east side of Loop 360, south of Westlake Drive. Preserve the homes of Residents that back up to the east side of the loop.2. Save 15 feet and reduce the budget: Eliminate the shared-use path and sidewalks on the east side of Loop 360. Details follow this summary.3. Use the 2 existing northbound lanes of Loop 360 and the shoulder for 3 (not 4) connector roads from the northbound Loop 360 “Westlake Drive/Cedar Street Exit” on-ramp. The original plans included 3 connector roads; the 4th was a recent	
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			<p>addition.</p> <p>4. Use the Loop 360 center grass median in this section of the Project to construct the northbound lanes of Loop 360 and the shoulder. TxDOT says they are saving the center median for future expansion of additional lanes on Loop 360 in case they are needed. This property is needed NOW. The feasibility of adding lanes to Loop 360 will be challenging because the bridge is only 4 lanes wide, with no plans to expand. The bridge will be a significant bottleneck to adding lanes to Loop 360 in the future.</p> <p>5. The rest of the Project can be constructed, as proposed, west of the northbound lanes. There are no cliffs on the west side of Loop 360 at this intersection. There are no homes on the west side. It is already commercial and presents no threats to residents or cliffs.</p> <p>BACK-UP SUPPORT INFO:</p> <p><u>3 (NOT 4) CONNECTOR ROADS:</u> We propose to construct 3 (not 4) connector roads from the on-ramp for northbound traffic taking the “Westlake Drive/Cedar Street Exit.” Connector roads include:</p> <ol style="list-style-type: none">1. A non-signalized U-turn lane at Westlake Drive;2. A left-turn/through lane for vehicles turning left on Westlake Drive or continuing through to Cedar Street or to the exit-ramp back onto Loop 360 north near the bridge; and3. A right-turn lane at Westlake Drive. <p><u>SHARED-USE PATH AND SIDEWALKS</u> - We</p>	
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			<p>propose to eliminate the shared-use path and sidewalks from the east side of Loop 360 within the limits of this Project.</p> <p><u>CHILDREN BIKING TO SCHOOL</u>: The Virtual Workshop visuals state that TxDOT “partnered with Austin Transportation, Eanes ISD, and the Safe Routes to School Program on bicycle and pedestrian improvements” before adding a shared-use path and sidewalks (SUP) to <u>both</u> the east and west sides of Loop 360, running the entire length of the Project Limits.</p> <p>Perhaps you should have partnered and consulted with Parents of children, ages 5-12, about the need or desire for this sidewalk as a means for their children to walk or bike to Bridge Point Elementary School. We asked many Davenport parents to weigh in on the sidewalk along Loop 360 for their children to walk and bike to school. First, not one parent said they would allow their child to walk or ride a bicycle from home, up and down the hills of Davenport, navigating the heavy neighborhood “cut-through” traffic, to the Loop 360 sidewalk.</p> <p>Further, the thought of their child walking or riding a bike on a sidewalk that runs parallel to Loop 360 connector roads (with only a 5-foot buffer of grass) to Bridge Point Elementary School during morning rush-hour traffic, and in the afternoons, was shocking to parents. The trip would be dangerous and exhausting.</p> <p>CYCLISTS EXITING THE MAIN LANES OF LOOP 360 to ride on sidewalks where they</p>	
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				<p>will encounter two traffic lights is as incredible as children riding the bikes to school on it. A cyclist who rides on Loop 360 is looking for an unencumbered ride. They will ride on the shoulder, same as they do today, to avoid traffic lights. Again, I ask that you consult with some cyclists. We have many here in Davenport.</p> <p>I look forward to your response to my Comments.</p>	
28.	Humphrey, Dr Jimmy	05/05/2019	Online Comment	<p>5/5/2019</p> <p>Re: TXDOT Construction Project at Loop 360 and Westlake Drive</p> <p>My wife and I are Block Captains in Davenport Ranch. Our area of responsibility includes Needles Dr, Nashua Ct, Gunbow Ct, and five houses on Carry Back Lane. We have lived on Needles Dr for 35 years and always enjoyed our walks on Needles where we often see and talk with neighbors and friends.</p> <p>In future discussions with TXDOT regarding the Construction Project at Loop 360 and Westlake Dr, our objectives as Block Captains are to work with our neighbors and TXDOT to insure that (1) TXDOT achieves its goals and (2) that our neighbors in Davenport retain the quality of life, values of housing/property , and the beauty of the cliffs along Loop 360 that they have always enjoyed.</p> <p>Satellite images show that 8-10 houses on Gunbow Ct, Nashua Ct, and Needles Dr back</p>	<p>Comment noted.</p> <p>See response to Jonathan Boatright regarding use of the median, and regarding the shared-use path and distance from the edge of properties to the retaining wall.</p>

				<p>up to Loop 360 and some of them are unexpectedly close to the construction plan and future Loop 360 plan provided by TXDOT.</p> <p>Neighbors whose houses/properties back up close to Loop 360 suggest that TXDOT gain space by (1) moving the shared-use path and sidewalk from the east to the west side of Loop 360 and (2) also use the center grass median to construct the northbound lane of Loop 360. The existing northbound lanes can be used for three connector roads.</p> <p>TXDOT needs surveys and other data to precisely determine how far the planned construction is from the houses that back up to the project.</p>	
29.	Humphrey, Jimmy	4/23/2019	Comment Form	<p>Very concerned about how close 8-10 houses that back up to Loop 360. Need to have detailed discussions with TxDOT at appropriate time about Loop 360-Westlake Dr project. Option to explore: Move shared use lane from east to west side.</p> <p>Jimmy L Humphrey 4/23/19</p>	<p>Comment noted.</p> <p>See response to Jonathan Boatright regarding the shared-use path.</p> <p>See response to Everett Heinze regarding the shared-use path located on the west side of Loop 360.</p>
30.	King	05/08/2019	Online Comment	<p>Thank you for addressing the increased traffic on Loop 360. You have proposed some great ideas but 2 of them, I can't support. First, the shared use pedestrian and bike path - this is just ridiculous and dangerous. Traffic on Loop 360 is too fast for anyone to feel safe walking along it, much less with their kids. Please don't waste our tax money on this. Second, the idea of digging into the cliffs not only damages their</p>	<p>Comment noted.</p> <p>See response to Jonathan Boatright regarding the shared-use path and regarding Context Sensitive Solutions for the corridor.</p> <p>.</p>

				<p>beauty but also puts vehicles and residents at risk. We already have times when rocks fall from these cliffs onto the roadway below. Now you want to chisel more and encroach on residential property? I can't imagine that that won't have consequences and to suggest that you could add cement and resolve any issue - not only does that ruin the beauty of the cliffs but cement is not a guarantee of safety.</p>	
31.	Kull, Jimmy	05/05/2019	Online Comment	<p>1. We must have a solution for mitigating the volume and speed of traffic cutting through Davenport Ranch during this project. It is very bad already and will become horrible if unabated.</p> <p>2. We should not cut into the cliffs southeast of the Westlake Drive intersection. In addition to the negative environmental impact, doing so would adversely impact neighbors whose backyards back up to 360.</p> <p>3. We do not need 2 lanes eastbound onto Westlake Drive from 360 unless you are planning on making Westlake Drive a four lane road because it gets very congested at the top of the hill (~50 yards east) already. And expanding to two lanes would likely impact Davenport Ranch's use of the community mailboxes near that intersection.</p>	<p>See response to Tristan Cossey regarding traffic management during construction.</p> <p>Comment noted.</p> <p>See response to Jonathan Boatright regarding the shared-use path.</p> <p>TxDOT evaluated multiple options for the lane configuration on eastbound Westlake Drive. Traffic analyses show that the current configuration (two through lanes) will accommodate projected traffic at the intersection.</p> <p>The current design does not impact the community mailboxes near Westlake Drive at Loop 360.</p>
32.	Kull, Katherine	05/05/2019	Online Comment	<p>1. The COA needs to allow no turn signs onto certain DRNA streets as the City of Rollingwood worked with TXDOT to implement for certain streets off of Bee Caves Road during TXDOT's widening of Bee Caves Road. It is a significant safety threat to allow cars to get backed up on DRNA</p>	<p>Comment noted.</p> <p>Your comment has been shared with the City of Austin, who owns and maintains streets in the Davenport neighborhood.</p>

				<p>streets blocking homeowners and school buses from safely exiting their homes or navigating the streets in DRNA. The DRNA HOA has been actively outreaching to the COA for years to get this implemented, and this safety issue needs to be addressed prior to the start of construction on 360.</p> <p>2. There does not need to be a shared-use path on the portion of 360 southeast of Westlake drive. I shared-use path in such location would require unnecessary cutting into the cliffs and disrupting DRNA homeowners' back yards. The community can use all other shared-use paths to effectively access on foot or bike Davenport Village shopping center, Jack Allen's shopping center, Riverbend Church, and Bridgepoint elementary.</p> <p>3. There should not be two lanes going east bound on Westlake drive as the area is already congested once you are required to narrow to one lane at the top of the hill and two lanes would take away the DRNA neighborhood's community mailboxes.</p>	<p>See response to Jonathan Boatright regarding the shared-use path.</p> <p>See response to Jimmy Kull regarding the lane configuration on Westlake Drive.</p>
33.	Kyger, John	4/23/2019	Comment Form	<p>Ok, been in Davpt. Ranch on Nashua Court since 1988. My backyard and pool back up to 360. Have about 25 yds to the drop off onto 360.</p> <p>This “proposed” eastside of 360 and Westlake drive is a <u>Joke</u>. Digging out the entire Roak area up to my fence will destable the entire area of property owned by us home owners. High probability it will cause the ground/rock to shift then busting my pool and house foundation.</p> <p>There is no need to do the sidewalk/bike lane on this side of 360. Nobody walks from Waymaker to Westlake Drive. Nobody. Your</p>	<p>Comment noted.</p> <p>See response to Jonathan Boatright regarding the shared-use path.</p>

				<p>“wonderful” bike riders are not going to ride on this walk/sidewalk. They are going to continue to ride on 360. Maybe service road.</p> <p>If you have to “have” the sidewalk/bike – put it on the other side of 360. Plenty of space to do it. Not needed and total waist of the <u>taxpayers</u> \$\$\$. Joke. Note: Nobody walks on 360. Nobody.</p>	
34.	Kyger, John	4/23/2019	Comment Form	<p>Ok</p> <p>One major Highly recommendation. Do not build sidewalk/bike lane on East side of 360 between Westlake Dr. and Waymaker. Put it on Westside- No brainer cost wise.</p> <p>Nobody – I mean nobody walks or will walk on this proposed sidewalk/bike lane. No children will be walking or riding bikes to Bridgepoint. Are kidding!!!</p> <p>Nobody will be walking to HEB – That’s a joke. Put it on the westside ONLY.</p>	<p>Comment noted.</p> <p>See response to Jonathan Boatright regarding the shared-use path</p>
35.	Kyger, Marianne	4/23/2019	Comment Form	<ol style="list-style-type: none"> 1. I live (back up) to 360. Concerned about shared path + cutting rock to accommodate it. Any chance shared path can only be on other side of 360 where there is no rock to remove (cost) if we must have it. 2. I understand there will be no jurisdiction to keep the Lance Armstrongs of the world off the roads – so exactly who is the shared path for. Recreational walkers of the neighborhood would rather walk their neighborhoods than venture out to 360. Our children will not be walking to Bridgepoint for safety reasons. 3. What about reducing the shared path from approx. 10’ to half that width to save 	<p>Comment noted.</p> <p>See response to Jonathan Boatright regarding the shared-use path</p>

				rock + cost.	
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36.	Langner, Carl	05/08/2019	Online Comment	<p>Hi, I am a concerned citizen and longtime west Austin resident. (since 1994)</p> <p>I am approaching this first and foremost as a cyclist, and hope my fellow west Austin cyclists are also speaking up about this because we will be negatively impacted by this project.</p> <p>secondarily as a lover of the view all along loop 360, which will be negatively impacted, (err... Ruined more like it!)</p> <p>loop 360 has a beautiful view all along it, one of a kind. drastically widening it (service lanes) nuking the median (changing it from grass to concrete) looks hideous!!! they did the same thing at the south end by barton creek mall (decreasing the median size to add lanes)</p> <p>it looks awful! truly awful. this is a beautiful one of a kind road and really should be on some sort of scenic roadway preservation list I think.</p> <p>secondly as a cyclist, 360 is a very safe road for cyclists. it has a wide shoulder almost the whole 10 miles from 71 to 183 and is a major route for fitness-cyclists.</p> <p>convoluting the bike lanes always makes things more dangerous for both the driver and rider.</p> <p>overpasses work just fine! (example 360/2244 or 360/2222) the bike has to cross the on/off ramps but this is actually safer than diverting the bike traffic outwards.</p>	<p>Comment noted.</p> <p>A primary goal of the Loop 360 program is to increase safety along the corridor, including that of bicyclists and pedestrians. A shared-use path will be added within the project limits for all Loop 360 projects, including the Westlake Drive/Cedar Street project. Areas of Loop 360 outside of the project limits could be evaluated for sidewalk and shared-use path accommodations as part of future projects. The shoulders on the mainlanes will be retained for more experienced riders. TxDOT is currently evaluating ramp crossing options for cyclists.</p> <p>See response to Jonathan Boatright regarding the Context Sensitive Solutions process for the corridor.</p> <p>TxDOT is evaluating adding overpasses or underpasses at major intersections along Loop 360. Whether TxDOT recommends an overpass or an underpass depends on a number of factors, including the existing layout and grade of the roadway and surrounding area.</p>
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				<p>(underpass)</p> <p>basically you are forcing the cyclist to ride alongside an on/off ramp for a prolonged period and people are often stressed/distracted on these ramps, having to rapidly change lanes and make quick decisions...</p> <p>the cyclist is safer simply waiting his or her turn and crossing the ramp, back to the safety of a wide shoulder where drivers 'next door' have their attention centered forward and are focused on freeway driving, which is generally continuous and straightforward.</p> <p>there are a lot of people who jog and even walk their dogs along these 60 mile per hour roadways and despite what some people might think it is not unsafe at all!</p> <p>but the more you complicate the design the worse it will get.</p> <p>anyway a lot of cyclists are going to be very very upset when they begin tampering with loop 360! it is really our precious cycling treasure of Austin!</p> <p>I think some effort should be made to maintain a continuous bike lane with as few strange reroutes and mergers as possible. Also the majority of cyclists here use road bikes and need continuous asphalt for a good ride...</p> <p>sidewalk with seams and or gravel path not ideal.</p>	
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id stick with overpasses if any changes need be made (personally id say just leave it be!) consistency of construction (underpass vs overpass) will make a huge difference aesthetically (if this is the only underpass its gonna stick out like a sore thumb)

just a few thoughts...

reading this in the paper this morning I am thinking "Oh No! this is awful news"

this is coming from a reasonable person who doesn't really mind sitting in traffic for extended periods and likes a scenic bike ride.

there are a lot of hot heads out there who just have to get where they are going in a hurry!! they make the roads unsafe and unpleasant to drive on via impoliteness, littering (overpasses = massive litter too BTW) etc.

should we really cater to such peoples needs and in so doing destroy some of the nicest, safest scenic roadways around the city... personally I hope a bit more thought goes into the process!

thanks a lot
very sincerely
-Carl

please forward this email to any interested parties and please reply with your own thoughts on the matter.

please excuse any bad grammar,

				<p>punctuation, etc. this post was hammered out rather quickly and briefly (today is the last day for official comment so it seems) I may post a more detailed letter later today</p>	
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37.	Lee, Karla	4/23/2019	Comment Form	<p>No SUP on east side. Please put the SUP on west side less cost on west side + its commercial. Save our hills/our Austin</p>	<p>Comment noted.</p> <p>See response to Jonathan Boatright regarding the shared-use path</p> <p>See response to Everett Heinze regarding the shared-use path located on the west side of Loop 360.</p>
38.	Little, Hanson	05/02/2019	Online Comment	<p>I am here to comment on the integration of BENEFITS to cyclists as this, and the rest of the individual projects on 360, come to fruition.</p> <p>Cyclists are a vulnerable group of 360 users who have equal right to safety while traveling along the road. That safety is jeopardized by partial length, separated bike paths. When you divert cyclists away from the road you're making them less visible to drivers, and since eventually there will be a point when bikes are guided back onto the road, those cyclists will be in MORE danger as they face a less aware group of drivers. Unless there are plans for a raised cycling highway that does not intersect with automotive traffic and spans the entire length of 360, I hope to see some form of BENEFIT to cyclists during this roadway UPGRADE other than the dangerous plan of diverting them off the road at random.</p> <p>Secondly, I am here to VEHEMENTLY oppose the concept of a two-way bike lane on one side of 360. It is already an extremely dangerous concept on surface streets with 30mph speed limits thanks to drivers who are unaware or inattentive. At highway</p>	<p>Comment noted.</p> <p>See response to Carl Langer.</p> <p>See response to Jonathan Boatright regarding the shared-use path.</p>

				<p>speeds...I would call that murderous negligence by the project planner. There is ZERO BENEFIT to cyclists from a two-way bike lane that intersects with automotive traffic.</p> <p>This entire project has an end goal of safer travel with fewer interruptions. The cost and effort to achieve that goal for the most vulnerable of the roadway's users is very minimal, please don't blow it.</p>	
39.	Mahmoud, Sammy	4/23/2019	Comment Form	<ol style="list-style-type: none"> 1. For the sake of the homeowners backing to 360, sidewalk/shared use path should be renovated to gain the maximum set back 2. Consider to reduce the width of the access Rd lanes again to give us the Maximum set Back 3. Keep natural tree Cliff. <p>Thank.</p>	<p>See response to Jonathan Boatright regarding the shared-use path and the Context Sensitive Solutions process for the corridor.</p> <p>The intent with all new construction projects is to implement roadway elements that meet current design standards and criteria if sufficient right of way is available, including 12' lanes on the connector road in this location. The connector roads are currently aligned as close to the Loop 360 mainlanes as possible, to provide the maximum width possible for the shared-use path, retaining wall and utilities within the existing right of way limits.</p>
40.	Mahmoud, Sammy	05/07/2019	Online Comment	<p>I would like for Tex dot to reconsider using the median on 360 rather than cutting into the cliffs adjacent to our back yards in Davenport</p> <p>If this is not achievable</p> <p>Would like Tex dot to eliminate the construction of bike lane on the east side of 360 and limit it to the west side</p>	<p>See response to Jonathan Boatright regarding the shared-use path.</p> <p>See previous response to Sammy Mahmoud regarding narrowing lanes on the connector road.</p>

				Tex dot to try to narrow down the size of all 3 lanes of the access rd to give us more privacy	
41.	Malik, Krishan	4/23/2019	Comment Form	<p>Please read carefully.</p> <p>Arguments against widening putting the 360 Hwy on the east side: On the east side:</p> <ol style="list-style-type: none"> 1. Rock cutting will be extensive 2. Neighbors are worried public will be using along their backyard 3. A safety concerned owner would be worried about noise pollution. <p>All of the above concerns can be eliminated by broadening the 360 hwy on the west side & not the east side.</p>	<p>Comment noted.</p> <p>See response to Christine Bagot.</p> <p>See response to Jonathan Boatright regarding the cliff cuts.</p> <p>See response to Evelyne Cras regarding noise walls.</p>
42.	Malik, Krishan	04/29/2019	Email Comment	<p><u>This e-mail is being sent to register our very serious concerns regarding the upcoming construction to take place on Loop 360.</u></p> <p>I attended the meetings sponsored by the Texas Department of Transportation and along with my neighbors brought up many serious concerns regarding this project. I followed it by my recommendations that addressed practically ALL the objections raised by the residents of Davenport Ranch. In response to all the comments and recommendations listed below with the person who headed up the presentations, I was very disappointed that I did not receive a single response worthy of serious consideration. As a result, I am sending this e-mail in which I have listed below the various recommendations and the numerous concerns that would remove the serious issues raised by the residents. Incidentally, I discussed these issues also with other residents of Davenport Ranch</p>	<p>Comment noted.</p> <p>See response to Christine Bagot regarding shifting the mainlanes to the west.</p> <p>See response to Jonathan Boatright regarding using the median, cliff cuts, and the shared-use path.</p> <p>See response to Everett Heinze regarding the shared-use path located on the west side of Loop 360.</p> <p>TxDOT looked at options for adding lanes to Loop 360 and to the Pennybacker Bridge as part of our 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</p>

			<p>and they all agreed with me unanimously.</p> <p>I along with fellow residents are of the <i>considered</i> opinion that the expansion of Loop 360 on its west side instead of the east side especially where it runs parallel and close to Devenport Ranch neighborhood should be actively considered. This would eliminate the many concerns including:</p> <ol style="list-style-type: none">1. <u><i>It would eliminate (costly) cutting of the cliffs since there are hardly any cliffs on the west side especially across from Davenport Ranch. Not only the cutting of the cliffs would leave ugly scars on the hillside/landscape, it could result in additional instability of the cliff wall causing major safety concerns by falling rocks.</i></u>2. <i>The acquisition of the right-of-way with its accompanying problems would be significantly reduced.</i>3. <i>The serious concerns of the neighbors whose backyards would end up very close to the Loop (as a result of east side expansion) resulting in both safety/security related problems and noise pollution will be significantly reduced.</i>4. <i>Importantly, the value of properties in Davenport Ranch which is a serious genuine concern of the homeowners will not be affected.</i>	<p>would be gained if the signals on the mainlanes were 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). Adding lanes to Loop 360 and the Pennybacker Bridge is not part of the current program, but may be considered as part of future projects.</p>
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				<p>the neighbors have been provided with <u>ONLY ONE OPTION OR ONLY ONE SET OF PARAMETERS.</u> In order to make an informed decisions the neighbors should be provided with the pros and cons of and the cost associated with <u>TWO OR MORE OPTIONS.</u></p> <p>I am looking forward to receiving a response to this e-mail from the appropriate DOT authorities. However, if necessary my neighbors and I would be pleased to meet with DOT officials in person to discuss this extremely important subject. .</p> <p><i>Krishan A. Malik, Ph.D.</i></p>	
43.	Mangum, Charles T.	05/07/2019	Online Comment	<p>Regarding the Shared-Use Paths on the Eastside of Loop 360 Exit Road from Southeast Loop 360 to Westlake Drive & the Eastside of Loop 360 Entrance Road (from North of Westlake Drive to Cedar Street (& beyond) , I strongly disagree with TxDOT installing any Shared-Use Paths (for Bicyclists, Pedestrians, Walkers, etc.) there in order to prevent the loss of 15 plus feet of cliffs scheduled to be removed during construction. I also strongly disagree with TxDOT installing any Shared-Use Paths (for Bicyclists, Pedestrians, School Children cycling or walking to the Bridgepoint Elementary School located on the Westside of Loop 360, etc) along the Eastside of Loop 360 Exit Road to Westlake Drive and on the Eastside of Loop 360 Entrance Road North from Westlake Drive. There is no need nor legal requirement for TxDOT to construct these Shared-Use Paths on the Eastside of Loop 360 except for the "dream" of the City of Austin to create as many Shared-Use</p>	<p>Comment noted.</p> <p>See response to Jonathan Boatright regarding the shared-use path.</p>

			<p>Pathways as possible in the greater Austin area, even though they do not have any legal standing to dictate their Master Planning wishes in TxDOT or Travis etc.</p> <p>County roadways, jurisdictions, etc. The construction of these Shared-Use Paths on the Eastside of Loop 360 will cause a "Major Safety Hazard for School Children walking to Bridgepoint adjacent to and across major automobile roadways which will introduce thousands of automobiles into the traffic mix resulting in many, many School Children injuries and possible deaths. That Safety Hazard does not exist presently & does not make any sense to introduce one on the Eastside of the Loop 360 Exit & Entrance Roadways. Drivers on Loop 360 are currently many of the most wreckless drivers of automobiles presently because of their attempts to find short-cuts through the long automobile traffick delays. Please do not construct these Shared-Use Paths on the Eastside of Loop 360.</p> <p>RECOMMENDATIONS:</p> <ol style="list-style-type: none">1. To prevent the loss by drilling construction of about 15-16 feet of beautiful limestone rock cliffs on the Southeast Side of the Loop 360 Exit Roadway (South of Westlake Drive) , elimination of the Shared-Use Path should be implemented—it is not needed. SAFETY IS ALWAYS THE PARAMOUNT PRINCIPLE WHEN SCHOOL CHILDREN'S SAFETY & THEIR FUTURE LIVES ARE CONCERNED, SCHOOL CHILDREN'S SAFETY ALWAYS TRUMPS THE CITY OF AUSTIN'S DREAM OF "SHARED-USE PATHWAYS" ALONG MAJOR HIGHWAYS.2. To prevent a presently non-existent Safety	
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				<p>Hazard (for Bicyclists, Pedestrians, School Children walking on a Shared-Use Path to Bridgepoint Elementary School, etc., adjacent to thousands of Loop 360 automobiles on the Exit & Entrance Roadways) from being established on the Eastside of the Loop 360 Entrance Roadway Northward from Westlake Drive to Cedar Street & even past Cedar Street adjacent to the Loop 360 Entrance Roadway, the plan to construct any Shared-Use Path on the Eastside should be abandoned & eliminated.</p> <p>3. TxDOT has jurisdiction over Loop 360 & is not compelled to construct Shared-Paths (as desired by the City of Austin Master Planning entity) along such a busy traffic highway as Loop 360. (Refer TxDOT to the City of Austin Master Planning project which spent Millions of Taxpayer dollars for the Shared-Use Pathway along the Eastside of South MOPAC crossing over Loop 360 South. It is rarely used by any one—never have I seen anyone, much less a large number of Bicyclists, Pedestrians, etc. using it). Recommend the City of Austin be notified that these Shared-Use Paths, at least on the Eastside of Loop 360, will be eliminated from the project.</p> <p>4. If there is any TxDOT justifiable reason of installing Shared-Use Pathways adjacent to Loop 360, recommend TxDOT provide written justification to the Davenport Neighborhood Master Association Board in order for the Davenport residents to have an opportunity to provide input.</p> <p>5. Any consideration of Shared-Use Pathways should only be considered for construction on the Westside of Loop 360. There is absolutely no need for Shared-Use Pathways on the Eastside of Loop 360.</p>	
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44.	Mangum, Dianne	04/29/2019	Online Comment	The traffic will funnel down and back up at the bridge which presently has 4 lanes, 2 each way. I heard it mentioned that an extra lane on each side could be added resulting in 6 narrower lanes across the bridge. Is this a consideration?	See response to Krishan Malik regarding adding lanes to the Pennybacker Bridge.
45.	Medina, Jason	04/23/2019	Online Comment	You all need to do something about the intersection at 360 & Loop 1. EVERY MORNING I deal with all the traffic backing up to Ben White going west. So then every other person avoids that and cuts thru the shopping center at the north east corner of South Lamar and 290. It is becoming a SHIT SHOW as soo much traffics thru the shopping center to avoid everyone backing up on 360. THIS PROBLEM NEEDS TO GET FIXED !!!	Comment noted. The Loop 360 at Westlake Drive/Cedar Street project extends from north of Bold Ruler Way to the Colorado River. Loop 1 is outside the Loop 360 at Westlake Drive/Cedar Street project limits, and plans for that intersection are part of the Loop 360 at Walsh Tarlton Lane project. Your comment has been shared with that project team.
46.	Montgomery, Lillian	4/23/2019	Comment Form	The plans look good. My concern is that during the 3? years of construction, cutthrough traffic in my Davenport neighborhood will be horrendous! What steps will be taken to keep this from happening? The posted signs "Do not drive on shoulder" have helped reduce that problem (especially when enforced by police) but what steps can help my concern?	Comment noted. See response to Tristan Cossey regarding traffic management during construction.
47.	Mullen, Angela	05/08/2019	Online Comment	I agree with the rest of the parents who have said that the shared pedestrian/bike path with the intention of kids who are 12 and under (Bridge Point kids) using it to bike/walk to school is a waste of money. Please use the money elsewhere- none of	Comment noted. See response to Jonathan Boatright regarding the shared-use path. Westlake Drive and Carry Back Lane

				<p>the neighborhoods around the school are safe to bike/walk to school from.</p> <p>I also have major concerns with the residents of Davenport Ranch being able to get out of the neighborhood onto Westlake Dr. It is already impossible to turn left from Carryback onto Westlake Dr at some times of the day. I imagine with this proposal, Westlake Dr will be too congested to exit the neighborhood that way. (And it looks like Waymaker cut across is going to be eliminated.) Please consider a light or another way to allow Davenport residents coming out from Carryback to get onto Westlake Dr. west.</p> <p>Thank you.</p>	<p>are owned and maintained by the City of Austin. Your comment has been shared with them.</p>
48.	Mullen, Brendon	4/23/2019	Comment Form	<p>Updates to 360 are needed. A shared use path on both sides is not needed. The excuse is City of Austin wants kids to ride bikes to Bridge Point. No parent in their right mind would allow their 10 year old or less to cross a highway to go to school. Not to mention this is a safety issue for the residence of Davenport. I DO NOT FEEL comfortable having people, bikes, run, walk 5 feet away from my backyard. I don't pay the amount of property tax I do to share my yard with strangers. A shared use path on the non-residential side of 360 by Jack allen's + Riverbend. Nevertheless there needs to be a sound barrier between the houses and road/shared use path. During the construction when drilling, cutting of the "rock wall" is being done, what happens when/if my foundation cracks? Who is at fault? Who will pay to fix it? Will I</p>	<p>Comment noted.</p> <p>See response to Jonathan Boatright regarding the shared-use path.</p> <p>See response to Evelyne Cras regarding noise walls.</p> <p>Regarding foundations of homes: If there are construction impacts to private property, it will be the responsibility of the contractor to mitigate. The contractor is not known at this time.</p>

				be compensated for cost incurred due to issue? All of this will need to be put in writing and sign by TxDOT + the City of Austin.	
49.	Mullen, Nancy	4/23/2019	Comment Form	<p>Mixed use path for kids to walk/bike to school is dreaming. I'm a mom and my son went to the elementary school years ago. Even when traffic was less, I would NEVER allow or tell my son to Bike or walk to School. These kids are 5-9 years old. No mom dad or grandparent would allow a child to bike or walk along 360 even with protected Path. Realize Westlake is very hilly. My son nor any of his neighborhood friends would bike around the neighborhood due to the inclines and traffic. Never in my life would I allow a child to get close to Westlake Dr. People speed, rip correct, no shoulder etc. This mixed use path is not needed for Westlake. For those weekend bikers, give the path on West side of 360 next to the grandduca Hotel, gas station, Jack Allens & all the businesses.</p> <p>My thoughts listed here are those shared by Westlake parents and grandparents. Please Re-consider!</p> <p>Additionally Neither would I or my friends ever think of Biking there myself. Save the time, money, and effort. Nix or one side the bike path.</p>	<p>Comment noted.</p> <p>See response to Jonathan Boatright regarding the shared-use path.</p>
50.	Mullen, Nancy	04/29/2019	Online Comment	<p>Don't believe there will be room for bike lanes on 360 south of Westlake Dr. Additionally, parents in Westlake will NOT have their children biking to BridgePoint! They bike lanes will bring non locals and</p>	<p>See response to Jonathan Boatright.</p> <p>See response to Evelyne Cras regarding sound walls.</p>

				<p>provide an additional access point for vandalism to homeowners on the east corner of Westlake and 360. There has to be a PRIVACY & SOUND wall for those homes at that point. We have already seen in increase in drug and vandalism reports, since the construction of the office building on the west side of 360,north side of Westlake Dr.</p> <p>Additionally, the CENTER lane at the intersection heading west on Westlake Dr., should allow two directions, left turn & straight. It will prevent the back up for cars waiting on Westlake Dr., exiting onto 360. It will also improve the congestion/backup for those living in Davenport on Carryback, Long Champ and Belmont Park looking to turn onto Westlake</p>	<p>The center lane from westbound Westlake Drive to southbound Loop 360 is currently designed as a shared through/left-turn lane.</p>
51.	Ortegon, Daniela	05/08/2019	Online Comment	<p>Cutting the cliffs on the East side of Hwy 360 is unnecessary and represents a major hazard for my property on Nashua Ct. My house is the 3rd house from the corner of Westlake Dr. and Capitol of TX Hwy and where the Davenport Ranch sign is. My house sits on nothing but rock. The plans for TXDOT say the road could end up so close to my fence it will be dangerous if a car driving at 65m/h looses control and ends up crashing into my fence.</p> <p>Friday, May the 3rd I was driving by Hwy 360 around 2:30 pm, before getting kids from school and saw rocks falling from the cliff. I took pictures. That same day a huge thunderstorm hit Austin at 6:00 pm. Today May 8th a severe thunderstorm hit Austin again. Rocks keep falling from the cliffs behind my house and thru all the Hwy 360. I recorded a video of the rocks that fell on the</p>	<p>Comment noted.</p> <p>See response to Jonathan Boatright regarding cliff cuts, the shared-use path and the Context Sensitive Solutions process for the corridor.</p> <p>Regarding falling rock - The cliffs on Loop 360 have rocks on them that can and do fall from time to time. TxDOT has placed signs along sections where that may occur, warning drivers to be aware of falling rocks, and TxDOT sends maintenance crews out to clean up rocks if they land on the roadway. If TxDOT notices any rocks about to fall, steps are taken to remove them, but because of the nature of the landscape that can be affected by</p>

				<p>floor today May 8th. Drilling this rocks puts my property and my neighbors at risk. No drilling should be allowed behind our homes. A sidewalk is unnecessary, will be of no use for our Davenport Ranch community because Hwy 360 is a dangerous road to begin with. The traffic nowadays has increased in unimaginable ways. No pedestrian will be safe on this proposed sidewalk. The scenery of our Capitol of TX Hwy 360 from Hat Creek to Westlake Dr. is beautiful and iconic. Please keep one of the best views Austin still has.</p> <p>Sincerely, Daniela O Cuevas</p>	<p>rain, ice, wind, or vegetation, falling rocks cannot be predicted. See response to Jonathan Boatright regarding the distance between the proposed retaining wall and the edge of properties.</p>
52.	Ortiz	04/27/2019	Online Comment	<p>Need more intersection turn lanes at cedar street. Similar to those at Westlake Drive. And a u turn at cedar street.</p>	<p>Traffic analyses show that the current configuration at Cedar Street will accommodate projected traffic at the intersection.</p>
53.	Paddock, Richard	4/23/2019	Comment Form	<p>Is one left turn lane from 360 to Westlake Dr heading west enough? There are two now and both are full with each light cycle.</p>	<p>See response to Anonymous.</p>
54.	Paul, Gregg	4/23/2019	Comment Form	<ol style="list-style-type: none"> 1. Well done. Looks good overall. 2. Some concern about westbound traffic on Westlake Drive at LP 360 continuing to back up. It's not clear this design alleviates it. 3. Thanks for doing the project updates. 	<p>Comment noted.</p> <p>Traffic analyses show that the current configuration (a dedicated left-turn lane, a shared through/right-turn lane and a dedicated right-turn lane) will accommodate projected traffic at the intersection.</p> <p>See response to Anonymous regarding separating local from through traffic, and wait times for cross street traffic.</p>

55.	Putman, Paul	04/29/2019	Online Comment	I still think we should be able to turn left from Westlake Drive onto 360 South from both lanes, starting immediately. Why can't you change that?	The Loop 360 at Westlake Drive/Cedar Street project is proposing long-term intersection improvements. Your comment has been shared with the appropriate departments within TxDOT and with the City of Austin, who owns and maintains Westlake Drive.
56.	Rubino, Susan	05/06/2019	Online Comment	I feel that the overpass/underpass solution to the traffic problem is unsightly and overkill. I really feel it will turn a very beautiful and 'rural-looking' area into one with no beauty or character. The look will be too city-like with all that extra concrete. I am opposed to this solution even though I live no more than 1 mile from the Westlake Drive intersection.	Comment noted. See response to Jonathan Boatright regarding the Context Sensitive Solutions process for the corridor.
57.	Saltwick, Steve	05/07/2019	Online Comment	TxDOT and the COA should put the shared use path for pedestrians and cyclists everywhere except for southeast of Westlake Drive so that the cliffs and neighbors' back yards can be preserved. This would still allow for shared use paths where neighbors could walk or cycle to the Davenport Village shopping center, Bridge Point Elementary, the Jack Allen's shopping center, and Riverbend church. If you agree this is a viable solution and to protect the cliffs and neighbors on the southeast side of Westlake Drive and Loop 360, we encourage you to offer this solution in your comments on the TxDOT website.	Comment noted. See response to Jonathan Boatright regarding the shared-use path.

58.	Sampson, Martin	4/23/2019	Comment Form	Great! I really like what you have done for the right turns on Westlake.	Comment noted.
59.	Sandoval, David	05/01/2019	Online Comment	IS Txdot considering direct connectors from loop 360 to 183?	The Loop 360 at Westlake Drive/Cedar Street project extends from north of Bold Ruler Way to the Colorado River. US 183 is outside the Loop 360 at Westlake Drive/Cedar Street project limits. Direct connectors from Loop 360 to US 183 are not currently part of the Westlake Drive/Cedar Street project or the Loop 360 program, though improvements at that intersection may be considered as part of a future project. Your comment has been shared with the appropriate departments at TxDOT.
60.	Shim, Donghun	04/30/2019	Online Comment	I do think the proposal of having 4 lanes of frontage road is an overkill. The current density of the neighborhood with commercial buildings is much less than anticipated in the proposal. I also do think the median lanes should be used to increase the number of lanes of highway, not cutting into rock cliffs.	See response to Jonathan Boatright regarding the lane configuration on the connector roads and regarding using the Loop 360 median.
61.	Shough, Yvette	05/03/2019	Online Comment	Has TxDOT considered using the median in the middle of Loop 360 to construct the underpass and frontage roads at the Westlake Drive Bridge vs. damaging the rock cliffs? Does removing Rock Cliffs pose a risk of fracturing the rock and possibly the foundation for the existing homes that are in close proximity to 360? Who is liable for damage to property and homes?	See response to Jonathan Boatright regarding using the Loop 360 median, distance from the proposed retaining wall to the edge of properties, potential impact and plans for construction, and the Context Sensitive Solutions process for the corridor. See response to Brendon Mullen regarding foundations of adjacent

				<p>It is my understanding that the project is scheduled to last 2-3 years but could go on much longer due to delays (weather, environmental, etc.), which will cause huge noise issues, light issues at night, dust issues, and quite frankly more traffic issues. How will TxDot ensure that there is minimal impact to the neighborhoods along 360 in regards to noise, dust and bright lights at night? Will the digging cause silicon dioxide or another toxic chemical to be airborne? If yes, what will be done to ensure that there are no health risks as a result?</p> <p>After the completion of the project, will the neighborhoods experience increased traffic noise? What specific noise tests are being conducted and what are the remedies if the noise is higher than anticipated? Will TxDOT construct sound walls behind properties that back up to Loop 360?</p> <p>How will the changes to 360, impact the property values for the neighborhoods along 360?</p> <p>How will the increased traffic impact the safety of the neighborhoods along the 360 corridor?</p> <p>How will the project impact the environmentally sensitive watersheds. Originally, 360 was designed to be a scenic roadway and with these new proposals, it will completely change the aesthetic look of this beautiful roadway. We need to find a way to fix MoPac to handle the traffic that comes onto 360 because MoPac was not rebuilt to handle the traffic it was intended to handle. As a lifetime Austinites, it is really sad that we continue to change our city in a negative way.</p>	<p>homes.</p> <p>See response to Tristan Cossey regarding traffic management during construction.</p> <p>Construction normally occurs during daylight hours when occasional loud noises are more tolerable. The construction contractor would be required to make every reasonable effort to minimize construction noise through measures such as work-hour controls and proper maintenance of muffler systems. During construction, the contractor would implement dust control measures in accordance with TxDOT standard specifications to minimize potential impacts of particulate matter emissions, such as dust or chemicals, during construction. While it is TxDOT's goal to avoid construction during night-time hours, construction sometimes has to occur during those times to ensure that the project is completed in a timely manner. Construction during the night-time hours would follow any local policies and ordinances established for construction activities, such as light limitations.</p> <p>See response to Evelyne Cras regarding noise walls.</p> <p>All transportation improvements proposed as part of this project are within TxDOT right-of-way, so no</p>
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					<p>impacts to home valuations are anticipated.</p> <p>Regarding water quality - When developing and constructing projects, TxDOT follows guidelines developed as part of the Texas Pollutant Discharge Elimination System (TPDES) program. This program regulates discharge of pollutants to surface water in the state or the Section 401 water quality certification. You can learn more about the program here: https://www.tceq.texas.gov/permitting/wastewater/pretreatment/tpdes_definition.html</p>
62.	Smith, Patricia	04/24/2019	Online Comment	<p>Is there a possibility to have sidewalks on overpasses on Westlake bridge over 360?</p> <p>This will be helpful and essential to bikers and those walking/running from each side of 360!</p> <p>Thanks for a very good plan and listening to community stakeholder input!</p>	<p>Comment noted.</p> <p>The current design includes a 10-foot shared-use path on the north side of the Westlake Drive bridge.</p>
63.	Stapper, Blake	04/29/2019	Online Comment	<p>I live about 100 yards east of Hwy 360 (as the crow flies), and have been at this address since 2011. I am pleased that there are plans to address the congestion that occurs on a daily basis as I try to leave the neighborhood, via Carryback Lane to Westlake and then 360. There are times when I simply can't leave the neighborhood. I think you would find near-unanimous consensus among my neighbors, and the tens of thousands of commuters who use</p>	<p>Comment noted.</p> <p>See response to Jonathan Boatright regarding the shared-use path.</p>

				<p>360 and a north-south corridor, that the traffic situation is terrible and requires immediate attention. However, I haven't talked to a single person who thinks that we need sidewalks along the highway. There is simply no pedestrian traffic along 360, nor is there interest in having it. The idea that this falls under the Safe Routes to School program is ludicrous, because anything that encourages elementary school children to get on their bikes at rush hour and ride down Westlake Ave. to a bike lane along 360 on their way to school is even more dangerous than the existing situation. And, the cyclists who ride down 360 are not going to use the frontage road, because they would rather stay on the main lanes and not have to stop for an intersection. Furthermore, I understand that the width needed for the multipurpose lane on the east side of 360 will require the removal of 16 feet of the existing rock bluff, which helps serve as a buffer between the houses on my street and the highway. I don't understand why our tax dollars would be used to encourage our kids to pursue unsafe activities and that would erode the quality of life in our neighborhood. Please focus on the traffic issue, and don't spend time and money trying to solve imaginary problems, like whether to add sidewalks along 360.</p>	
64.	Thomas, Fred H.	4/23/2019	Comment Form	<p>The Westlake Drive additional right turn is needed now. The existing lack of right turn only lane for Westbound Westlake Drive to Northbound Loop 360 is a terrible check point creating long back ups to Belmont Park at Peak morning drive times. Exist ^> lane only allows two vehicle stack before</p>	See response to Paul Putman.

				right turn is preventable. This situation should be addressed immediately, NOT FIVE YEARS from now.	
65.	Tollen, Victoria	4/23/2019	Comment Form	<p><u>Anything</u> that can be done to eliminate <u>any</u> traffic on Bunny Run would be appreciated. This should be a neighborhood street. We have mother's pushing strollers, children riding bikes, joggers and dog walkers whose lives are at risk when BPE parents talk on their phones while RACING to drop their kids.</p>	<p>Comment noted.</p> <p>One of the goals of the Loop 360 Program is to improve mainlane operations, which should impact neighborhood cut-through traffic.</p>
66.	Wheeler, Patricia	05/08/2019	Email Comment	<p>We are happy with the design we are seeing. We are VERY concerned about the traffic. It is AWFUL already. We live on Carry Back and we really need help stopping the cut through traffic. The construction and timeline are a huge worry. We would like to see the cliffs preserved as their are cutting out the pedestrian lanes on our side of 360. Thank you for all your work on this.</p> <p>Mike and Pat wheeler</p>	<p>Comment noted.</p> <p>See response to Tristan Cossey regarding traffic management during construction.</p> <p>See response to Jonathan Boatright regarding cliff cuts and the shared-use path.</p>
67.	Williams, Bill & Sharon	4/23/2019	Comment Form	<ol style="list-style-type: none"> 1. At the end of the project, things will be better 2. Concerned about the mixed use path and its proximity to the cliff and homes on the east side of 360. Cliff erosion, encroachment to the homes in Davenport and the need for a "two lane" path is of concern. Would suggest the path run on the west side with crossing at Cedar and Westlake picking up at Cedar and continuing to the bridge to the existing pedestrian crossing. Another alternative is to take it to the boat ramp and cross there to connect to the bridge. 	<p>Comment noted.</p> <p>See response to Jonathan Boatright regarding the shared-use path and construction plans.</p> <p>See response to Tristan Cossey regarding traffic management during construction.</p> <p>See response to Yvette Shough regarding construction noise and dust.</p>

				<p>3. Concerned about the construction phase – capacity, noise, dust. Also, poor signage at the Slaughter protect should not be repeated = give traffic ample warning and clear signage.</p> <p>4. While public streets are fair game, consider the impact on the neighborhood from cut throughs – already a problem. Thanks for your consideration.</p>	
68.	Withers, Jennifer	05/08/2019	Online Comment	<p>Great progress! Excited to see this happen even though it will be extremely tough during construction.</p> <p>One comment: I'm not sure I understand why we are digging into the cliff on the east side of 360. I have kids at Bridgepoint and I would not let them walk or ride a bike to school. It really is too dangerous despite the efforts being made here to be safer. If you are doing it for the exercise bikers then they can use west side and cutover when needed. We should not be causing environmental damage so folks can get exercise. I do not think anyone should be riding bikes on 360 with people going 60-70 miles per hour anyway. Extremely dangerous especially as they cross off ramps. They don't do it on MOPAC so they shouldn't do it on 360. Please do not cut into anymore cliffs. Thank you for reading and good luck with the project.</p>	<p>Comment noted.</p> <p>See response to Jonathan Boatright regarding cliff cuts and the shared-use path.</p>

Appendix B: Notices



Loop 360 Program: Upcoming Westlake Drive Project

12 messages

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

Thu, Mar 28, 2019 at 12:22 PM

Good Afternoon,

TxDOT, in conjunction with the city of Austin, is moving forward with the next phases of the Loop 360 at Westlake Drive project. In September 2018, TxDOT hosted a public workshop to share information and receive input on three options for the Westlake Drive and Cedar Street intersections.

After reviewing and incorporating all public feedback, TxDOT is recommending moving forward with Option 3. This option removes the traffic signals on the Loop 360 mainlanes at Westlake Drive and Cedar Street and adds an underpass (where the Loop 360 mainlanes go under the cross street) at each intersection. Non-signalized U-turns will be added at Westlake Drive.

While costlier than the other two options, TxDOT is recommending the underpass option because it best reflects what we heard as important to the community. In addition to lowering the Loop 360 mainlanes, supporting boat traffic to and from Lake Austin, improving the Westlake Drive intersection, and providing a connection at Cedar Street to support Bridge Point Elementary, the project will also add new pedestrian and bicycle connections from Bridge Point Elementary School, Riverbend Church, and surrounding neighborhoods. These additions reflect what we heard at the first workshop as well as in coordination meetings with Eanes ISD, city of Austin, and the Safe Routes to School program.

We will present the updated project at our second Loop 360 at **Westlake Drive project workshop on Tuesday, April 23, 2019, from 4 to 6 p.m. at Riverbend Church** (Community Center), [4214 N. Capital of Texas Highway, Austin, TX 78746](#).

At the workshop, the project team will gather additional feedback on the recommended improvements to help guide the next planning phases including environmental analysis, final design and construction. 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 April 23. Interested citizens can view meeting materials, take our survey and comment online.

The Loop 360 at Westlake Drive project is part of the Loop 360 program, which will upgrade intersections along the corridor, including:

- Westlake Drive
- Spicewood Springs Road
- Lakewood Drive
- Courtyard Drive/RM 2222
- Walsh Tarlton Lane
- Lost Creek Boulevard/Westbank Drive

- RM 2244

Four of these projects, including Westlake Drive, are being jointly funded by the City of Austin through its 2016 [Mobility Bond program](#). Learn more about the [Loop 360 program](#).

I've 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

#EndTheStreakTX

3 attachments

 **Fact Sheet - Loop 360 at Westlake Drive - 03.28.2019.pdf**
602K

 **Workshop Flyer - Loop 360 at Westlake Drive - 03.28.2019.pdf**
557K

 **Program Fact Sheet - Loop 360 - 03.28.2019.pdf**
742K

Email to Project Stakeholders

Loop 360 at Westlake Drive - Project Update

Crystal Wotipka-C

Mon 4/1/2019 5:15 PM

To: Crystal Wotipka-C <CWOTIP-C@txdot.gov>

Bcc

 2 attachments (1 MB)

Fact Sheet - Loop 360 at Westlake Drive - 04.01.2019.pdf; Workshop Flyer - Loop 360 at Westlake Drive - 04.01.2019.pdf;

Good Afternoon,

TxDOT, in conjunction with the city of Austin, is moving forward with the Loop 360 at Westlake Drive project. In September 2018, TxDOT presented three options to the community. After reviewing and incorporating all public feedback, TxDOT is recommending moving forward with Option 3. Below are details about the project and our upcoming public workshop.

Option 3 includes removing the traffic signals on the Loop 360 mainlanes and routing the mainlanes under Westlake Drive and Cedar Street, where bridges will be constructed. The project also includes non-signalized U-turns at Westlake Drive and a shared-use path and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

In response to public input, the project team has incorporated several new or modified features into the design. They include:

- Adding a dedicated U-turn lane on the Loop 360 connector roads in both directions at Westlake Drive
- Adding dedicated right-turn lanes to and from the Loop 360 connector roads and Westlake Drive
- Adding one lane in each direction on Westlake Drive east of Loop 360
- Adding a second left-turn lane from eastbound Cedar Street onto the northbound Loop 360 connector road

TxDOT also partnered with the city of Austin, Eanes ISD, and Safe Routes to School to enhance the bicycle and pedestrian accommodations in the area. Changes include:

- Adding a shared-use path (SUP) on the Cedar Street bridge to provide a safe crossing between the east and west sides of Loop 360
- Extending the sidewalk on the south side of Cedar Street to connect to Bridge Point Elementary School
- Extending the SUP on the north end of the project limits to connect with the Pennybacker Bridge

I wanted to invite you to our **second Loop 360 at Westlake Drive project workshop on April 23, from 4 to 6 p.m. at Riverbend Church** (Community Center), 4214 N. Capital of Texas Highway, Ausn, TX 78746.

At the workshop, the project team will gather feedback on the proposed improvements. You can come and go at your convenience, and a virtual workshop will be also available on the website at Loop360Project.com from April 23 until May 8 where you can view meeting materials and comment online.

I've 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.

Sincerely,
Crystal Wotipka



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



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Public Workshop - Loop 360 Program - Westlake Drive

Texas Department of Transportation - Inside TxDOT - Get Involved
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Where: Riverbend Church (Community Center)
4214 N. Capital of Texas Highway
Austin, TX 78746 (Map)

When: Tuesday, April 23, 2019
4 p.m. - 6 p.m.

Purpose: The purpose of the public workshop is to gather input on the proposed improvements at Loop 360 and Westlake Drive, 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 Wednesday, May 8, 2019 to be a part of the official 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 traffic congestion, causing both mobility and safety concerns. The Loop 360 program will upgrade multiple intersections along the roadway. The Loop 360 at Westlake Drive intersection improvements include removing the traffic signals on the Loop 360 mainlanes at Westlake Drive and Cedar Street, and adding an underpass (where the mainlanes go under the cross streets) at both intersections. The project also includes adding non-signalized U-turns in both directions at Westlake Drive, as well as adding a shared-use path and sidewalks to improve bicycle and pedestrian accommodations and connections in the project area.

Special Accommodation: TxDOT makes every reasonable effort to accommodate the needs of the public. The 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 five 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
- Exhibit Boards
- Environmental Constraints Map
- Schematic
- Loop 360 Program Fact Sheet
- Loop 360 Program FAQ's
- Westlake Drive Fact Sheet
- Westlake Drive FAQ's
- Comment Card
- Virtual Open House Instructions

Contact: TxDOT Austin District
P.O. Box 15426
Austin, TX 78761
(512) 832-7700
Email
Posted April 2, 2019

SCHOOLS

From Page A1

Johnson, the Austin district's chief business and operations officer, who said the district "strongly supports" the current version of the bill. "Not only does it substantially increase funding for public schools, it also gives schools the flexibility needed to prioritize funding based on different needs across the state."

Several Central Texas school district officials were cautiously optimistic about the extra money they would receive under the bill, which officials said would go toward the biggest part of their budgets — hiring and paying staff. They were particularly glad that they would have the relative flexibility to spend the money as they see fit, unlike the Senate's plan, which would require that \$4 billion be spent on teacher and librarian pay raises. However, burned before by state-mandated cuts to their tax rates in 2006 and then a \$5.3 billion state funding cut in 2011, district officials said they were concerned about whether the benefits under the Legislature's plan would last in the long term.

Central Texas impact

HB 3 gives school districts a huge bump by tweaking various elements of the school finance formula, with the most important change affecting the base amount of money each school district would receive. The bill would increase the basic allotment from \$5,140 to \$6,030 per student. The bill would also give school districts more money to educate their low-income students as well as students who did not grow up learning English. Districts would receive more money to expand their prekindergarten programs from half day to full day, which officials with the Bastrop and Round Rock school districts applauded.

In Austin, the extra money would close a projected \$65 million budget hole, provide employee raises and allow the

Bill's effects on area school districts

Under House Bill 3, Central Texas school districts would receive a collective \$250 million more than under current law in 2020.

District	Tax bill annual reduction on \$300K home	Expected recapture under current law	Expected recapture under HB 3	Increase to operating revenue	Increase to per-student spending
Austin	\$150	\$781.6 million	\$587.5 million	\$126.5 million	\$1,759
Round Rock	\$120	\$51.6 million	\$0	\$24 million	\$498
Leander	\$120	\$1.3 million	\$0	\$11.4 million	\$291
Pflugerville	\$120	\$0	\$0	\$12.7 million	\$525
Hays	\$120	\$0	\$0	\$11.2 million	\$591
Del Valle	\$120	\$0	\$0	\$9 million	\$901
Georgetown	\$150	\$25.3 million	\$7.4 million	\$9.5 million	\$828
Bastrop	\$120	\$0	\$0	\$9.3 million	\$904
Manor	\$120	\$0	\$0	\$7 million	\$776
Lake Travis	\$120	\$58.3 million	\$45 million	\$6.2 million	\$598
Eanes	\$120	\$110.7 million	\$95.9 million	\$7.3 million	\$939
San Marcos	\$120	\$10.5 million	\$0	\$6.9 million	\$924
Hutto	\$240	\$210,200	\$0	\$5.9 million	\$796
Dripping Springs	\$240	\$11.1 million	\$1.5 million	\$3.9 million	\$578

Source: Texas Legislative Budget Board



Kettisha Jone assists second-grade students in Susan Davidson's classroom at Wieland Elementary in Pflugerville. [RALPH BARRERA/2018 AMERICAN-STATESMAN]

district to invest in academic programs. Any additional money would not, however, go toward keeping open the district's aging schools, some of which will be closed as early as next year, Conley Johnson has said.

She also questioned whether the data released Monday underestimates the student enrollment loss the Austin district, which has 81,000

students, is anticipating for next year. The state could be off by about 600 students, which would reduce the amount it will get in the end. The district, which has lost students for six consecutive years, is projected to lose another 1,400 in 2019-20.

Faced with the opposite problem, Round Rock school district officials said the infusion of money would help them

keep up with enrollment, which increased by 1,200 students this year and is expected to grow by 800 next year.

"As part of the budget process for a growing a district, we have to look at staffing — are we going to need additional teachers?" said Kenneth Adix, chief financial officer for the Round Rock district.

Round Rock passed a \$4.5 million budget deficit this year.

Under the bill, the district's recapture payment would drop from \$51.6 million to zero in 2020.

Dripping Springs' recapture payment would drop by about \$9.5 million. But because its tax rate is being cut by 8 cents per \$100 in property valuation, the district's bottom line would increase by only \$3.9 million in revenue for its \$68 million to \$70 million operating budget.

Superintendent Bruce Gearing said that while the influx of money "would do a lot of good for kids in Dripping Springs ... there aren't a lot of big changes we're going to make."

The school board must adopt its budget by the end of June, so there's a chance the district won't know what the law will be by then, Gearing said.

He said he would want to use the money for additional employees, but it is difficult to hire quality people late in the summer.

"There are still constraints to this even if this goes well," Gearing said.

Numbers aren't final

Although the Senate's plan would also cost \$9 billion over the next two years, with \$2.7 billion going toward property tax relief, the Senate wants to spend the school finance portion of the bill differently from the House. The Senate wants to spend \$4 billion of the \$6.3 billion that would go toward schools with a \$5,000 across-the-board pay raise for teachers and librarians, leaving only \$2.3 billion directly in the hands of school district officials.

Adix said he prefers HB 3 because of its flexibility and, as many districts have said, Round Rock hopes to give teachers raises with money it receives from the Legislature.

Gearing said he is afraid the Senate's mandated teacher pay raise would become an unfunded liability for districts if the state can't find the money during an economic downturn, as in 2011. Couple the liability with the tax cuts both the House and Senate want to make to his district's

See **SCHOOLS, A8**

LOOP 360 PROGRAM WESTLAKE DRIVE 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 Westlake Drive and Cedar Street intersections. 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 Loop 360 and Westlake Drive/Cedar Street include

- Removal of the traffic signals from the Loop 360 mainlanes at Westlake Drive and Cedar Street
- Construction of an underpass (where the Loop 360 mainlanes go under the cross streets) at both intersections, with non-signalized U-turns at Westlake Drive
- Addition of a shared-use path and sidewalks within the project limits to improve bicycle and pedestrian accommodations

**Tuesday
April 23, 2019
4 - 6 p.m.**

**Riverbend Church
(Community Center)
4214 N. Capital
of Texas Highway
Austin, TX
78746**

UNABLE TO ATTEND?
Review materials and provide comments online at our virtual workshop
April 23 - May 8
Loop360Project.com

**austin
MOTION**
2016 MOBILITY BOND

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 Wednesday, May 8, 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 five 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.

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LOOP 360 AT WESTLAKE DRIVE PROJECT

Workshop Flyer



PUBLIC WORKSHOP

We Want to Hear from You.

You are invited to attend a public workshop for the Loop 360 at Westlake Drive project.

TxDOT is moving forward with Option 3, which includes routing the Loop 360 mainlanes under Westlake Drive and Cedar Street, where bridges will be constructed. Come and go at your convenience to learn more about the project and provide input on the updated design. 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 Westlake Drive project.



WHEN:

Tuesday
April 23, 2019
4 to 6 p.m.



WHERE:

Riverbend Church
(Community Center)
4214 N. Capital of Texas Highway
Austin, TX 78746



About the Loop 360 Program

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.

The Loop 360 at Westlake Drive project includes removing the traffic signals on the Loop 360 mainlanes at Westlake Drive and Cedar Street, and adding an underpass (where the mainlanes go under the cross streets) at both intersections.

The project also includes adding non-signalized U-turns in both directions at Westlake Drive, as well as 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 Wednesday, May 8, 2019 to be included in the official record of this public workshop.



MAIL

Crystal Wotipka
TxDOT Austin District Office
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 five days prior to the public workshop. Every reasonable effort will be made to accommodate these needs.

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FIND OUT MORE
www.LOOP360PROJECT.com

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[@Loop360Project](https://twitter.com/Loop360Project)



CONTACT US
TxDOT Public Information Officer
Brad Wheelis
Bradley.Wheelis@txdot.gov | 512.832.7060

e-Blast to Program Stakeholders



TxDOT TO HOST SECOND PUBLIC WORKSHOP FOR LOOP 360 AT WESTLAKE DRIVE PROJECT

We want to hear from you! TxDOT, in conjunction with the city of Austin, is hosting a public workshop for the Loop 360 at Westlake Drive project on Tuesday, April 23, 2019, from 4 to 6 p.m. at the Riverbend Church Community Center, located at 4214 N. Capital of Texas Highway, Austin, TX, 78746.

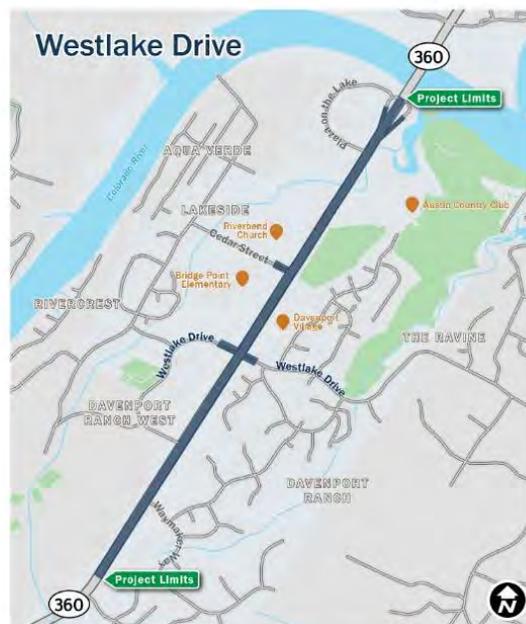
In September 2018, TxDOT presented three options for the Westlake Drive project to the community. After reviewing and incorporating all public feedback, TxDOT is recommending moving forward with Option 3, which includes removing the traffic signals on the Loop 360 mainlanes and routing the mainlanes **under** Westlake Drive and Cedar Street, where bridges will be constructed. The project also includes non-signalized U-turns at Westlake Drive and a shared-use path and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

In response to public input, the project team has incorporated several new or modified features into the design. They include:

- Adding a dedicated U-turn lane on the Loop 360 connector roads in both directions at Westlake Drive
- Adding dedicated right-turn lanes to and from the Loop 360 connector roads and Westlake Drive
- Adding one lane in each direction on Westlake Drive east of Loop 360
- Adding a second left-turn lane from eastbound Cedar Street onto the northbound Loop 360 connector road

TxDOT also partnered with the city of Austin, Eanes ISD, and Safe Routes to School to enhance the bicycle and pedestrian accommodations in the area. Changes include:

- Adding a shared-use path (SUP) on the Cedar Street bridge to provide a safe crossing between the east and west sides of Loop 360
- Extending the sidewalk on the south side of Cedar Street to connect to Bridge Point Elementary School
- Extending the SUP on the north end of the project limits to connect with the Pennybacker Bridge





Project map

At the workshop, the project team will gather feedback on the proposed improvements. You can come and go at your convenience, and a virtual workshop will be also available on the website at Loop360Project.com from April 23 until May 8 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 five 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 Wednesday, May 8, 2019 to be included in the official record of this public workshop.

For more information, visit www.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



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@Loop360Project

Follow

Your opinion counts! The TxDOT team has made some changes to the Westlake Drive project based on public input. We're excited to share them with you! Join us at our next workshop at Riverbend Church on April 23 from 4-6 p.m. to provide your feedback.



8:08 AM - 4 Apr 2019



Loop360Project
@Loop360Project

Follow

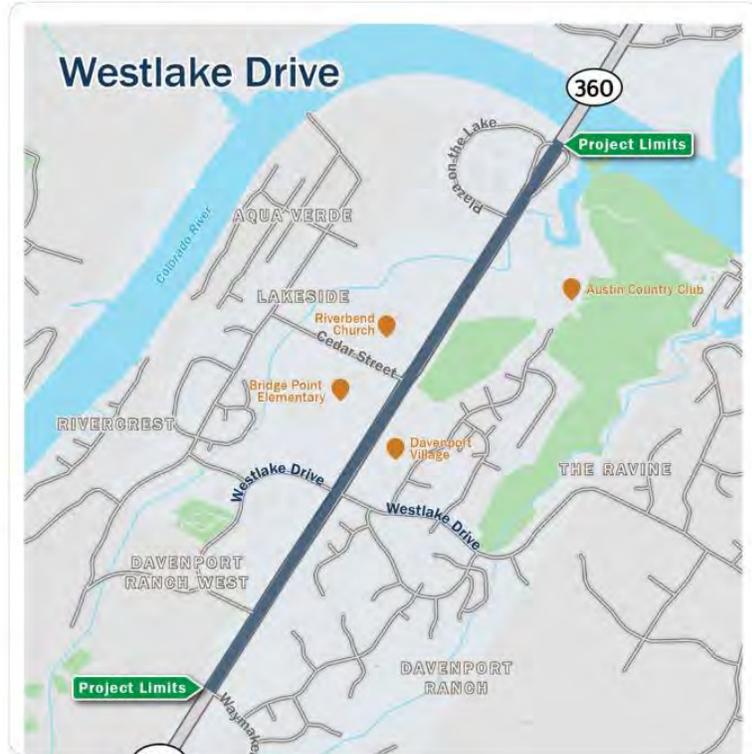
Come check out the updated design for the Westlake Drive project and provide your input! Our next workshop will be at Riverbend Church on April 23 from 4-6 p.m.

9:02 AM - 15 Apr 2019

 **Loop360Project**
@Loop360Project

Follow

The TxDOT team is all set to share the proposed updates to the [#Loop360](#) at Westlake Drive project. Don't forget to join us this afternoon from 4-6 p.m. at Riverbend Church to give your input. Can't wait to see you there!



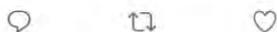
8:02 AM - 23 Apr 2019

 **Loop360Project**
@Loop360Project

Follow

There is still time to hear all about the proposed updates to the [#Loop360](#) Westlake Drive project and give your input! The team will be at Riverbend Church until 6pm [#StayInTheLoop](#)

3:10 PM - 23 Apr 2019



On Road Signage



CSJ 0113-13-166 SL 360: Westlake Dr. On Road Signage

4 messages

Crystal Wotipka <>

Tue, Apr 9, 2019 at 1:38 PM

To: Jon Geiselbrecht <Jon.Geiselbrecht@txdot.gov>

Hi Jon,

As you know, the Loop 360 at Westlake Drive workshop #2 is coming up in a couple of weeks. Can we request PCMS boards again? We'd like one in both the north and southbound direction, in whatever location is best for visibility around Westlake Drive/Cedar Street. Set up Monday 4/15 or Tuesday 4/16, and removal the morning of Wednesday 4/24. Copy is:

WESTLAKE
WORKSHOP
4/23/19

<flash>

RVRBEND
CHURCH
4-6 PM

Please let me know if you need anything else.

Thanks,
Crystal

--

Crystal Wotipka
Sr. Community Outreach Manager

Jon Geiselbrecht <>

Tue, Apr 9, 2019 at 2:19 PM

To: Ronald Switzer <>

Cc: Crystal Wotipka <>

Ron, can you make this happen on Lp 360? See dates and message below. Thanks, Jon

From: Crystal Wotipka [mailto:cwotipka@rifeline.com]

Sent: Tuesday, April 09, 2019 1:38 PM

To: Jon Geiselbrecht

Subject: CSJ 0113-13-166 SL 360: Westlake Dr. 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.

[Quoted text hidden]

.....
A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

Ronald Switzer <Ronald.Switzer@txdot.gov>
To: Jon Geiselbrecht <Jon.Geiselbrecht@txdot.gov>
Cc: Crystal Wotipka <cwotipka@rifeline.com>

Wed, Apr 10, 2019 at 7:09 AM

[This has been scheduled](#)

Ron Switzer

Maintenance Section Supervisor

Travis South

12315 US 290 W

Austin, TX 78737

Texas Dept. of Transportation



NEWS RELEASE

AUSTIN DISTRICT

Brad Wheelis

O: (512) 832-7060

C: (512) 815-7239

Bradley.Wheelis@TxDOT.gov

TxDOT TO SHARE DESIGN CHANGES FOR THE LOOP 360 AT WESTLAKE DRIVE PROJECT

Updates based on input received during first phase of public outreach

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April 19, 2019

AUSTIN — The Texas Department of Transportation will host a public workshop to discuss the proposed improvements to Loop 360 at Westlake Drive on Tuesday, April 23, 2019 from 4 to 6 p.m. The workshop will be held in the Community Center at Riverbend Church, located at 4214 N. Capital of Texas Highway in Austin. The meeting will be an open house format with no formal presentation, so attendees can come and go at their convenience.

The purpose of the project is to improve safety and mobility at the intersections of Westlake Drive and Cedar Street. In September 2018, TxDOT presented three options to the community. After reviewing and incorporating all public feedback, TxDOT is recommending moving forward with the underpass option. Proposed improvements include

- Removing the traffic signals from the Loop 360 mainlanes at Westlake Drive and Cedar Street and adding underpasses (where the mainlanes go under the cross streets) at both intersections
- Adding non-signalized U-turns at Westlake Drive
- Adding a shared-use path and sidewalks within the project limits to improve bicycle and pedestrian accommodations

In response to public input, the project team has incorporated several new or modified features into the design, including dedicated turns, U-turns, and through lanes at Westlake Drive and Cedar Street. TxDOT also partnered with the City of Austin, Eanes ISD, and Safe Routes to School to enhance the bicycle and pedestrian accommodations in the area, including adding a shared-use path and extended sidewalk at Cedar Street to provide access to Bridge Point Elementary School, and extending the shared-use path at the Loop 360 Boat Ramp to connect with the existing sidewalk on the Pennybacker Bridge.

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 requested.

Those unable to attend the meeting in person can review materials and comment online via our virtual workshop, which will be available from April 23 through May 8, 2019, at www.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 Wednesday, May 8, 2019 to be included in the public record.

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

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

###

The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, rail, and public transportation across the state. Through 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

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Appendix C: Sign-In Sheets

Loop 360 at Westlake Drive Workshop

Tuesday, April 23, 2019, 4 to 6 p.m.

Riverbend Church, 4214 N Capital of Texas Hwy, Austin, TX 78746

Public Sign-In

NOTICE: Filming in progress.

Name	Elected Official Check Here
1 FRANK HANZLIK	
2 Barbara Humphrey	
3 Jimmy Humphrey	
4 WAYNE FLEESOR	
5 DAVID	
6 Kyle Gray	
7 Brendon + Evelyn Mullen	
8 MICHAEL AYER	
9 Bill + Sharon Williams	
10 Alice + Jim Turner	
11 Mercedes Frost	
12 Fred Thomas	
13 WILL SHEPHERD	
14 Bill Brudnick	
15 Linda Bailey	

NOTICE: Filming in progress.

	Name	Elected Official Check Here
16	Teri Waters	
17	Del waters	
18	Page Ombrek	
19	KEN OMBREK	
20	Paul Norwood	
21	MARRIANNE + JOHN KYGER	
22	Connie Jout	
23	Misty Burns	
24	MIKE REA	
25	Lillian Montgomery	
26	Paul Beaman	
27	AJAY PRAKASH	
28	Diana Appgar	
29	Richard Paldock	
30	Robin Pagley	
31	KRISHAN MALIK	
32	Tateck McCallough	
33	Charles T. Mansum	
34	Barbette Cooper	
35	Stephen Katz	

NOTICE: Filming in progress.

	Name	Elected Official Check Here
76	John Doherty	
77	LYRA Bemis	
78	Dean Truitt	
79	Karla Lee	
80	Mariana Morvan	
81	Mark McAllister	
82	MARC ALCEDO	
83	Sammy Mahmud	
84	Erelyne Cras (signed in twice)	
85	Eric Slavita	
86	Dugg Paul	
87	STEVE ITHEN	
88	Chuck Monson	
89	Cecilia Nowood	
90	Caren Upshaw	
91	Martin Sampson	
92	Michael Wheeler	
93	Dianne Mangum	
94	José M. Sandoval	
95	Sergio Hernandez	

NOTICE: Filming in progress.

	Name	Elected Official Check Here
96	Victoria Tollen	
97	Hilton Puckett	
98	Julie and John Ewald	
99	WILLIAM NUNNO	
100	John Elcock	
101	Kathy Caskey	
102	Susan Kimbrough	
103	Jimm Root	
104	Wallis Goodman	
105	Dodie Sampson	
106	Palmer Buel	
107	ERIC PUCHT	
108	MARCUS CORONADO	
109	Nicole Coronado	
110	Ali Mevis	
111	Jeff Brunson	
112	SUSAN BROER	
113	GREG BROER	
114		
115		

Loop 360 at Westlake Drive Workshop

Tuesday, April 23, 2019, 4 to 6 p.m.

Riverbend Church, 4214 N Capital of Texas Hwy, Austin, TX 78746

Staff Sign-In

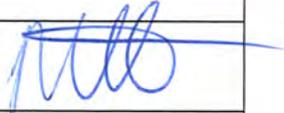
NAME	ORGANIZATION	INITIALS
Abby Brunson	Rifeline	AB
Adrian Martinez, P.E.	TxDOT	AM
Allen Crozier, P.E.	HDR	AC
Amy Redmond	TxDOT	AR
Andy Atlas	CP&Y	AA
Brad Wheelis	TxDOT	BW
Bruce Byron	TxDOT	BB
Crystal Wotipka	Rifeline	CW
Darren Dodson	CP&Y	DD
David Harrah	TxDOT	
Diann Hodges	TxDOT	
Dipti Borkar-Desai, P.E.	City of Austin	DBD

Loop 360 at Westlake Drive Workshop

Tuesday, April 23, 2019, 4 to 6 p.m.

Riverbend Church, 4214 N Capital of Texas Hwy, Austin, TX 78746

Staff Sign-In

NAME	ORGANIZATION	INITIALS
Dwayne Halbardier, P.E.	TxDOT	
Eddie Garcia, P.E.	TxDOT	EG
Epi Gonzales, P.E.	TxDOT	
Emily Tuttle	City of Austin	
Glen Taffinder	City of Austin	
Heather Ashley-Nguyen, P.E.	TxDOT	
Jon Geiselbrecht	TxDOT	
Katy Nail	Rifeline	KAN
Kevin Dickey, P.E.	TxDOT	
Lucas Short, P.E.	TxDOT	LSS
Marisabel Ramthun, P.E.	TxDOT	
Melissa Hurst	Rifeline	
Michelle Romage-Chambers, P.E.	TxDOT	

Loop 360 at Westlake Drive Workshop

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Staff Sign-In

NAME	ORGANIZATION	INITIALS
Mike Meroney, P.E.	HDR	MM
Paul Schrader, P.E.	CP&Y	PS
Paul Terranova, MBA, P.E.	City of Austin	PT
Robert Carrillo, P.E.	RTG	RC
Rob Spillar, P.E.	City of Austin	
Seyed Miri, P.E.	TxDOT	SM
Shirley Nichols	TxDOT	SN
Terry McCoy, P.E.	TxDOT	
Amir Emamian	Public Works	A
NORMA RIVER	TxDOT	NR
FASHEED ISLAM	HDR	FI

Appendix D: Comments Received



LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): Michael Ayel



Comment:

IT IS VERY DIFFICULT NOW TO GET ON TO LOOP 360 FROM BOLD RULER WAY BECAUSE ~~THE~~ IT IS HARD TO FIND A SUFFICIENT SPACE TO COME UP TO SPEED WHEN ENTERING LOOP 360. IT WOULD BE A GREAT HELP TO HAVE A MERGE LANE ADDED ON THE EAST RIGHT OF WAY TO ALLOW FOLKS A SAFE WAY TO MERGE INTO THE HIGHWAY SPEED TRAFFIC. FIXING THE BOTTLENECK AT WESTLAKE DRIVE WILL ONLY EXACERBATE THE EXISTING PROBLEM, BECAUSE THE PRESENCE OF THE TRAFFIC LIGHT CAUSED PAUSES IN THE HIGH SPEED TRAFFIC THAT ACTUALLY HELPED PEOPLE GET ONTO LOOP 360 FROM BOLD RULER WAY.

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

- (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
 - I could benefit monetarily from the project or other item about which I am commenting

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LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): Paul Bluman



Comment:

It's site says - we should have supported toll 360 move thru 10 years ago when proposed.

one left turn lane west bound at Westlake Dr is not adequate need to make two left as right lane of the two is used by the people going into the office buildings.

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WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): Evelynne Cras

Comment:

Glad to see improvements to 360 on a whole. Traffic is getting worse every year so upgrades are needed.

I do not, at all, think or even believe a ~~shared~~ ^{shared} use path on both sides of 360 is needed much less required. Today I rarely see bikers on 360 and if I do they are adults who use it. Your claim is kids will bike to school or walk to school. On my little street there are 16 kids and counting & none of them even own bikes because ① it's too challenging for young kids to conquer the hills on a bike ② the parents won't leave their kids out of site w/traffic ③ aggressive driving is too prone after school hours w/rush hour. So my recommendation is make a shared use path on 1 side of 360 along the Wag-a-bag & Jac Malins ① Bikes stop here to refuse ~~to~~ today. ② No need to spend time & money excavating rock ③ preserve nature ④ Bikes get a more scenic view ⑤ you can make path bigger ⑥ Westlake & Cedar ~~Street~~ allow cross over availability ⑦ keep Davenport homes more protected ⑧ No wasted investment in a path no one uses. ⑨ less likely hood of sound wall needed. On behalf of all the parents I have yet to hear someone say "I cannot wait for my kid to walk/Bike/scooter to the elementary school." →

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flipping audiences to adults. There was mention of the shared use path going to Bee Caves. ~~It~~ Sounds lovely but similarly I nor any of my family would ever Bike next to the feeder / highway a few miles to grab groceries or food over in Bee Caves. by the time the hills are conquered a taxi can be called. lets be real, with the texas heat my steak from HERB would be cooked when I get home & produce spoiled. The utilization is not here to justify mixed use on both sides! Make one nice side

along wag-a-bag Zack allens side that gives those adult weekend riders more safety.

Sound Wall would be deniable! Please share those Plans & how that would work Seeing how close to Peoples Backyards your going.

I'm Not at all pleased with how much I'm paying for our home and how close you will now allow people to get to my home. Westlake is known as a AMAZING and highly desired area. Don't ruin it for the current and future residence on our City Austin!



LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): John Block

[Redacted address information]

Comment:

- concerns about the mixed use path on the east side and the ~~impact~~ impact to housing prices + environmental impact of shaving that much cliff

- want to know when the construction will be done. ~~at~~ Night time?

- Have talked to several neighbors about riding bike to school and all have said no

- my property backs to 360 and would like a meeting once measurements have been done to talk through the impact.

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LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): Mercedes Frost



Comment:

I like the overall plan immensely, thank you for opting for the "Cadillac plan" for this section of 360. I have a couple of recommendations, one to do ASAP and one for the main construction project:

1) Please do beforehand/ASAP: Please construct a U-turn in the median between the gas station (on the west side of 360 @ Westlake) and Waymaker Way. Folks leaving the gas station use the Waymaker U-turn at intense rates, and exiting Davenport Ranch at Waymaker Way is very dangerous because we don't know when someone is U-turning or going straight into the neighborhood. It's such an overused intersection that drivers get very desperate and aggressive with maneuvers there.

2) Is it possible to include a stretch of road for get up to speed for people turning right out of Waymaker Way, heading north-bound on 360? When there are no longer any lights on 360 and potentially no break in traffic, it seems as though it might be difficult to pull onto the highway here and merge with 360 traffic quickly. It's even more difficult because of the hill and the limited sight distance.

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LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): *Wallis Goodman*



Comment:

Super excited about improvements to/extensions of shared-use paths! They will do a ton to encourage people to walk and ride bikes, though the transition will be slow.

We always have to remember that climate change will have a huge impact on this and all area. We have to do things that will help us address it. It is an emergency, for sure, but plans like these may allow small ways to imagine different ways of going places.

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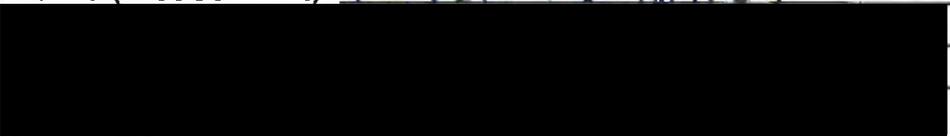
LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): Barbara Humphrey



Comment:

We are sacrificing too many feet on the east side of Loop 360 at ^{South} Westlake Dr. (houses on Nashua & Gun Bow). The first thing that needs to be eliminated is the shaded use path + sidewalks (15'). No one will walk on it + no cyclists will use it - they will stay on the main lanes.

We need to come up with ways to save feet in our rock cliffs. The houses in this section that back up to Loop 360 don't have the space to give to add 4 lanes + a bike path/sidewalk.

TxDOT needs to measure the impact on each house + meet with these homeowners to work out a better plan. As block captains of this area, we will facilitate a second meeting (1st was April 10) with these homeowners who back up to Loop 360.

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LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): TIMMY HUMPHREY



Comment:

VERY CONCERNED ABOUT HOW CLOSE
 8-10 HOUSES THAT ~~ARE~~ BACK UP TO LOOP 360.
 NEED TO HAVE DETAILED DISCUSSIONS
 WITH TX DOT AT APPROPRIATE TIME
 ABOUT LOOP 360 - WESTLAKE DR PROJECT.
OPTION TO EXPLORE:
 MOVE SHARED USE LANE FROM EAST TO
 WEST SIDE

Jimmy Humphrey 4/23/19

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WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): John Kyger

Comment:

OK
Been in Decpt. Ranch on Nashua Court since 1986. My backyard and pool back up to 360. Have about 25 yds to the drop off onto 360.
Joke. This "proposed" east side of 360 and Westlake drive is a Joke. Digging out the entire ROCK area up to my fence will destable the entire area of property owned by us home owners. High probability it will cause the ground/rock to shift thus busting my pool and house foundation.
There is NO need to do the sidewalk/bike lane on this side of 360. NOBODY WALKS from Waymire to Westlake Drive - NOBODY. Your "wonderful" bike riders are not going to ride on this walk/sidewalk. They are going to continue to ride on our 360 main service road. Joke
If you "have to have" the sidewalk/bike - put it on the other side of 360. Plenty of space to do that.
Joke NOT Needed and Total waste of Tax payers \$\$\$

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NOBODY

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LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): John Ryger

Email: [REDACTED]

Comment:

OK

ONE major Highly Recommendation

Do NOT build Sidewalk / Bike Lane on East side of 360 between Westlake Dr and Waymoran. Put it on Westside -

No Brainer cost wise.

Nobody - I mean Nobody walks or will walk on this proposed sidewalk / Bike lane.

No children will be walking or riding bikes to Bridgeport ARE KIDDING !!

No body will be walking to HES - That's a JOKE.

Put it on the Westside ONLY.

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LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): MARIANNE KYGER

Comment:

- ① I LIVE (BACK UP) TO 360. CONCERNED ABOUT SHARED PATH. + CUTTING ROCK TO ACCOMODATE IT ANY CHANCE SHARED PATH CAN ONLY BE ON OTHER SIDE OF 360 WHERE THERE IS NO ROCK TO REMOVE. (COST) IF WE MUST HAVE IT.
- ② I UNDERSTAND THERE WILL BE NO JURISDICTION TO KEEP THE LANCE ARMSTRONGS OF THE WORLD OFF THE ROADS -- SO EXACTLY WHO IS THE SHARED PATH FOR. RECREATIONAL WALKERS OF THE NEIGHBORHOOD WOULD RATHER WALK THEIR NEIGHBORHOODS THAN VENTURE OUT TO 360. OUR CHILDREN WILL NOT BE WALKING TO BRIDGEPOINT FOR SAFETY REASONS.
- ③ WHAT ABOUT REDUCING THE SHARED PATH FROM APROX. 10' TO HALF THAT WIDTH. TO SAVE ROCK + COST

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LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print):

Kantaben

Comment:

~~NO SUP~~ on EAST SIDE ✓
 Please put the SUP on West side
 less cost on West side ← its commercial
 SAVE OUR HILLS / OUR Austin

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LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): Sammy Mahmood
Address: _____
Email: _____

Comment:

① For the sake of the Homeowners Backing To 360, sidewalk/shared use Path should Be Removed To Gain the Maximum Set Back
② Consider To Reduce the width of the access Rd Lanes again to give us the Maximum Set Back
③ Keep Natural Tree Cliffs.

Thank

(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
 I could benefit monetarily from the project or other item about which I am commenting

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 Wednesday, May 8, 2019 to be included in the official record of this public workshop.

For more information or to provide input until May 8, 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



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

PLEASE READ CAREFULLY

Name (Please Print): DR K. A. MAZIK

Comment:

WIDENING
ARGUMENTS AGAINST PUTTING THE
360 HWY ON THE EAST SIDE.
ON THE EAST SIDE:

VERY IMPORTANT

① ROCK CUTTING WILL BE EXTENSIVE

② NEIGHBORS ARE WORRIED PUBLIC WILL BE USING ALONG THEIR BACKYARD - A SAFETY CONCERN

③ OWNER WOULD BE WORRIED ABOUT NOISE POLLUTION

ALL OF THE ABOVE CONCERNS CAN BE ELIMINATED BY BROADENING THE 360 HWY ON THE

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LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): Lillian Montgomery



Comment:

The plans look good. My concern is that during the 3⁺ years of construction, cutthrough traffic in my Davenport neighborhood will be horrendous! What steps will be taken to keep this from happening? The posted signs "Do not drive on shoulder" have helped reduce that problem (especially when enforced by police) but what steps can help my concern?

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LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): Brendan Mullen

Comment:

Updates to 360 are needed. A ~~used~~ shared use path on both sides is not needed. The excuse is city of Austin wants kids to ride bikes to Bridge point. No parent in their right mind would allow their 10 year old or less to cross a highway to go to school. Not to mention this is a safety issue for the residence of Devenport. I DO NOT FEEL comfortable having people bike, run, walk 5 feet away from my backyard. I don't pay the amount of property tax I do to share my yard with strangers. A Shared use path can satisfy peoples need on the non-residential side of 360 by Jack allen's & Riverbend. Never the less there needs to be a second barrier between the houses and road/shared use path.

During the construction when drilling, cutting of the "rock wall" is being done; what happens when/if my foundation cracks? WHO is at fault? Who will pay to fix it? Will I be compensated for cost incurred due to issue? All of this will need to be put in writing and sign by TxDOT & the city of Austin

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LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): Nancy Mullen



Comment:

Mixed use path for kids to walk/Bike to school is dreaming. I'm a mom and my son went to the elementary school years ago. Even when traffic was less, I would NEVER allow or tell my son to Bike or walk to school. These kids are 5-9 year olds. No mom dad grandparent would allow a child to bike or walk along 360 even with a protected path. Realize Westlake is very hilly. my son nor any of his neighborhood friends would bike around the neighborhood due to the inclines and traffic. Never in my life would I allow a child to get close to Westlake Pk. People speed, rip corners, No shoulder etc. This mixed use path is not needed for Westlake. For those weekend bikers, give them the path on West side of 360 Next to the grandduca Hotel, gas station, Jack Allens & all the businesses.

My thoughts listed here are those shared by Westlake parents and grand parents Please Re-consider!

Additionally Neither would I or my friends ever think of Biking here myself.
Save the time, money, and effort. Nix or one side the Bike path.

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LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): Richard Paddock

Address: [REDACTED]

Email: [REDACTED]

Comment:

is one left turn lane from 360 heading to Westlake Dr
heading west enough? There are two now and they
both are full with each light cycle.

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LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): Gregg PAUL

[Redacted address information]

Comment:

- ① Well done. Looks good overall.
- ② Some concern ~~is~~ about ~~loop~~ westbound traffic on Westlake Drive at LP360 continuing to back up. It's not clear this design alleviates it.
- ③ Thanks for doing the project updates.

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LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): MARTIN SAMPSON



Comment: Great! I really like what you have done for the right terms on Westlake.

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TxDOT Austin District Office
Attn: Loop 360 Program
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LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): Fred H. Thomas

[Redacted address area]

Comment:

The Westlake Drive additional right turn is needed now. The existing lack of right turn only lane for westbound Westlake Drive to Northbound Loop 360 is a terrible choke point creating long back ups to Belmont Park at Peak morning drive times. Exist ~~to~~ lane only allows two vehicle stack before right turn is presented. This situation should be addressed immediately, NOT FIVE YEARS from now.

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LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print):

Victoria Tollen

Comment:

Anything that can be done to eliminate any traffic on Bunny Run would be appreciated. This should be a neighborhood street. We have mothers pushing strollers, children riding bikes, joggers and dog walkers whose lives are at risk when BFE parents talk on their phones while RACING to drop their kids.

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LOOP 360 PROGRAM



WESTLAKE DRIVE PUBLIC WORKSHOP COMMENT FORM

April 23, 2019, 4 to 6 p.m., Riverbend Church, Austin, TX

Name (Please Print): BILL & SHARON WILLIAMS

Address: 3701 NEEDLES DR

Email: BIWILL@SWBELL.NET

Comment:

1) AT THE END OF THE PROJECT, THINGS WILL BE BETTER

2) CONCERNED ABOUT THE MIXED USE PATH AND ITS PROXIMITY TO THE CLIFF AND HOMES ON THE EAST SIDE OF 360. CLIFF EROSION, ~~PROXIMITY~~ ENCROACHMENT TO THE HOMES IN DAVERNPORT AND THE NEED FOR A "TWO LANE" PATH IS OF CONCERN. WOULD SUGGEST THE PATH RUN ON THE WEST SIDE WITH CROSSING AT CEDAR AND WESTLAKE PICKING UP AT CEDAR AND CONTINUING TO THE BRIDGE TO THE EXISTING PEDISTRIAN CROSSING. ANOTHER ALTERNATIVE IS TO TAKE IT TO THE BOAT RAMP AND CROSS THERE TO CONNECT TO THE BRIDGE

3) CONCERNED ABOUT THE CONSTRUCTION PHASE - CAPACITY, NOISE, DUST. ALSO POOL SIGNAGE AT THE SLAUGHTER PROJECT SHOULD NOT BE REPEATED = GIVE TRAFFIC AMPLE WARNING AND CLEAR SIGNAGE.

4) WHILE PUBLIC STREETS ARE FAIR GAME, CONSIDER THE IMPACT ON THE NEIGHBORHOOD FROM CUT THROUGHS - ALREADY A PROBLEM

THANKS FOR YOUR CONSIDERATION

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

Re: 360 Project at westlake drive

Christopher Burns

Tue 5/7/2019 9:23 PM

To: Crystal Wotipka-C <CWOTIP-C@txdot.gov>;

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.

Minor correction: we do not need two of them north of westlake dr. (between westlake and the river).

Chris~

On May 7, 2019, at 9:21 PM, Christopher Burns wrote:

I've had a careful look at the updated proposal for the westlake drive portion of the 360 project and I have a few comments.

Positives:

- very glad to see provision for safe pedestrian and bike pathways that connect davenport ranch neighborhood with the bridgeport school and the riverbend church
- glad to see that 360 will be submerged, rather than elevated
- pleased to see that the 360 mainlines will not be gaining additional lanes

Negatives:

- The so-called "connector" lanes are disappointing. These are essentially frontage roads and we do not need two of them south of westlake dr. Accessing area properties should be done from side streets wherever possible. For example, 360 traffic desiring to access the church or the school can easily do so via bunny run.

I very much hope that it will be possible to bike the entire length of 360 from 2222 to 2244 will be bikeable without having to cross traffic lanes without the protection of a light. As it stands today, I cannot exit the capitol ridge complex and bike north without crossing northbound lanes to get to the shoulder. I drive to work, even though I'm less than 3 miles away from the office, and I would like not to.

Chris~

Loop 360 Project Westlake Drive

Elaine Heinze

Wed 5/8/2019 9:05 PM

To: Crystal Wotipka-C <CWOTIP-C@txdot.gov>;

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.

I do not want bike lanes that are next to Davenport Ranch. We have neighbors with nice homes, yards and pools. Not fair to them at all. Bike lanes need to be by Jack Allen's.

We live at the end of Riva Ridge Rd and everyday I see all the cut through traffic coming down the road. I am so concerned someone is going to have a terrible accident. Cars don't always stop!

With the construction how will you handle the traffic?

It is terrible now with everyone cutting through.

Thank you.

Sent from my iPad

Crystal Wotipka-C

From: Malik, Krishan A <[REDACTED]>
Sent: Monday, April 29, 2019 1:46 PM
To: Bruce Byron; Crystal Wotipka-C
Cc:

Subject: SERIOUS CONCERNS ABOUT LOOP 360 UPCOMING CONSTRUCTION

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.

[This e-mail is being sent to register our very serious concerns regarding the upcoming construction to take place on Loop 360.](#)

I attended the meetings sponsored by the Texas Department of Transportation and along with my neighbors brought up many serious concerns regarding this project. I followed it by my recommendations that addressed practically **ALL** the objections raised by the residents of Davenport Ranch. In response to all the comments and recommendations listed below with the person who headed up the presentations, I was very disappointed that I did not receive a single response worthy of serious consideration. As a result, I am sending this e-mail in which I have listed below the various recommendations and the numerous concerns that would remove the serious issues raised by the residents. Incidentally, I discussed these issues also with other residents of Davenport Ranch and they all agreed with me unanimously.

I along with fellow residents are of the *considered* opinion that the expansion of Loop 360 on its west side instead of the

east side especially where it runs parallel and close to Devenport Ranch neighborhood should be actively considered. This would eliminate the many concerns including:

1.

It would eliminate (costly) cutting of the cliffs since there are hardly any cliffs on the west side especially across from Davenport Ranch. Not only the cutting of the cliffs would leave ugly scars on the hillside/landscape, it could result in additional instability of the cliff wall causing major safety concerns by falling rocks.

2.

The acquisition of the right-of-way with its accompanying problems would be significantly reduced.

3.

The serious concerns of the neighbors whose backyards would end up very close to the Loop (as a result of east side expansion) resulting in both safety/security related problems and noise pollution will be significantly reduced.

4.

Importantly, the value of properties in Davenport Ranch which is a serious genuine concern of the homeowners will not be affected.

5.

There is No convincing reason why DOT cannot use the median property in the middle of Loop 360. This will eliminate the need for unnecessarily cutting the beautiful rock cliffs. The only argument being put forth in this regard is that they are being saved for future needs. ONE WONDERS ABOUT THE WISDOM OF SAVING THEM

**FOR FUTURE NEEDS WHEN THE DIRE AND OVERWHELMING
NEED IS TODAY.**

6.

It is not clear what thought if any has been given to the possible expansion of Pennybacker Bridge. This would become necessary very shortly. Without the expansion of the Pennybacker Bridge could lead to back-up traffic all the to Westlake Drive on the south side and Spicewood Springs Road on the north side.

7.

We have lived in Davenport Ranch for about quarter of a century and have never seen a single pedestrian walk along Loop 360 even the cyclists are seen only once in a while. In view of this one wonders why the need for having a “shared-use path and sidewalks” on both sides of the highway. It would be totally un-necessary and unduly extremely costly. The State as the custodian of the tax payers money is expected to use it wisely and judiciously. Construction of “shared-use path and sidewalks” on both sides on Loop 360 is not considered a wise use of tax payers money.

Please allow me to end that most regrettably the neighbors have been provided with **ONLY ONE OPTION OR ONLY ONE SET OT PARAMETERS.** In order to make an formed decisions the neighbors should be provided with the pros and cons of and the cost associated with **TWO OR MORE OPTIONS.**

I am looking forward to receiving a response to this e-mail from the appropriate DOT authorities. However, if necessary my

neighbors and I would be pleased to meet with DOT officials in person to discuss this extremely important subject. .

Krishan A. Malik, Ph.D.

Loop 360

Patricia Wheeler

Wed 5/8/2019 8:37 PM

To: Crystal Wotipka-C <CWOTIP-C@txdot.gov>;

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.

We are happy with the design we are seeing. We are VERY concerned about the traffic. It is AWFUL already. We live on Carry Back and we really need help stopping the cut through traffic. The construction and timeline are a huge worry. We would like to see the cliffs preserved as their are cutting out the pedestrian lanes on our side of 360. Thank you for all your work on this.

Mike and Pat wheeler

Sent from my iPhone

Online Comments

Comment	Full Name	I am employed with TxDOT	I could benefit monetarily from the project or	I do business with TxDOT	Created Time
<p>Hello,</p> <p>We live in Davenport Village on Needles and are excited about this project, but concerned about taking out any more limestone on our side of the road. It seems to make more sense to take space from the west side of the 360 since there are not any home or a limestone wall.</p> <p>Thanks!</p> <p>Christine</p>	Bagot, Christine	false	false	false	04/28/2019
<p>I own Realty Austin and I live 1 mile away from Westlake Dr and 360. Another neighbor summed up my feedback brilliantly. I will paste it here as it echoes my sentiment.</p> <p>Nowhere do the visuals mention preserving the integrity of the scenic drive or the picturesque rock cliffs or any of the things that make Loop 360 unique. Nor does it mention preserving the quality of life and value of properties belonging to Residents who live in neighborhoods along Loop 360.</p> <p>In fact, the first of the several proposed projects, "Loop 360 at Westlake Drive Intersection" has grown and expanded to the point that it surely will have a detrimental impact on both Residents and the amazing cliffs on the east side of the loop, south of Westlake Drive.</p> <p>The current proposed plans include significant digging into our cliffs, leaving them scarred and possibly</p>	Boatwright, Jonathan	false	false	false	05/08/2019

concreted over. When construction is complete, the “new” edge of the cliffs will come within feet of Residents; some residents fear it will actually encroach into their homes. The 2-3-year process of digging into the limestone cliffs will create significant noise and dust for hundreds of residents, shoppers, diners, and visitors to this section of Davenport Ranch. It could be intolerable for families closest to the Project. It isn’t necessary.

You can accomplish your goals without damaging our cliffs and homes and without creating an unbearable disturbance. It is not necessary to take such a destructive approach to accomplish your goal. You can save significant costs. The City of Austin will never recover from the destruction of all that is good about Loop 360 when you had other better options. I offer the following alternative to your current proposed plans.

SUMMARY:

Priority 1: Preserve the cliffs on the east side of Loop 360, south of Westlake Drive. Preserve the homes of Residents that back up to the east side of the loop.

Save 15 feet and reduce the budget: Eliminate the shared-use path and sidewalks on the east side of Loop 360. Details follow this summary.

Use the 2 existing northbound lanes of Loop 360 and the shoulder for 3 (not 4) connector roads from the northbound Loop 360 “Westlake Drive/Cedar Street

Exit” on-ramp. The original plans included 3 connector roads; the 4th was a recent addition.

Use the Loop 360 center grass median in this section of the Project to construct the northbound lanes of Loop 360 and the shoulder. TxDOT says they are saving the center median for future expansion of additional lanes on Loop 360 in case they are needed. This property is needed NOW. The feasibility of adding lanes to Loop

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<p>360 will be challenging because the bridge is only 4 lanes wide, with no plans to expand. The bridge will be a significant bottleneck to adding lanes to Loop 360 in the future.</p> <p>The rest of the Project can be constructed, as proposed, west of the northbound lanes. There are no cliffs on the west side of Loop 360 at this intersection. There are no homes on the west side. It is already commercial and presents no threats to residents or cliffs.</p> <p>BACK-UP SUPPORT INFO:</p> <p>3 (NOT 4) CONNECTOR ROADS: We propose to construct 3 (not 4) connector roads from the on-ramp for northbound traffic taking the “Westlake Drive/Cedar Street Exit.” Connector roads include:</p> <p>A non-signalized U-turn lane at Westlake Drive;</p> <p>A left-turn/through lane for vehicles turning left on Westlake Drive or continuing through to Cedar Street or to the exit-ramp back onto Loop 360 north near the bridge; and</p> <p>A right-turn lane at Westlake Drive.</p> <p>SHARED-USE PATH AND SIDEWALKS - We propose to eliminate the shared-use path and sidewalks from the east side of Loop 360 within the limits of this Project.</p> <p>CHILDREN BIKING TO SCHOOL: The Virtual Workshop visuals state that TxDOT “partnered with Austin Transportation, Eanes ISD, and the Safe Routes to School Program on bicycle and pedestrian improvements” before adding a shared-use path and sidewalks (SUP) to both the east and west sides of Loop 360, running the entire length of the Project Limits.</p> <p>Perhaps you should have partnered and consulted with Parents of children, ages 5-12, about the need or desire for this sidewalk as a means for their children to walk or bike to Bridge Point Elementary School. We asked many Davenport parents to weigh in on the sidewalk</p>					
---	--	--	--	--	--

<p>along Loop 360 for their children to walk and bike to school.</p> <p>First, not one parent said they would allow their child to walk or ride a bicycle from home, up and down the hills of Davenport, navigating the heavy neighborhood “cut-through” traffic, to the Loop 360 sidewalk.</p> <p>Further, the thought of their child walking or riding a bike on a sidewalk that runs parallel to Loop 360 connector roads (with only a 5-foot buffer of grass) to Bridge Point Elementary School during morning rush-hour traffic, and in the afternoons, was shocking to parents. The trip would be dangerous and exhausting.</p> <p>CYCLISTS EXITING THE MAIN LANES OF LOOP 360 to ride on sidewalks where they will encounter two traffic lights is as incredible as children riding the bikes to school on it. A cyclist who rides on Loop 360 is looking for an unencumbered ride. They will ride on the shoulder, same as they do today, to avoid traffic lights. Again, I ask that you consult with some cyclists. We have many here in Davenport.</p>					
<p>I have lived in this neighborhood and this house for 24 years. I understand and support the project to expand and improve Loop 360.</p> <p>PLEASE don't cut into the beautiful limestone cliffs! Especially do not cut the walls if you will then need to cover them with retaining walls, which will destroy their natural beauty. There is so much flat, unused, and unusable space on the west side of the highway, why not save money from cutting into cliffs?</p> <p>There is no demand for a walking path along Loop 360. I believe if you took a poll of the families that live in this school district, no one would want to walk or bike to school. Even if there were a path along the highway, there is no safe walking path on Westlake Drive, and</p>	Cooper, Barbette	false	false	false	05/04/2019

<p>that is where many families will be coming from. The number of bikers that use Loop 360 do not warrant such an extreme use of space and money and destruction of beauty that this plan will require. In summary, you should avoid cutting the walls for multiple reasons - whether esthetics, environmental or economic. We urge you to stop and consider other approaches that address these concerns. Thanks!</p>					
<p>We've lived here on the cliff overlooking Loop 360 for almost 25 years. The issue at hand now is to separate local from highway traffic by going under Westlake Dr and adding ramps on either side, widening the highway. Compounding that challenge are plans to cut away the cliff on the east side, to make room for pedestrian and bike paths! So with that focus, logical solutions should also include using the median or the west side of the highway, where development would be less costly and less disruptive. I'd like to see more discussion about alternatives to cutting into the cliff. I also don't believe that pedestrians will use these paths. In the end, as a property owners my preference would be to avoid the expense of cutting into cliffs by using the median space or space to the west of the highway, where there are no cliffs. Why would that be a worse idea? How would costs compare? How would impacts differ? I appreciate the process and thanks for listening.</p>	Cooper, John	false	false	false	05/05/2019
<p>Overall the design is a great solution to a difficult problem, but I have two concerns;</p> <ol style="list-style-type: none"> 1. What steps will be taken to minimize thru traffic on Waymaker/ Riva Ridge during the construction phase? There is already a high volume of cars cutting thru these streets and the construction will likely make this worse. 2. The proposed shared use path on the east side of 	Cossey, Tristan	false	false	false	05/03/2019

<p>360 requires too great of disturbance to the existing cliff. The shared use path should be eliminated between Waymaker / Westlake to prevent potential aesthetic and structural damage to surrounding homes.</p>					
<p>I support removing the crossover at Waymaker Drive since that is a dangerous intersection. However that change will create more volume turning right which will either back up on Waymaker or cause people to take Riva Ridge through the neighborhood to get to Westlake Drive. A good alternative would be to begin a new lane at Waymaker which would allow people to quickly and safely turn right, merge, and then u-turn at Westlake Drive to go south on 360. You might also consider a short turn lane off 360 north onto Waymaker to make it safe and easy to enter Davenport.</p>	Ditto, Steven	false	false	false	04/28/2019
<p>I'm very supportive of a shared use (bike, walk) path from Waymaker Way to WestLake Drive. According to walkscore.com the neighborhood gets a Walk score of 18 and a Bike score of 9 (out of 100). I'm not sure what the impact would be to the backyards along the cliff but something needs to be done and the option should not be dismissed. Improved walkability is important to quality of life and property values for everyone in Davenport.</p>	Ditto, Steven				05/09/2019
<p>I prefer the option 1 best. The overpass for Cedar street is unsightly and a lot of impervious cover. The u-turns look like they would work well for that street instead of making an overpass there, especially since it is only on one side of the road. Putting the main lanes of 360 under the overpasses at Westlake & Cedar St seems like it would make it easier for 360 to flood in heavy rains. I feel it would be better</p>	Dunlap, Elizabeth	false	false	false	04/29/2019

<p>if anything were going to flood that it be the ancillary roads rather than the main lanes.</p>					
<p>I have used Loop 360 for 31 years commuting to work since moving to Austin in 1988. With this new current plan, I still see backups occurring at the Courtyard light going north in the evening rush hour. I know the bond money does not solve the entire loop 360 problem, but the current plan does not allow for widening loop 360 to at least 4 lanes each way north and south. Yes, this includes cutting rock in many places and expanding Pennybacker bridge. In fact, the plan with going under Westlake Drive and Cedar Street, locks the future expansion of any lanes going north and south. What am I missing. Why not build an overpass with capability of future expansion when bond money is approved? Do not tell me it will block the view as the current office buildings already do that. Why is going up not an option? Thank you.</p>	<p>Essency, Keith</p>	<p>false</p>	<p>false</p>	<p>false</p>	<p>04/29/2019</p>
<p>1. Concerned about the traffic mitigation while project is underway as we already see, by a city of Austin report, unsafe cut through traffic numbers down our street to avoid 360 traffic (they actually waste time doing this). with the construction what is TXDOT going to do to keep our neighborhood safe and not a replacement for 360? 2. Why are you all removing land from the cliffs? Not only does the affect the road noise, but the cliffs already have slides etc, I don't know how removing what is there is a safe bet for the houses that are currently set back? Why wouldn't you use the center area currently on 360? There is no future use as pennyback bridge is set at 4 lanes period, unless you all are going to take the bridge out and replace it with a 6 lane?</p>	<p>Francis, Laura</p>	<p>false</p>	<p>false</p>	<p>false</p>	<p>05/05/2019</p>
<p>First, thank you for the great deal of time, study, and thought you have put into this project. As a whole, I think it is a fantastic improvement and well-planned. Though my home is not directly affected by the</p>	<p>Frost, Mercedes</p>	<p>false</p>	<p>false</p>	<p>false</p>	<p>05/08/2019</p>

<p>expansion of Hwy 360, I understand that there are some homes in Davenport Ranch that are extremely close to the ROW and stand to be affected greatly if the cliffs are cut/carved to their greatest extents (as allowed by the ROW). I would like to voice my opinions that we save on space by NOT installing the SUP on 360, just south of Westlake Dr, to avoid coming so close to these homes as well as preserving the natural beauty of these limestone cliffs. Perhaps this would also avoid the need to cover the face of the cliffs with concrete to preserved their geotechnical integrity in such close proximity to residences. As a cyclist myself, I do not think that the lack of the SUP on this stretch of 360 is crucial, given the fact that cyclists and pedestrians could follow the same basic route by cutting through the neighborhood (on more pleasant roads with sidewalks). The Davenport Ranch neighbor has also been subject to a great deal of cut-through traffic (particularly on the Bold Ruler, Canonero, Waymaker Way, Riva Ridge, and Carryback corridor), which we can only assume will get worse when 360 is under construction. Please factor this into consideration and plan for some cut-through traffic mitigation as there are many families with young children in the neighborhood.</p>					
<p>This is way too much construction and you can not dig into Austin's 360's Cliffs. Why YOU "AUSTIN" would not want to conserve the natural habit around 360. Our property taxes are high and now you want to make us miserable too. My children go to Bridgepoint and I do not want any of this.</p>	<p>Gustafson, shannon</p>	<p>false</p>	<p>true</p>	<p>false</p>	<p>05/08/2019</p>
<p>Options 1 and 2 would destroy one of the best parts of Texas and Austin. Significant effort needs to be made to preserve the beauty of 360, not expand the width of the highway or harm the cliffs, reduce current (and any future) road noise for local residents, lower the speed</p>	<p>Harding</p>	<p>false</p>	<p>false</p>	<p>false</p>	<p>05/08/2019</p>

<p>limit to increase safety and ensure that the accessibility of local churches and schools (Bridgepoint). Also, given the addition of the new commercial building at Bold Ruler, there needs to be a proper way to turn on to Bold Ruler for people accessing the building without creating the noise caused by current bumps in the shoulder. The shoulder leading up to the turn at Bold Ruler isn't intended for turning traffic which is an issue with the building that's been built there. It's unsafe and the bumps in the shoulder create significant unnecessary noise.</p>					
<p>Bike lanes need to be on the west side of 360 by Jack Allen's. We need to protect our neighbors homes and property along 360 at Davenport.</p>	Heinze, Everett	false	false	false	05/08/2019
<p>I live on Riva Ridge Road, and am concerned about the bypass traffic and cut-through traffic that will travel on Riva Ridge during the construction period (it is currently a problem and will only get worse during construction). That additional traffic poses hazards, and congestion, and danger to residents and drivers. Additionally, the roads in Davenport Ranch, especially Riva Ridge Road, were never designed to handle what is expected to be exceptionally heavy traffic - both in terms of number of vehicles as well as types of vehicles. Would like to see if there's a way to limit the bypass and cut-through traffic during construction - possibly restricting traffic to residents-only (especially during peak traffic times).</p>	Hoover, Richard	false	false	false	05/08/2019
<p>From the visuals for Options 1-3, I like Option 3. I would prefer highway traffic below and houses and pedestrians above. Option 1 looks like the Wells Branch exit on Mopac. As one who lives just feet below the termination of the Westlake Drive project and accesses 360 from Bold</p>	Hulsey, Donna	false	false	false	05/08/2019

<p>Ruler, I am interested to know how neighborhood access will be affected there.</p>					
<p>Dear TxDOT,</p> <p>I want to thank you for being open and communicative with residents and the public about your proposed plans to improve the flow of traffic along Loop 360. We agree with the proposal to remove traffic signals and configure Loop 360 as an underpass that runs under a newly constructed Westlake Drive Bridge. Make no mistake, when you take on this program, you must understand that you are being entrusted with one of the most significant treasures in Austin and the surrounding areas.</p> <p>Back in the 60's, your predecessors created Loop 360, arguably the most scenic urban drive in Texas. It is filled with breathtaking views of rolling hills, flanked by picturesque rock cliffs, showcasing the iconic Pennybacker Bridge over the winding Lake Austin/Colorado River. There are many more spectacular sites along the 14-mile canvas of pure beauty.</p> <p>Fast-forward nearly 60 years, 35 of which I have lived in Davenport Ranch. I find myself studying the visuals in the Virtual Workshop after the April 22, 2019, "Loop 360 at Westlake Drive" Project Workshop. An early visual states, "Loop 360 has severe traffic congestion, causing both mobility and safety concerns." "The purpose of the Loop 360 program is to upgrade multiple intersections along the corridor."</p> <p>Nowhere do the visuals mention preserving the integrity of the scenic drive or the picturesque rock cliffs or any of the things that make Loop 360 unique. Nor does it mention preserving the quality of life and value of</p>	<p>Humphrey, Barbara</p>	<p>false</p>	<p>false</p>	<p>false</p>	<p>05/07/2019</p>

<p>properties belonging to Residents who live in neighborhoods along Loop 360.</p> <p>In fact, the first of the several proposed projects, “Loop 360 at Westlake Drive Intersection” has grown and expanded to the point that it surely will have a detrimental impact on both Residents and the amazing cliffs on the east side of the loop, south of Westlake Drive.</p> <p>The current proposed plans include significant digging into our cliffs, leaving them scarred and possibly concreted over. When construction is complete, the “new” edge of the cliffs will come within feet of Residents; some residents fear it will actually encroach into their homes. The 2-3-year process of digging into the</p> <p>limestone cliffs will create significant noise and dust for hundreds of residents, shoppers, diners, and visitors to this section of Davenport Ranch. It could be intolerable for families closest to the Project. It isn't necessary.</p> <p>You can accomplish your goals without damaging our cliffs and homes and without creating an unbearable disturbance. It is not necessary to take such a destructive approach to accomplish your goal. You can save significant costs. The City of Austin will never recover from the destruction of all that is good about Loop 360 when you had other better options. I offer the following alternative to your current proposed plans.</p> <p>SUMMARY:</p> <p>1. Priority 1: Preserve the cliffs on the east side of Loop 360, south of Westlake Drive. Preserve the homes of Residents that back up to the east side of the loop.</p>					
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<p>2. Save 15 feet and reduce the budget: Eliminate the shared-use path and sidewalks on the east side of Loop 360. Details follow this summary.</p> <p>3. Use the 2 existing northbound lanes of Loop 360 and the shoulder for 3 (not 4) connector roads from the northbound Loop 360 "Westlake Drive/Cedar Street Exit" on-ramp. The original plans included 3 connector roads; the 4th was a recent addition.</p> <p>4. Use the Loop 360 center grass median in this section of the Project to construct the northbound lanes of Loop 360 and the shoulder. TxDOT says they are saving the center median for future expansion of additional lanes on Loop 360 in case they are needed. This property is needed NOW. The feasibility of adding lanes to Loop 360 will be challenging because the bridge is only 4 lanes wide, with no plans to expand. The bridge will be a significant bottleneck to adding lanes to Loop 360 in the future.</p> <p>5. The rest of the Project can be constructed, as proposed, west of the northbound lanes. There are no cliffs on the west side of Loop 360 at this intersection. There are no homes on the west side. It is already commercial and presents no threats to residents or cliffs.</p> <hr/> <p>BACK-UP SUPPORT INFO:</p> <p>3 (NOT 4) CONNECTOR ROADS: We propose to construct 3 (not 4) connector roads from the on-ramp for northbound traffic taking the "Westlake Drive/Cedar Street Exit." Connector roads include:</p> <p>1. A non-signalized U-turn lane at Westlake Drive;</p>					
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<p>2. A left-turn/through lane for vehicles turning left on Westlake Drive or continuing through to Cedar Street or to the exit-ramp back onto Loop 360 north near the bridge; and</p> <p>3. A right-turn lane at Westlake Drive.</p> <p>SHARED-USE PATH AND SIDEWALKS - We propose to eliminate the shared-use path and sidewalks from the east side of Loop 360 within the limits of this Project.</p> <p>CHILDREN BIKING TO SCHOOL: The Virtual Workshop visuals state that TxDOT “partnered with Austin Transportation, Eanes ISD, and the Safe Routes to School Program on bicycle and pedestrian improvements” before adding a shared-use path and sidewalks (SUP) to both the east and west sides of Loop 360, running the entire length of the Project Limits.</p> <p>Perhaps you should have partnered and consulted with Parents of children, ages 5-12, about the need or desire for this sidewalk as a means for their children to walk or bike to Bridge Point Elementary School. We asked many Davenport parents to weigh in on the sidewalk along Loop 360 for their children to walk and bike to school. First, not one parent said they would allow their child to walk or ride a bicycle from home, up and down the hills of Davenport, navigating the heavy neighborhood “cut-through” traffic, to the Loop 360 sidewalk.</p> <p>Further, the thought of their child walking or riding a bike on a sidewalk that runs parallel to Loop 360 connector roads (with only a 5-foot buffer of grass) to Bridge Point Elementary School during morning rush-hour traffic, and in the afternoons, was shocking to parents. The trip would be dangerous and exhausting.</p>					
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I look forward to your response to my Comments.					
<p>5/5/2019</p> <p>Re: TXDOT Construction Project at Loop 360 and Westlake Drive</p> <p>My wife and I are Block Captains in Davenport Ranch. Our area of responsibility includes Needles Dr, Nashua Ct, Gunbow Ct, and five houses on Carry Back Lane. We have lived on Needles Dr for 35 years and always enjoyed our walks on Needles where we often see and talk with neighbors and friends.</p> <p>In future discussions with TXDOT regarding the Construction Project at Loop 360 and Westlake Dr, our objectives as Block Captains are to work with our neighbors and TXDOT to insure that (1) TXDOT achieves its goals and (2) that our neighbors in Davenport retain the quality of life, values of housing/property , and the beauty of the cliffs along Loop 360 that they have always enjoyed.</p> <p>Satellite images show that 8-10 houses on Gunbow Ct, Nashua Ct, and Needles Dr back up to Loop 360 and some of them are unexpectedly close to the construction plan and future Loop 360 plan provided by TXDOT.</p> <p>Neighbors whose houses/properties back up close to Loop 360 suggest that TXDOT gain space by (1) moving the shared-use path and sidewalk from the east to the west side of Loop 360 and (2) also use the center grass median to construct the northbound lane of Loop 360. The existing northbound lanes can be used for three connector roads.</p>	Humphrey, Dr Jimmy	false	false	false	05/05/2019

<p>TXDOT needs surveys and other data to precisely determine how far the planned construction is from the houses that back up to the project.</p>					
<p>Thank you for addressing the increased traffic on Loop 360. You have proposed some great ideas but 2 of them, I can't support. First, the shared use pedestrian and bike path - this is just ridiculous and dangerous. Traffic on Loop 360 is too fast for anyone to feel safe walking along it, much less with their kids. Please don't waste our tax money on this. Second, the idea of digging into the cliffs not only damages their beauty but also puts vehicles and residents at risk. We already have times when rocks fall from these cliffs onto the roadway below. Now you want to chisel more and encroach on residential property? I can't imagine that that won't have consequences and to suggest that you could add cement and resolve any issue - not only does that ruin the beauty of the cliffs but cement is not a guarantee of safety.</p>	King	false	false	false	05/08/2019
<p>1. We must have a solution for mitigating the volume and speed of traffic cutting through Davenport Ranch during this project. It is very bad already and will be become horrible if unabated.</p> <p>2. We should not cut into the cliffs southeast of the Westlake Drive intersection. In addition to the negative environmental impact, doing so would adversely impact neighbors whose backyards back up to 360.</p> <p>3. We do not need 2 lanes eastbound onto Westlake Drive from 360 unless you are planning on making Westlake Drive a four lane road because it gets very congested at the top of the hill (~50 yards east) already. And expanding to two lanes would likely impact</p>	Kull, Jimmy	false	false	false	05/05/2019

<p>Davenport Ranch's use of the community mailboxes near that intersection.</p>					
<p>1. The COA needs to allow no turn signs onto certain DRNA streets as the City of Rollingwood worked with TXDOT to implement for certain streets off of Bee Caves Road during TXDOT's widening of Bee Caves Road. It is a significant safety threat to allow cars to get backed up on DRNA streets blocking homeowners and school buses from safely exiting their homes or navigating the streets in DRNA. The DRNA HOA has been actively outreaching to the COA for years to get this implemented, and this safety issue needs to be addressed prior to the start of construction on 360.</p> <p>2. There does not need to be a shared-use path on the portion of 360 southeast of Westlake drive. I shared-use path in such location would require unnecessary cutting into the cliffs and disrupting DRNA homeowners' back yards. The community can use all other shared-use paths to effectively access on foot or bike Davenport Village shopping center, Jack Allen's shopping center, Riverbend Church, and Bridgepoint elementary.</p> <p>3. There should not be two lanes going east bound on Westlake drive as the area is already congested once you are required to narrow to one lane at the top of the hill and two lanes would take away the DRNA neighborhood's community mailboxes.</p>	<p>Kull, Katherine</p>	<p>false</p>	<p>false</p>	<p>false</p>	<p>05/05/2019</p>
<p>Hi, I am a concerned citizen and longtime west Austin resident. (since 1994)</p> <p>I am approaching this first and foremost as a cyclist, and hope my fellow west Austin cyclists are also speaking up about this because we will be negatively impacted by this project.</p> <p>secondarily as a lover of the view all along loop 360,</p>	<p>Langner, Carl</p>	<p>false</p>	<p>false</p>	<p>false</p>	<p>05/08/2019</p>

<p>which will be negatively impacted, (err... Ruined more like it!)</p> <p>loop 360 has a beautiful view all along it, one of a kind. drastically widening it (service lanes) nukeing the median (changing it from grass to concrete) looks hideous!!! they did the same thing at the south end by barton creek mall (decreasing the median size to add lanes)</p> <p>it looks awful! truly awful. this is a beautiful one of a kind road and really should be on some sort of scenic roadway preservation list I think.</p> <p>secondly as a cyclist, 360 is a very safe road for cyclists. it has a wide shoulder almost the whole 10 miles from 71 to 183 and is a major route for fitness-cyclists.</p> <p>convoluting the bike lanes always makes things more dangerous for both the driver and rider.</p> <p>overpasses work just fine! (example 360/2244 or 360/2222) the bike has to cross the on/off ramps but this is actually safer than diverting the bike traffic outwards. (underpass)</p> <p>basically you are forcing the cyclist to ride alongside an on/off ramp for a prolonged period and people are often stressed/distracted on these ramps, having to rapidly change lanes and make quick decisions...</p> <p>the cyclist is safer simply waiting his or her turn and crossing the ramp, back to the safety of a wide shoulder where drivers 'next door' have their attention centered forward and are focused on freeway driving, which is generally continuous and straightforward.</p>					
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there are a lot of people who jog and even walk their dogs along these 60 mile per hour roadways and despite what some people might think it is not unsafe at all!

but the more you complicate the design the worse it will get.

anyway a lot of cyclists are going to be very very very upset when they begin tampering with loop 360! it is really our precious cycling treasure of Austin!

I think some effort should be made to maintain a continuous bike lane with as few strange reroutes and mergers as possible. Also the majority of cyclists here use road bikes and need continuous asphalt for a good ride...

sidewalk with seams and or gravel path not ideal.

id stick with overpasses if any changes need be made (personally id say just leave it be!) consistency of construction (underpass vs overpass) will make a huge difference aesthetically (if this is the only underpass its gonna stick out like a sore thumb)

just a few thoughts...

reading this in the paper this morning I am thinking "Oh No! this is awful news"

this is coming from a reasonable person who doesn't really mind sitting in traffic for extended periods and likes a scenic bike ride.

there are a lot of hot heads out there who just have to get where they are going in a hurry!! they make the

<p>roads unsafe and unpleasant to drive on via impoliteness, littering (overpasses = massive litter too BTW) etc.</p> <p>should we really cater to such peoples needs and in so doing destroy some of the nicest, safest scenic roadways around the city... personally I hope a bit more thought goes into the process!</p> <p>thanks a lot very sincerely -Carl</p> <p>please forward this email to any interested parties and please reply with your own thoughts on the matter.</p> <p>please excuse any bad grammar, punctuation, etc. this post was hammered out rather quickly and briefly (today is the last day for official comment so it seems) I may post a more detailed letter later today</p>					
<p>I am here to comment on the integration of BENEFITS to cyclists as this, and the rest of the individual projects on 360, come to fruition.</p> <p>Cyclists are a vulnerable group of 360 users who have equal right to safety while traveling along the road. That safety is jeopardized by partial length, separated bike paths. When you divert cyclists away from the road you're making them less visible to drivers, and since eventually there will be a point when bikes are guided back onto the road, those cyclists will be in MORE danger as they face a less aware group of drivers. Unless there are plans for a raised cycling highway that does not intersect with automotive traffic and spans the entire length of 360, I hope to see some form of BENEFIT to cyclists during this roadway UPGRADE other than the dangerous plan of diverting them off the road</p>	Little, Hanson	false	false	false	05/02/2019

<p>at random.</p> <p>Secondly, I am here to VEHEMENTLY oppose the concept of a two-way bike lane on one side of 360. It is already an extremely dangerous concept on surface streets with 30mph speed limits thanks to drivers who are unaware or inattentive. At highway speeds...I would call that murderous negligence by the project planner. There is ZERO BENEFIT to cyclists from a two-way bike lane that intersects with automotive traffic.</p> <p>This entire project has an end goal of safer travel with fewer interruptions. The cost and effort to achieve that goal for the most vulnerable of the roadway's users is very minimal, please don't blow it.</p>					
<p>I would like for Tex dot to reconsider using the median on 360 rather than cutting into the cliffs adjacent to our back yards in Davenport If this is not achievable Would like Tex dot to eliminate the construction of bike lane on the east side of 360 and limit it to the west side Tex dot to try to narrow down the size of all 3 lanes of the access rd to give us more privacy</p>	Mahmoud, Sammy	false	false	false	05/07/2019
<p>Regarding the Shared-Use Paths on the Eastside of Loop 360 Exit Road from Southeast Loop 360 to Westlake Drive & the Eastside of Loop 360 Entrance Road (from North of Westlake Drive to Cedar Street (& beyond) , I strongly disagree with TxDOT installing any Shared-Use Paths (for Bicyclists, Pedestrians, Walkers, etc.) there in order to prevent the loss of 15 plus feet of cliffs scheduled to be removed during construction. I also strongly disagree with TxDOT installing any Shared-Use Paths (for Bicyclists, Pedestrians, School Children cycling or walking to the Bridgepoint Elementary School located on the Westside of Loop 360, etc) along the Eastside of Loop 360 Exit Road to Westlake Drive and</p>	Mangum, Charles T.	false	false	false	05/07/2019

<p>on the Eastside of Loop 360 Entrance Road North from Westlake Drive. There is no need nor legal requirement for TxDOT to construct these Shared-Use Paths on the Eastside of Loop 360 except for the "dream" of the City of Austin to create as many Shared-Use Pathways as possible in the greater Austin area, even though they do not have any legal standing to dictate their Master Planning wishes in TxDOT or Travis etc.</p> <p>County roadways, jurisdictions, etc. The construction of these Shared-Use Paths on the Eastside of Loop 360 will cause a "Major Safety Hazard for School Children walking to Bridgepoint adjacent to and across major automobile roadways which will introduce thousands of automobiles into the traffic mix resulting in many, many School Children injuries and possible deaths. That Safety Hazard does not exist presently & does not make any sense to introduce one on the Eastside of the Loop 360 Exit & Entrance Roadways. Drivers on Loop 360 are currently many of the most wreckless drivers of automobiles presently because of their attempts to find short-cuts through the long automobile traffick delays. Please do not construct these Shared-Use Paths on the Eastside of Loop 360.</p> <p>RECOMMENDATIONS:</p> <p>1. To prevent the loss by drilling construction of about 15-16 feet of beautiful limestone rock cliffs on the Southeast Side of the Loop 360 Exit Roadway (South of Westlake Drive) , elimination of the Shared-Use Path should be implemented—it is not needed. SAFETY IS ALWAYS THE PARAMOUNT PRINCIPLE WHEN SCHOOL CHILDREN'S SAFETY & THEIR FUTURE LIVES ARE CONCERNED, SCHOOL CHILDREN'S SAFETY ALWAYS TRUMPS THE CITY OF AUSTIN'S DREAM</p> <p>OF "SHARED-USE PATHWAYS" ALONG MAJOR HIGHWAYS.</p> <p>2. To prevent a presently non-existent Safety Hazard</p>					
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<p>(for Bicyclists, Pedestrians, School Children walking on a Shared-Use Path to Bridgepoint Elementary School, etc., adjacent to thousands of Loop 360 automobiles on the Exit & Entrance Roadways) from being established on the Eastside of the Loop 360 Entrance Roadway Northward from Westlake Drive to Cedar Street & even past Cedar Street adjacent to the Loop 360 Entrance Roadway, the plan to construct any Shared-Use Path on the Eastside should be abandoned & eliminated.</p> <p>3. TxDOT has jurisdiction over Loop 360 & is not compelled to construct Shared-Paths (as desired by the City of Austin Master Planning entity) along such a busy traffic highway as Loop 360. (Refer TxDOT to the City of Austin Master Planning project which spent Millions of Taxpayer dollars for the Shared-Use Pathway along the Eastside of South MOPAC crossing over Loop 360 South. It is rarely used by any one—never have I seen anyone, much less a large number of Bicyclists, Pedestrians, etc. using it). Recommend the City of Austin be notified that these Shared-Use Paths, at least on the Eastside of Loop 360, will be eliminated from the project.</p> <p>4. If there is any TxDOT justifiable reason of installing Shared-Use Pathways adjacent to Loop 360, recommend TxDOT provide written justification to the Davenport Neighborhood Master Association Board in order for the Davenport residents to have an opportunity to provide input.</p> <p>5. Any consideration of Shared-Use Pathways should only be considered for construction on the Westside of Loop 360. There is absolutely no need for Shared-Use Pathways on the Eastside of Loop 360.</p>					
<p>The traffic will funnel down and back up at the bridge which presently has 4 lanes, 2 each way. I heard it mentioned that an extra lane on each side could be</p>	<p>Mangum, Dianne</p>	<p>false</p>	<p>false</p>	<p>false</p>	<p>04/29/2019</p>

added resulting in 6 narrower lanes across the bridge. Is this a consideration?					
You all need to do something about the intersection at 360 & Loop 1. EVERY MORNING I deal with all the traffic backing up to Ben White going west. So then every other person avoids that and cuts thru the shopping center at the north east corner of South Lamar and 290. It is becoming a SHIT SHOW as soo much traffics thru the shopping center to avoid everyone backing up on 360. THIS PROBLEM NEEDS TO GET FIXED !!!	Medina, Jason	false	false	false	04/23/2019
<p>I agree with the rest of the parents who have said that the shared pedestrian/bike path with the intention of kids who are 12 and under (Bridge Point kids) using it to bike/walk to school is a waste of money. Please use the money elsewhere- none of the neighborhoods around the school are safe to bike/walk to school from.</p> <p>I also have major concerns with the residents of Davenport Ranch being able to get out of the neighborhood onto Westlake Dr. It is already impossible to turn left from Carryback onto Westlake Dr at some times of the day. I imagine with this proposal, Westlake Dr will be too congested to exit the neighborhood that way. (And it looks like Waymaker cut across is going to be eliminated.) Please consider a light or another way to allow Davenport residents coming out from Carryback to get onto Westlake Dr. west.</p> <p>Thank you.</p>	Mullen, Angela	false	false	false	05/08/2019
Don't believe there will be room for bike lanes on 360 south of Westlake Dr. Additionally, parents in Westlake will NOT have their children biking to BridgePoint! They bike lanes will bring non locals and provide an additional access point for vandalism to homeowners on the east corner of Westlake and 360. There has to	Mullen, Nancy	false	false	false	04/29/2019

<p>be a PRIVACY & SOUND wall for those homes at that point. We have already seen in increase in drug and vandalism reports, since the construction of the office building on the west side of 360 ,north side of Westlake Dr.</p> <p>Additionally, the CENTER lane at the intersection heading west on Westlake Dr., should allow two directions, left turn & straight. It will prevent the back up for cars waiting on Westlake Dr., exiting onto 360. It will also improve the congestion/backup for those living in Davenport on Carryback, Long Champ and Belmont Park looking to turn onto Westlake</p>					
<p>Cutting the cliffs on the East side of Hwy 360 is unnecessary and represents a major hazard for my property on Nashua Ct. My house is the 3rd house from the corner of Westlake Dr. and Capitol of TX Hwy and where the Davenport Ranch sign is. My house sits on nothing but rock. The plans for TXDOT say the road could end up so close to my fence it will be dangerous if a car driving at 65m/h loses control and ends up crashing into my fence.</p> <p>Friday ,May the 3rd I was driving by Hwy 360 around 2:30 pm, before getting kids from school and saw rocks falling from the cliff. I took pictures. That same day a huge thunderstorm hit Austin at 6:00 pm. Today May 8th a severe thunderstorm hit Austin again. Rocks keep falling from the cliffs behind my house and thru all the Hwy 360. I recorded a video of the rocks that fell on the floor today May 8th. Drilling this rocks puts my property and my neighbors at risk. No drilling should be allowed behind our homes. A sidewalk is unnecessary, will be of no use for our Davenport Ranch community because Hwy 360 is a dangerous road to begin with. The traffic nowadays has increased in unimaginable ways. No pedestrian will be safe on this proposed sidewalk. The scenery of our Capitol of TX Hwy 360 from Hat Creek to Westlake Dr. is beautiful and iconic. Please keep one of</p>	Ortegon, Daniela	false	false	false	05/08/2019

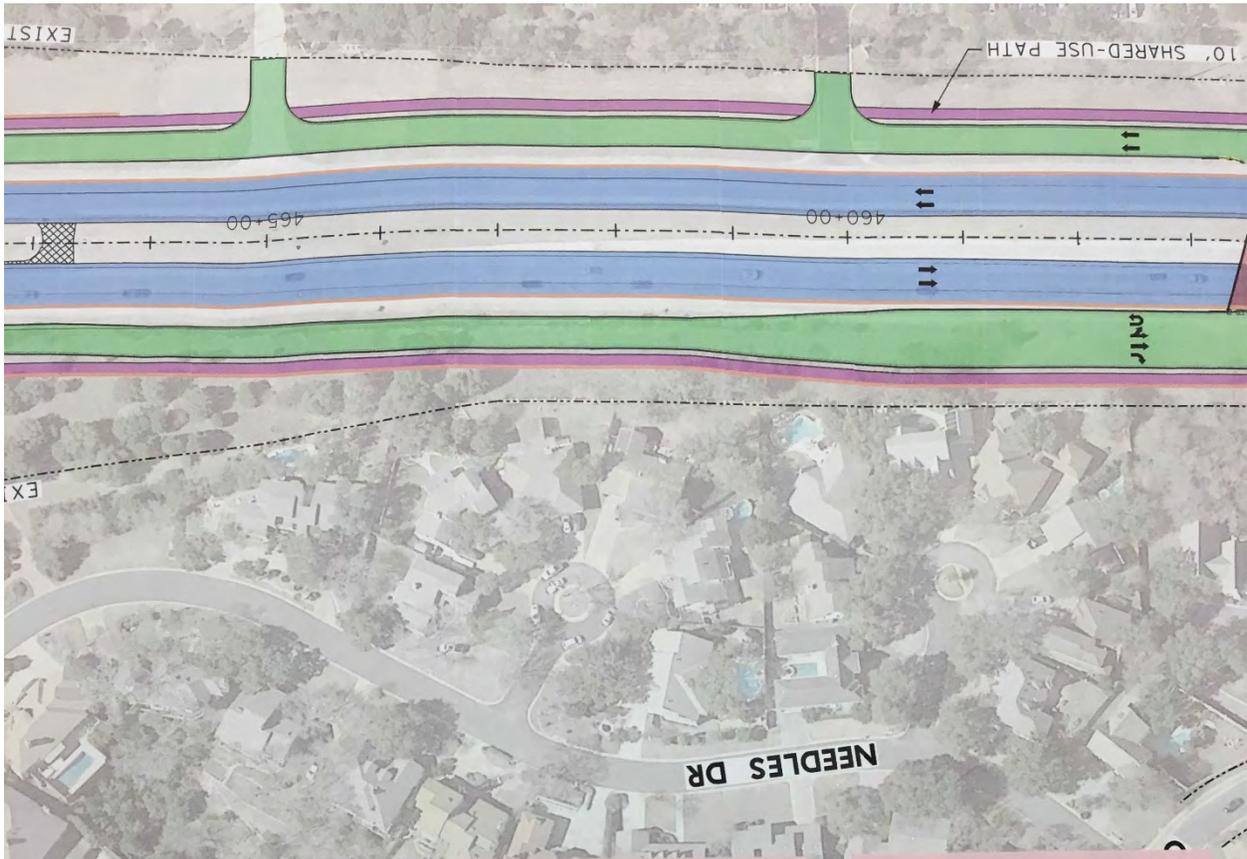
the best views Austin still has. Sincerely, Daniela O Cuevas					
Need more intersection turn lanes at cedar street. Similar to those at Westlake Drive. And a u turn at cedar street.	Ortiz	false	false	false	04/27/2019
I still think we should be able to turn left from Westlake Drive onto 360 South from both lanes, starting immediately. Why can't you change that?	Putman, Paul	false	false	false	04/29/2019
I feel that the overpass/underpass solution to the traffic problem is unsightly and overkill. I really feel it will turn a very beautiful and 'rural-looking' area into one with no beauty or character. The look will be too city-like with all that extra concrete. I am opposed to this solution even though I live no more than 1 mile from the Westlake Drive intersection.	Rubino, Susan	false	false	false	05/06/2019
TXDOT and the COA should put the shared use path for pedestrians and cyclists everywhere except for southeast of Westlake Drive so that the cliffs and neighbors' back yards can be preserved. This would still allow for shared use paths where neighbors could walk or cycle to the Davenport Village shopping center, Bridge Point Elementary, the Jack Allen's shopping center, and Riverbend church. If you agree this is a viable solution and to protect the cliffs and neighbors on the southeast side of Westlake Drive and Loop 360, we encourage you to offer this solution in your comments on the TXDOT website.	Saltwick, Steve	false	false	false	05/07/2019
IS Txdot considering direct connectors from loop 360 to 183?	Sandoval, David	false	false	false	05/01/2019
I do think the proposal of having 4 lanes of frontage road is an overkill. The current density of the neighborhood with commercial buildings is much less	Shim, Donghun	false	false	false	04/30/2019

<p>than anticipated in the proposal. I also do think the median lanes should be used to increase the number of lanes of highway, not cutting into rock cliffs.</p>					
<p>Has TxDOT considered using the median in the middle of Loop 360 to construct the underpass and frontage roads at the Westlake Drive Bridge vs. damaging the rock cliffs? Does removing Rock Cliffs pose a risk of fracturing the rock and possibly the foundation for the existing homes that are in close proximity to 360? Who is liable for damage to property and homes? It is my understanding that the project is scheduled to last 2-3 years but could go on much longer due to delays (weather, environmental, etc.), which will cause huge noise issues, light issues at night, dust issues, and quite frankly more traffic issues. How will TxDot ensure that there is minimal impact to the neighborhoods along 360 in regards to noise, dust and bright lights at night? Will the digging cause silicon dioxide or another toxic chemical to be airborne? If yes, what will be done to ensure that there are no health risks as a result? After the completion of the project, will the neighborhoods experience increased traffic noise? What specific noise tests are being conducted and what are the remedies if the noise is higher than anticipated? Will TxDOT construct sound walls behind properties that back up to Loop 360? How will the changes to 360, impact the property values for the neighborhoods along 360? How will the increased traffic impact the safety of the neighborhoods along the 360 corridor? How will the project impact the environmentally sensitive watersheds. Originally, 360 was designed to be a scenic roadway and with these new proposals, it will completely change the aesthetic look of this beautiful roadway. We need to find a way to fix MoPac to handle the traffic that</p>	<p>Shough, Yvette</p>	<p>false</p>	<p>false</p>	<p>false</p>	<p>05/03/2019</p>

<p>comes onto 360 because MoPac was not rebuilt to handle the traffic it was intended to handle. As a lifetime Austinites, it is really sad that we continue to change our city in a negative way.</p>					
<p>Is there a possibility to have sidewalks on overpasses on Westlake bridge over 360?</p> <p>This will be helpful and essential to bikers and those walking/running from each side of 360!</p> <p>Thanks for a very good plan and listening to community stakeholder input!</p>	Smith, Patricia	false	false	false	04/24/2019
<p>I live about 100 yards east of Hwy 360 (as the crow flies), and have been at this address since 2011. I am pleased that there are plans to address the congestion that occurs on a daily basis as I try to leave the neighborhood, via Carryback Lane to Westlake and then 360. There are times when I simply can't leave the neighborhood. I think you would find near-unanimous consensus among my neighbors, and the tens of thousands of commuters who use 360 and a north-south corridor, that the traffic situation is terrible and requires immediate attention. However, I haven't talked to a single person who thinks that we need sidewalks along the highway. There is simply no pedestrian traffic along 360, nor is there interest in having it. The idea that this falls under the Safe Routes to School program is ludicrous, because anything that encourages elementary school children to get on their bikes at rush hour and ride down Westlake Ave. to a bike lane along 360 on their way to school is even more dangerous than the existing situation. And, the cyclists who ride down 360 are not going to use the frontage road, because they would rather stay on the main lanes and not have to stop for an intersection. Furthermore, I understand that the width needed for the multipurpose</p>	Stapper, Blake	false	false	false	04/29/2019

<p>lane on the east side of 360 will require the removal of 16 feet of the existing rock bluff, which helps serve as a buffer between the houses on my street and the highway. I don't understand why our tax dollars would be used to encourage our kids to pursue unsafe activities and that would erode the quality of life in our neighborhood. Please focus on the traffic issue, and don't spend time and money trying to solve imaginary problems, like whether to add sidewalks along 360.</p>					
<p>Great progress! Excited to see this happen even though it will be extremely tough during construction. One comment: I'm not sure I understand why we are digging into the cliff on the east side of 360. I have kids at Bridgepoint and I would not let them walk or ride a bike to school. It really is too dangerous despite the efforts being made here to be safer. If you are doing it for the exercise bikers then they can use west side and cutover when needed. We should not be causing environmental damage so folks can get exercise. I do not think anyone should be riding bikes on 360 with people going 60-70 miles per hour anyway. Extremely dangerous especially as they cross off ramps. They don't do it on MOPAC so they shouldn't do it on 360. Please do not cut into anymore cliffs. Thank you for reading and good luck with the project.</p>	<p>Withers, Jennifer</p>	<p>false</p>	<p>false</p>	<p>false</p>	<p>05/08/2019</p>

Westlake Drive - Roll Plot #1

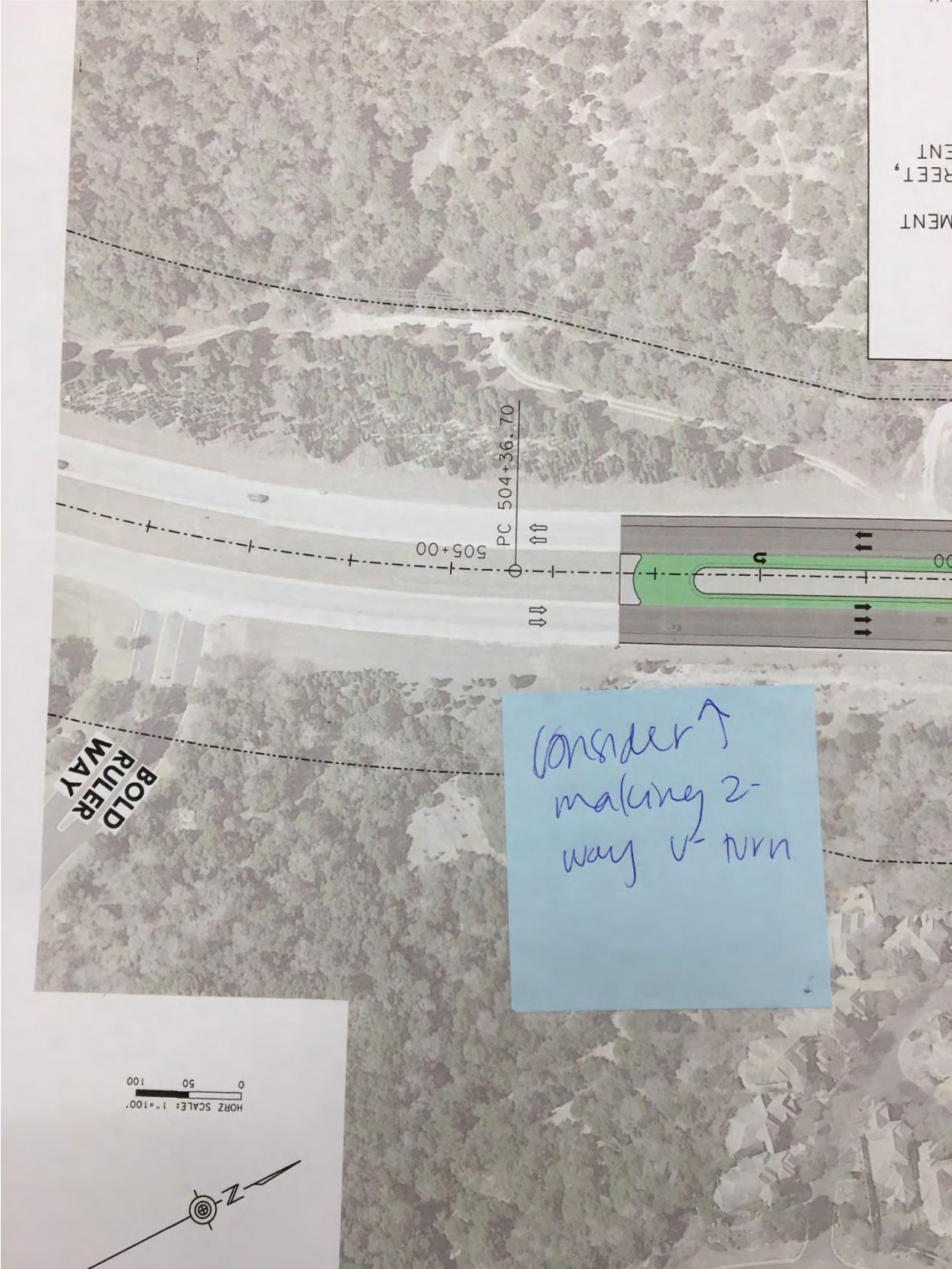


Is one dedicated left turn lane enough?

Impact to homeowner construction process

Increase cut through traffic?

Westlake Drive - Roll Plot #1



Share Your Feedback Board

WHAT'S NEW

TXDOT PARTNERED WITH AUSTIN TRANSPORTATION, EANES ISD, AND THE SAFE ROUTES TO SCHOOL PROGRAM ON BICYCLE AND PEDESTRIAN IMPROVEMENTS.

Share your feedback about the changes.

- 5 → To provide a safe crossing between the east and west sides of Loop 360, a shared-use path (SUP) was added on the Cedar Street bridge.
- 6 → To provide connectivity to Bridge Point Elementary School, the sidewalk was extended on the south side of Cedar Street.
- 7 → To provide connectivity with the Pennybacker Bridge, the SUP was extended on the north end of the project limits.

Great!

#4 Feedback
Loop 360
The shared-use path is a great addition to the area. It will provide a safe route for pedestrians and cyclists. The project is well planned and executed. Thank you for the improvements.

#5
Great in the project
to improve the
loop 360 area
Keep going and
stay in the loop.

Great!

LOOP 360 PROGRAM

STAY IN THE LOOP 

FACT SHEET

Why Improvements Are Needed

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 14-mile corridor runs from US 183 on the north end to US 290/SH 71 on the south end.

Increased traffic congestion at Westlake Drive, Cedar Street and elsewhere along Loop 360 has resulted in a lack of mobility and increased safety concerns. Unless something is done, traffic conditions will worsen as our population grows.

Project Overview

The purpose of the project is to improve mobility and safety at the Loop 360 intersections of Westlake Drive and Cedar Street.

Proposed solutions include:



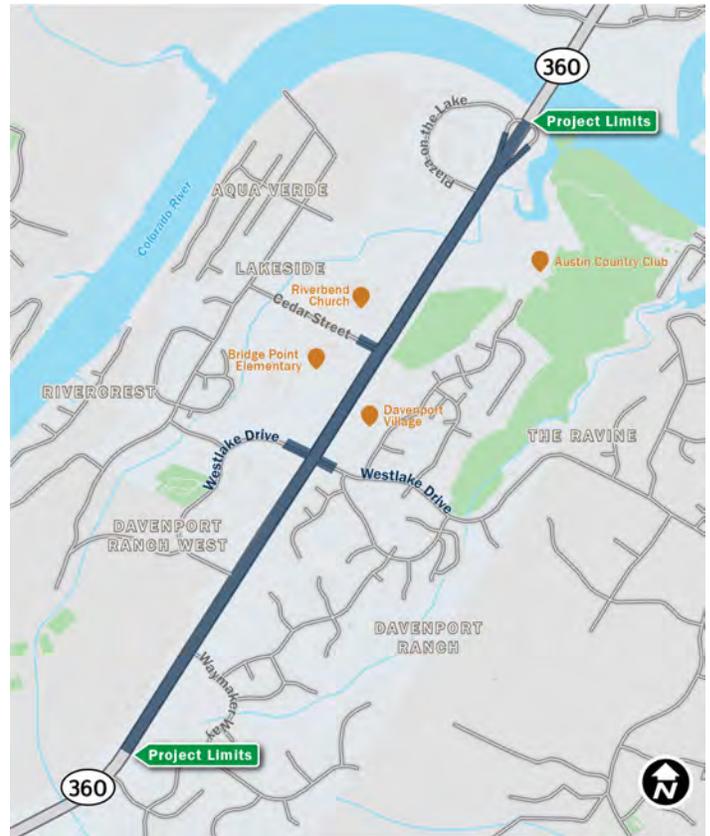
Removal of the traffic signals from the Loop 360 mainlanes at Westlake Drive and Cedar Street.



Construction of an underpass (where the Loop 360 mainlanes go under the cross street) at both locations, including non-signalized U-turns at Westlake Drive.



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



Details and Timeline

Environmental work began in summer 2018 and will continue to incorporate public input. The environmental, preliminary and final engineering stages are anticipated to be complete in early 2022.

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



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CONTACT US

TxDOT Public Information Officer
Brad Wheelis

Bradley.Wheelis@txdot.gov | 512.832.7060

FREQUENTLY ASKED QUESTIONS – WESTLAKE DRIVE

1. What types of improvements will be considered in the project?

This project consists of removing the traffic signals from the Loop 360 mainlanes at Westlake Drive and Cedar Street and constructing an underpass (where the mainlanes go under the cross street) at both locations. Non-signalized U-turns will be added at Westlake Drive. The project also includes a shared-use path (SUP) and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

2. What updates have been made to the design since the September 2018 workshop?

Based on public input, the design team has made changes to the lane configuration at the Westlake Drive and Cedar Street intersections.

Changes at Westlake Drive include:

- Added a dedicated U-turn lane on the Loop 360 connector roads in both directions
- Added dedicated right-turn lanes to and from the Loop 360 connector roads and Westlake Drive
- Added one lane in each direction on Westlake Drive east of Loop 360

Changes at Cedar Street include:

- Added a second left-turn lane from eastbound Cedar Street onto the northbound Loop 360 connector road

In addition, TxDOT partnered with Austin Transportation, Eanes ISD, and the Safe Routes to School Program to enhance bike and pedestrian accommodations, including:

- Added an SUP on the Cedar Street bridge to provide a safe crossing between the east and west sides of Loop 360
- Extended the sidewalk on the south side of Cedar Street to connect to Bridge Point Elementary School
- Extended the SUP on the north end of the project limits to connect with the Pennybacker Bridge

3. How does TxDOT decide what option to select or what changes will be made to the concept?

At the beginning of any environmental study, the community is invited to help define the problem we are trying to solve. Concept(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 analyses to identify the best concept, ultimately leading to the identification of a preferred alternative. As the environmental study nears completion, a preferred alternative will be presented to the public.

4. What is the project timeline?

The Westlake Drive project will include an environmental and design phase lasting approximately 2-4 years. During the environmental phase, TxDOT will: identify the purpose and need, perform environmental analysis of alternatives, review draft documentation, finalize documentation and come to an environmental decision. The project will then enter the utility relocation phase, typically lasting one year, and then will proceed to construction. Construction is projected to take 2-3 years. Construction on the Westlake Drive project is currently projected to begin in early 2022.

5. Will the Westlake Drive project impact the Pennybacker Bridge?

No. The bridge will remain intact as built. TxDOT has plans for routine maintenance work on the bridge in summer 2019.

6. Will the project impact the Loop 360 Boat Ramp that provides access to the Colorado River?

The Loop 360 Boat Ramp and access to the Colorado River will not be directly impacted. The project includes an SUP near the boat ramp that will connect with the existing bicycle and pedestrian accommodations on the Pennybacker Bridge.

7. How do I access Westlake Drive and Cedar Street from Loop 360?

When traveling southbound on Loop 360, drivers will take a combined exit ramp located north of Cedar Street to access a connector road that leads to both intersections. When traveling northbound on Loop 360, drivers will take a combined exit ramp located south of Westlake Drive to access the connector road. Once at the Westlake Drive or Cedar Street intersections, drivers can turn either left or right onto the cross street.

8. How do you 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 if the predicted future noise levels exceed acceptable noise levels for properties that surround the project. The results of that analysis will be made available 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.

9. Does TxDOT require additional right of way for the Westlake Drive project?

At this time, the Westlake Drive improvements would not require additional right of way.

FACT SHEET

About Loop 360

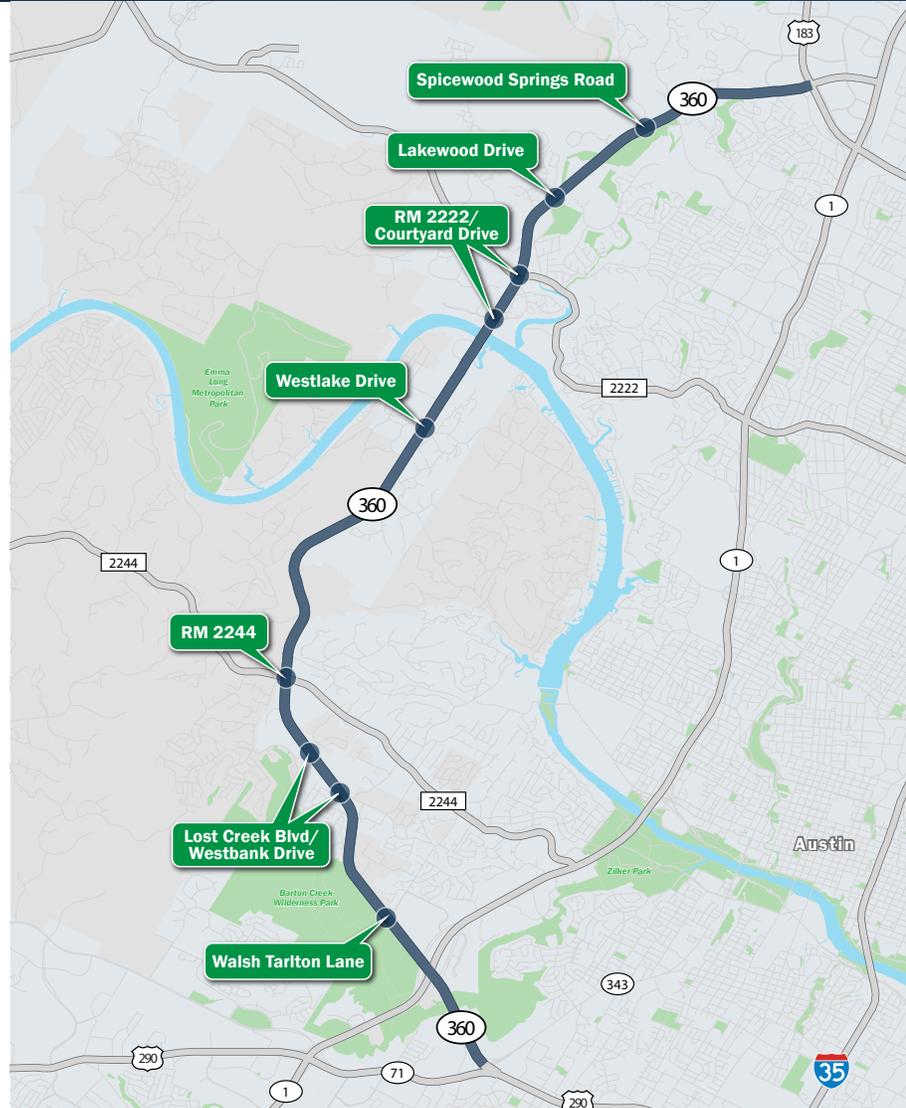
Loop 360 is a major north/south transportation corridor for the capital area region, acting as a thoroughfare and commuter route for residents in west Austin as well as those passing through. The 14-mile corridor runs from US 183 on the north end to US 290/SH 71 on the south end.

The natural beauty and unique Hill Country environmental features along Loop 360 draw regional, national and even international visitors to the area. The Pennybacker Bridge, located at the roadway's crossing of the Colorado River, serves as an iconic symbol of central Texas.

Loop 360 has severe traffic congestion, causing both mobility and safety concerns. 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.

Program Details

The Loop 360 program will upgrade multiple intersections along the roadway. Projects include: Spicewood Springs Road, Lakewood Drive, RM 2222/Courtyard Drive, Westlake Drive, RM 2244, Lost Creek Boulevard/Westbank Drive 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.



Feasibility Study
(1-2 years)
COMPLETE



Purpose and Need
Identify the problem we are trying to solve



Environmental Analysis of Alternatives
Thoroughly analyze alternatives for potential impacts



Draft Documentation Review/Public Involvement
The draft environmental document is presented for agency and public review



Final Documentation Review
The final environmental document is completed



Environmental Decision
Either the preferred build alternative or the no build alternative



Final Design
(1-2 years)



Construction
(2-3 years, depending on project)

STAKEHOLDER OUTREACH



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CONTACT US

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Brad Wheelis

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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, we hope 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, 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 seven 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, Spicewood Springs Road, RM 2222/Courtyard Drive and Lakewood 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 the Loop 360 corridor.

9. Why aren't we adding lanes or widening Loop 360 or the Pennybacker Bridge?

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 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 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 five other intersections along Loop 360.

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

We have 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. We 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 our 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. Why can't we 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.



LOOP 360 AT WESTLAKE DRIVE PROJECT



YOU CAN ALSO VISIT US ONLINE AT OUR VIRTUAL WORKSHOP

**www.Loop360Project.com
from April 23 to May 8, 2019**

Download and review meeting materials



Provide your comments or ask questions



Sign up for email updates

WE HOPE TO SEE YOU ONLINE!



WELCOME

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.



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



In 2016, TxDOT completed the Loop 360 feasibility study which identified and evaluated potential short- and long-term transportation solutions for the corridor.

LOOP 360 TRAFFIC SUMMARY



Currently takes approximately 70% longer to travel on Loop 360 during peak periods than during free-flow 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/free-flow travel times.



Loop 360 from RM 2222 to RM 2244 is ranked #7 on the 2018 Texas Congestion Index (TCI), which measures how much longer a trip takes during peak periods vs. free-flow.

WHAT WE'VE HEARD



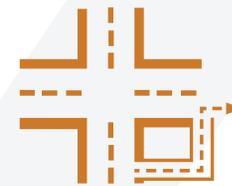
Improve mobility and safety along Loop 360 for all users



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



STATE LOOP 360 AT WESTLAKE DRIVE PROJECT

CSJ: 0113-13-166

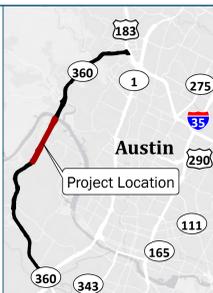
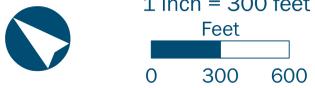
ENVIRONMENTAL CONSTRAINTS MAP

- Existing Right of Way
- City Limits
- School
- Place of Worship
- Cemetery
- Other Point of Interest (labeled on map)
- Potential HazMat Site
- City/County Park

- Land Use**
- Residential
 - Retail/Office
 - Educational Facility
 - Place of Worship
 - Park, Preserve, Open Space, Golf Course
 - Industrial
 - Undeveloped

- Spring
- National Hydrography Dataset (NHD) Flowline
- National Hydrography Dataset (NHD) Waterbody
- 100 Year Floodplain
- City of Austin Wetland
- Potential Wetland (National Wetlands Inventory)

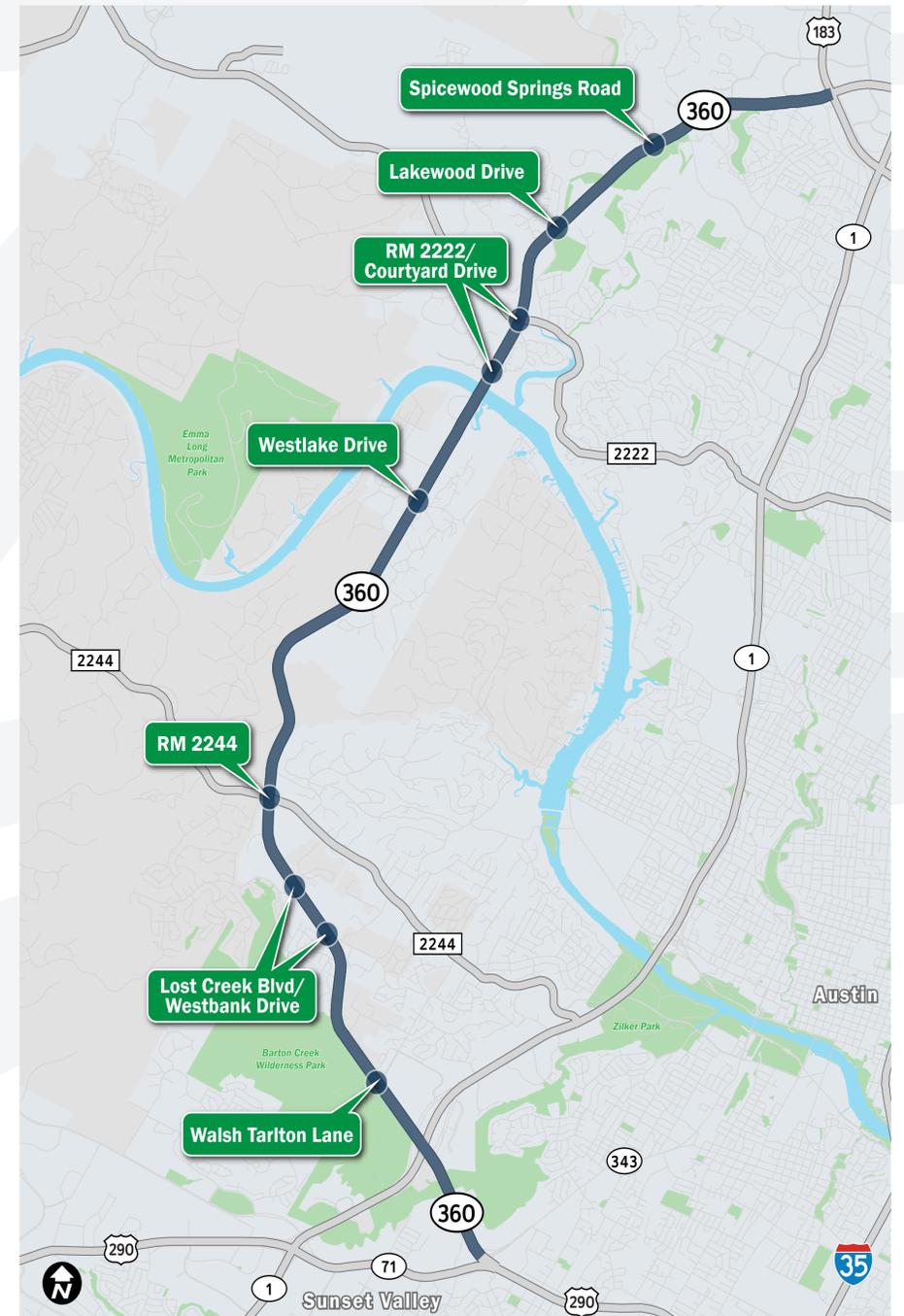
- Canyon Rimrock/Bluff
- Potential Golden-cheeked Warbler (GCWA) Habitat
- Karst Zone (KZ-#)
- Edwards Aquifer Contributing Zone



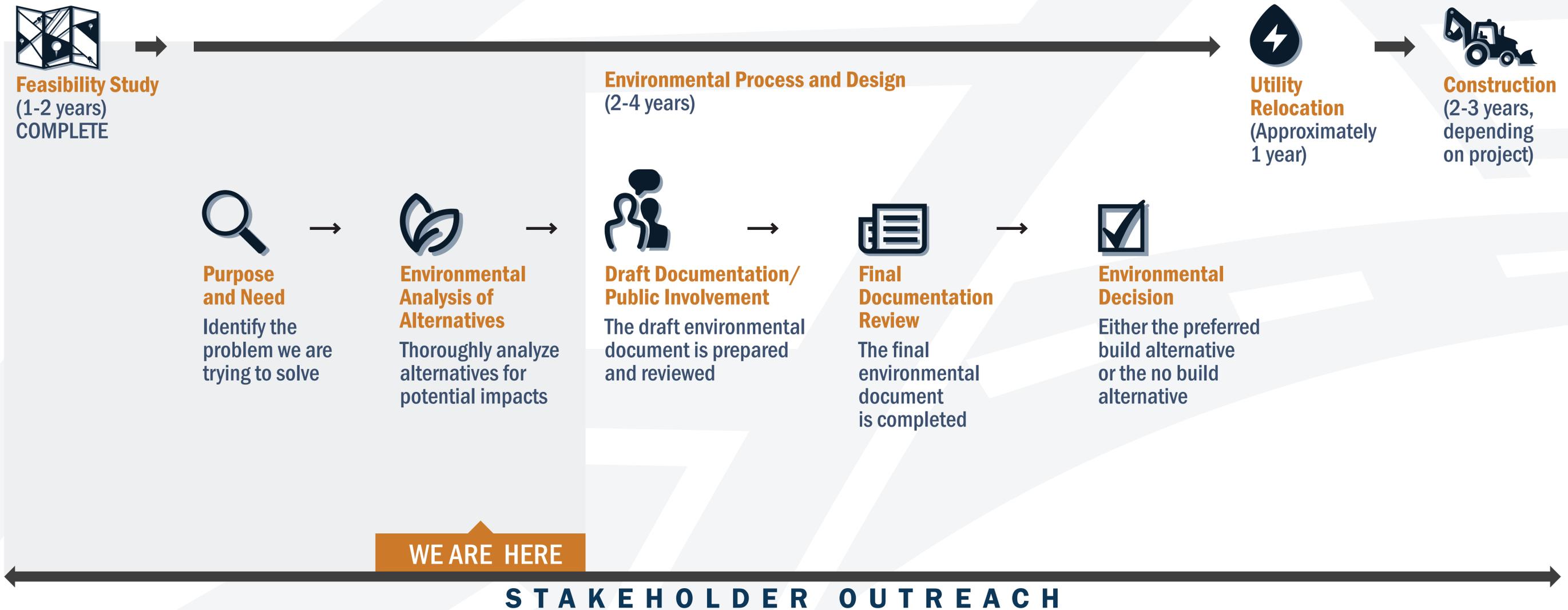
PROGRAM SCHEDULE



ALL DATES ARE SUBJECT TO CHANGE



PROJECT PROCESS



PENNYBACKER BRIDGE

The current Loop 360 projects will not impact the Pennybacker Bridge.

The bridge will remain intact as built.

TxDOT has plans for routine maintenance work on the bridge in summer 2019.



WHAT'S NEW



In September 2018, TxDOT presented **three options for improvements** at Westlake Drive to the community.



Based on community input, TxDOT is recommending **moving forward with the underpass option.**



The proposed improvements replace the traffic signals on the Loop 360 mainlanes with **underpasses at Westlake Drive and Cedar Street.**

In response to community input, some changes have been made to the recommended underpass option.

1 → Cedar Street:

Added a second left-turn lane from eastbound Cedar Street onto the northbound Loop 360 connector road.

Westlake Drive:

2 → Added a dedicated U-turn lane on the Loop 360 connector roads in both directions.

3 → Added dedicated right-turn lanes to and from the Loop 360 connector roads and Westlake Drive.

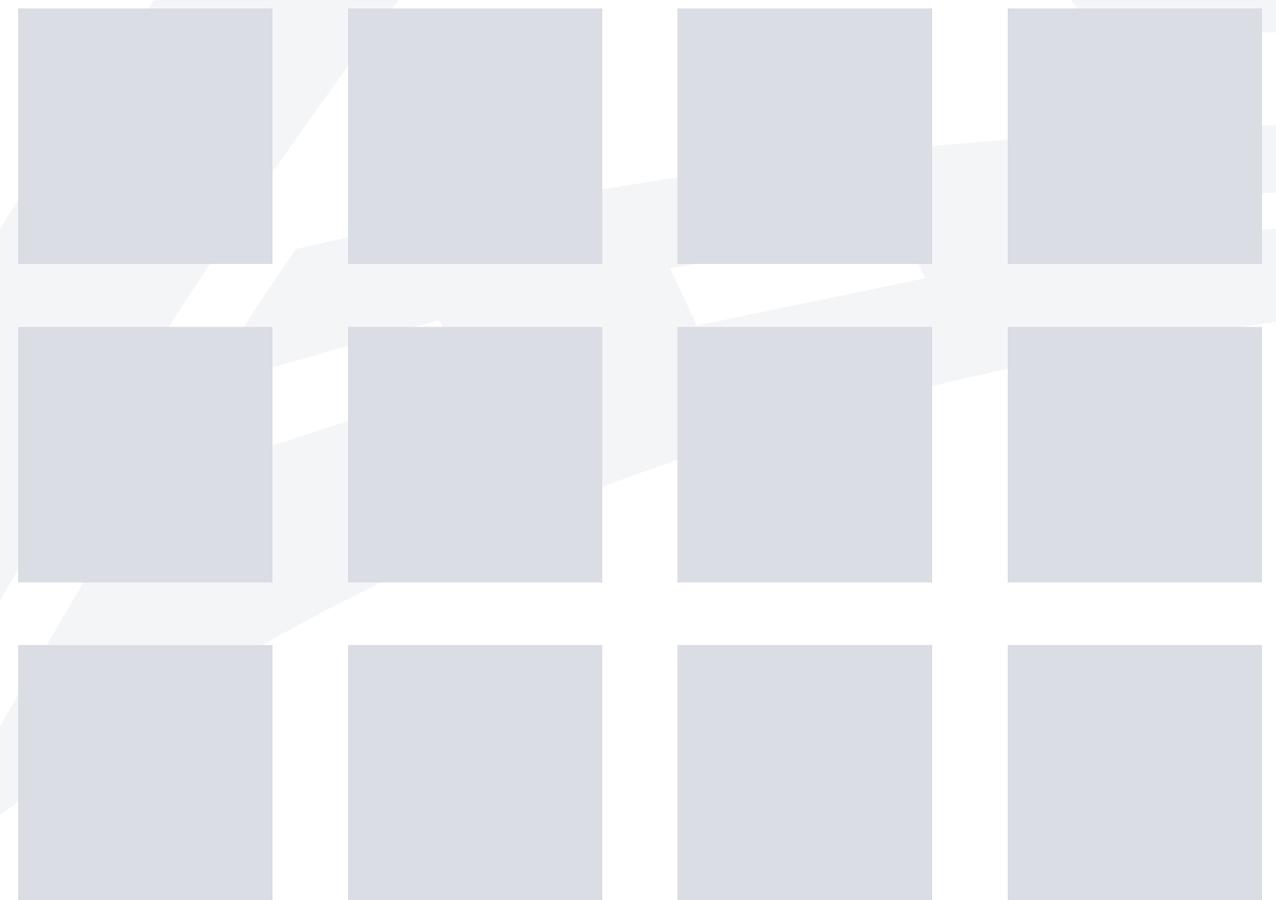
4 → Added one lane in each direction on Westlake Drive east of Loop 360.

WHAT'S NEW

TXDOT PARTNERED WITH AUSTIN TRANSPORTATION, EANES ISD, AND THE SAFE ROUTES TO SCHOOL PROGRAM ON BICYCLE AND PEDESTRIAN IMPROVEMENTS.

Share your feedback about the changes.

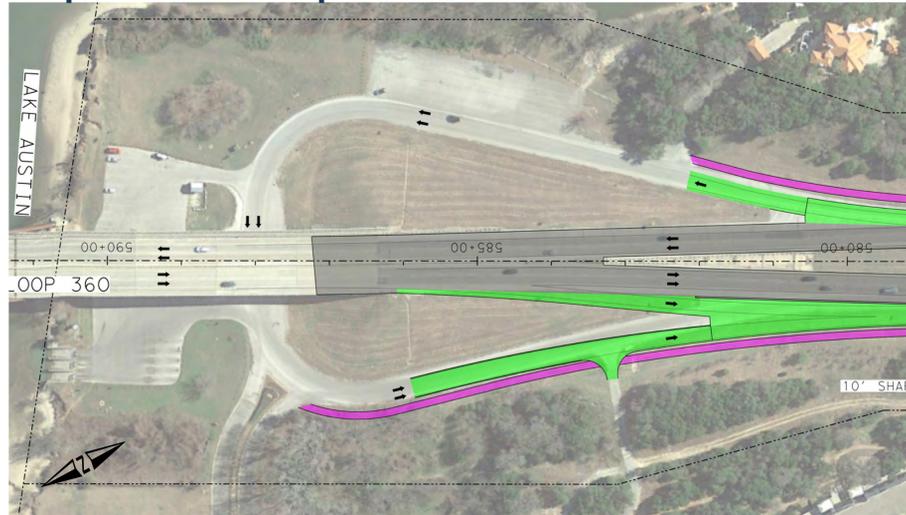
- 5 → To provide a safe crossing between the east and west sides of Loop 360, a shared-use path (SUP) was added on the Cedar Street bridge.
- 6 → To provide connectivity to Bridge Point Elementary School, the sidewalk was extended on the south side of Cedar Street.
- 7 → To provide connectivity with the Pennybacker Bridge, the SUP was extended on the north end of the project limits.



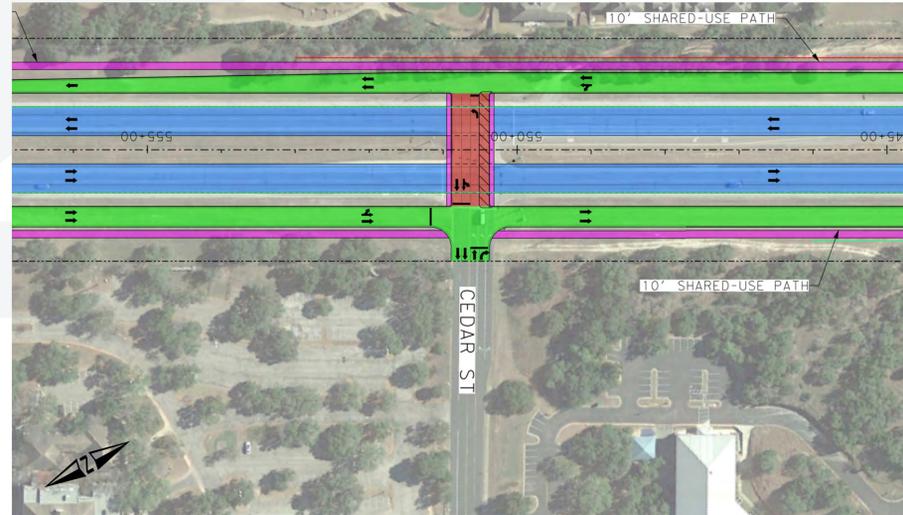
WHAT'S NEW

SEPTEMBER 2018 DESIGN

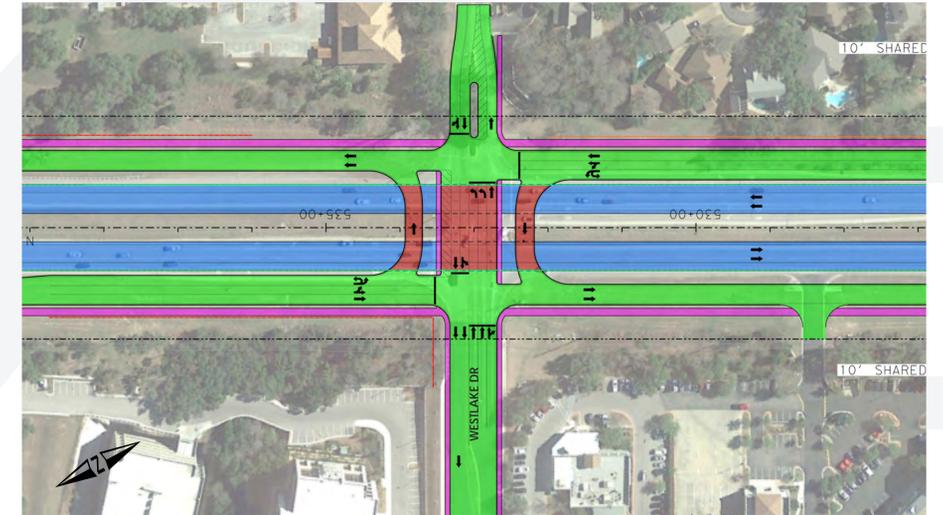
Loop 360 Boat Ramp Area



Cedar Street

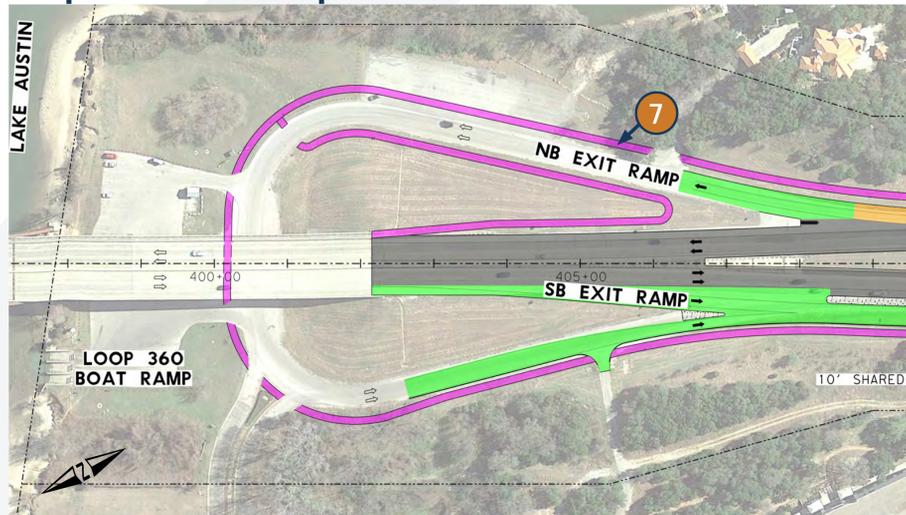


Westlake Drive

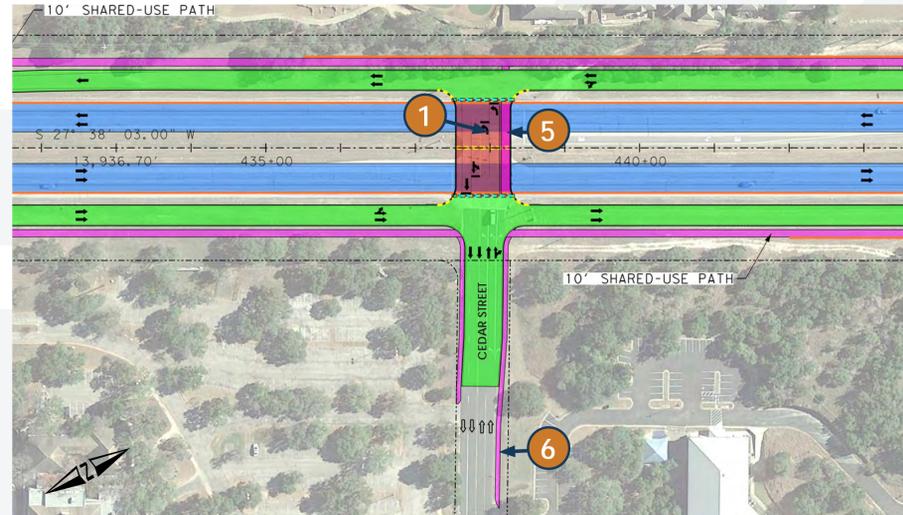


CURRENT DESIGN

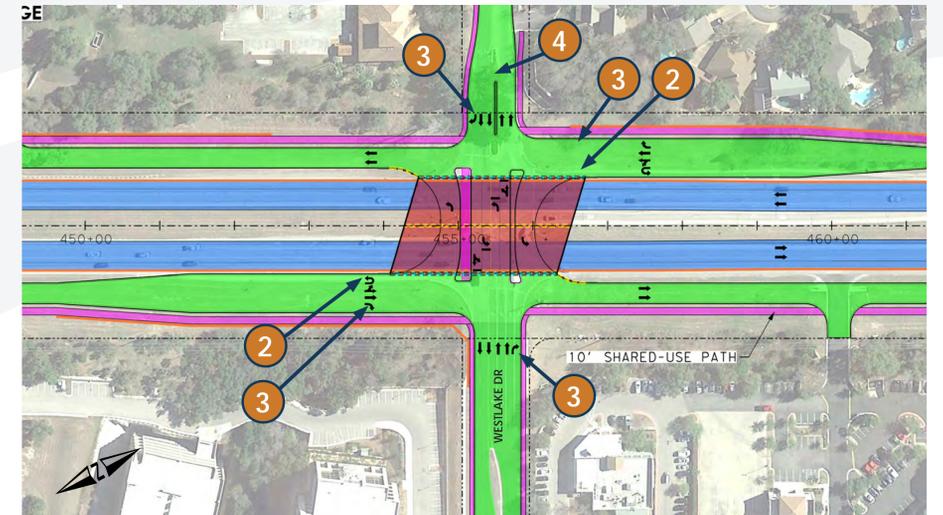
Loop 360 Boat Ramp Area



Cedar Street



Westlake Drive



LEGEND

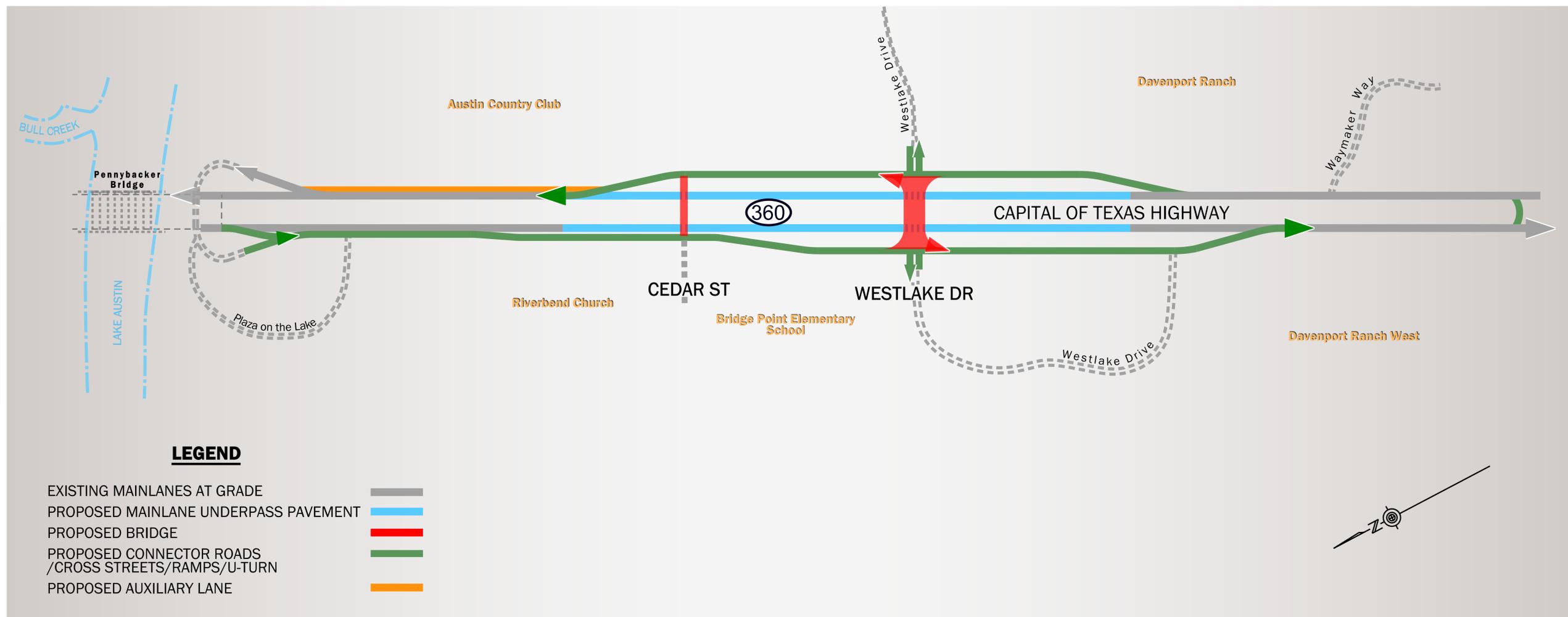
- EXISTING MAINLANES AT GRADE
- PROPOSED MAINLANES UNDERPASS PAVEMENT
- PROPOSED CONNECTOR ROAD, CROSS STREET, RAMP, U-TURNS, AND DRIVEWAY PAVEMENT
- PROPOSED SHARED-USE PATH/SIDEWALK
- PROPOSED BRIDGE
- PROPOSED AUXILIARY LANE
- RETAINING WALL
- EXISTING RIGHT OF WAY (ROW)

CONCEPTUAL LAYOUT

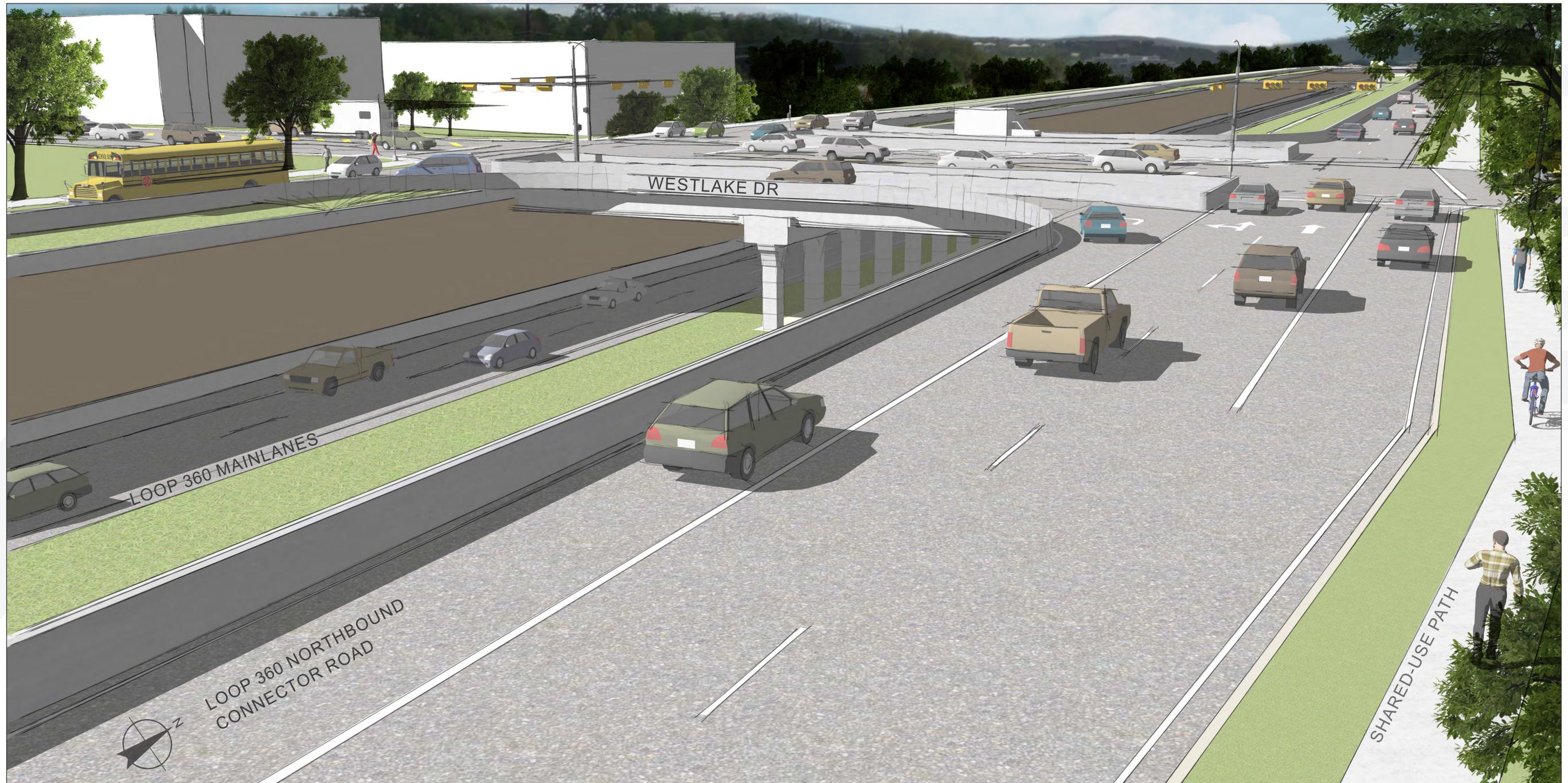
UNDERPASS AT WESTLAKE DRIVE AND CEDAR STREET

GENERAL DESCRIPTION

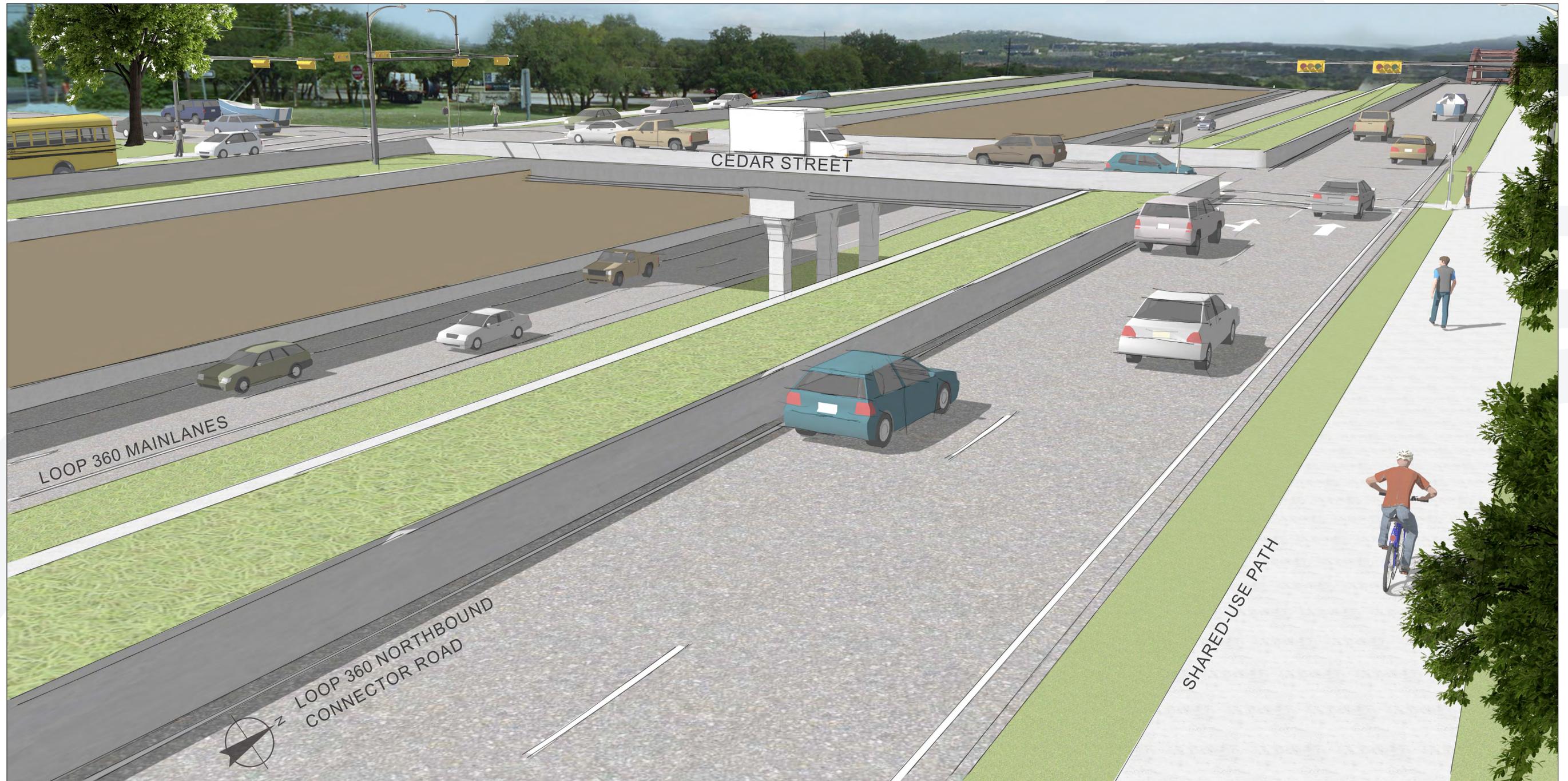
1. Existing mainlane signal at Westlake Drive replaced with mainlane underpass with non-signalized U-turns.
2. Existing mainlane signal at Cedar Street replaced with mainlane underpass.
3. Existing median crossovers removed and replaced with U-turn at the southern project limits.



UNDERPASS AT WESTLAKE DRIVE LOOKING NORTH



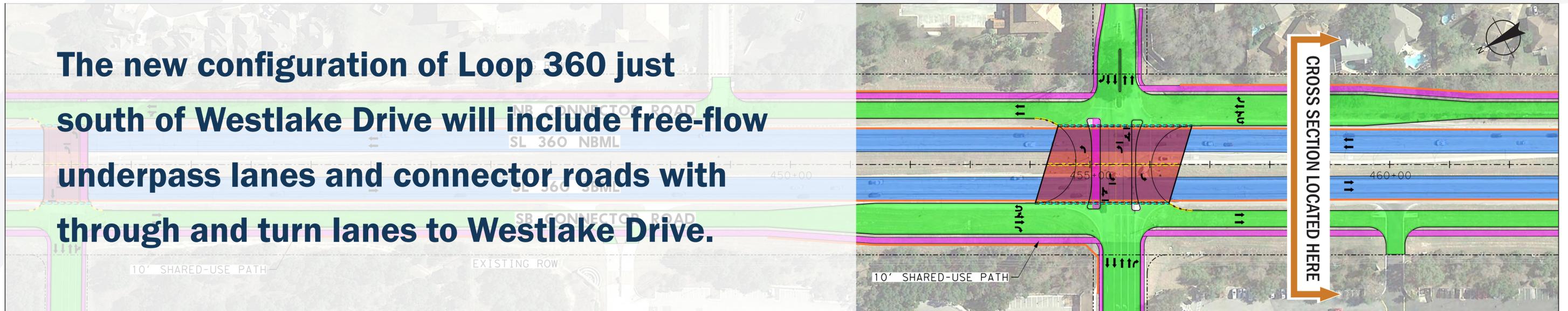
UNDERPASS AT CEDAR STREET LOOKING NORTH



CROSS SECTION WITH PLAN VIEW



The new configuration of Loop 360 just south of Westlake Drive will include free-flow underpass lanes and connector roads with through and turn lanes to Westlake Drive.



SHARE YOUR THOUGHTS

WHAT I LIKE ABOUT THIS CONCEPT

WHAT I DON'T LIKE ABOUT THIS CONCEPT

HOW CAN I STAY INFORMED?

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



www.Loop360Project.com



info@Loop360Project.com



LOOP 360 AT WESTLAKE DRIVE PROJECT PUBLIC WORKSHOP RECAP

Thank you to the more than 75 community members who participated in the public workshop and provided feedback on the updates to the [Loop 360 at Westlake Drive project](#) on Tuesday, April 23.

The project includes removing the traffic signals on the Loop 360 mainlanes and routing the mainlanes **under** Westlake Drive and Cedar Street, where bridges will be constructed. The project also includes non-signalized U-turns at Westlake Drive, and a shared-use path and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

Since our first Westlake Drive workshop in September 2018, several new or modified features have been incorporated into the design in response to public input. The proposed improvements now include dedicated right-turn, U-turn, and through lanes at Westlake Drive, and an additional left-turn lane at Cedar Street. TxDOT also partnered with the City of Austin, Eanes ISD, and Safe Routes to School to enhance the bicycle and pedestrian accommodations in the area, including adding a shared-use path and extended sidewalk at Cedar Street to provide access to Bridge Point Elementary School, and extending the shared-use path at the Loop 360 Boat Ramp to connect with the existing sidewalk on the Pennybacker Bridge.



Project team discusses proposed improvements

At last Tuesday's workshop, the project team heard a number of comments and suggestions from nearby residents and commuters. We welcome the input and will take it into consideration as we move forward with the design process. Here are a few things we heard:

- Support for TxDOT's recommendation to move forward with the underpass option at Westlake Drive and Cedar Street
- Support for the modifications to the project since the first public workshop

- Questions about traffic patterns during construction
- Requests for TxDOT to further evaluate the position of the shared-use path currently proposed for the southeast side of Loop 360 at Westlake Drive
- Support for completing the project as quickly as possible

If you couldn't make it to the workshop, you can visit our [virtual workshop](#) anytime between now and May 8, 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 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

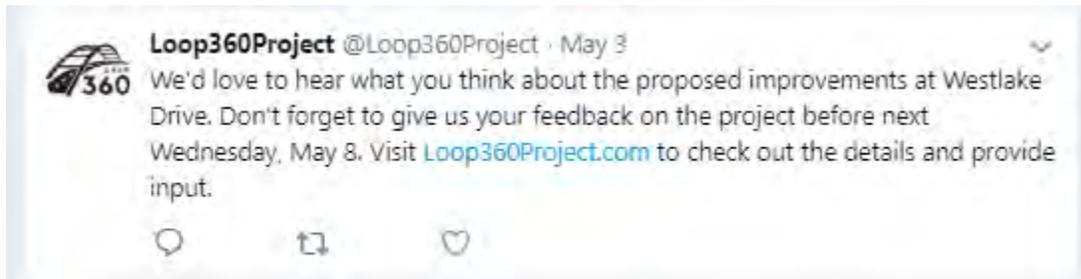
Comments must be received by Wednesday, May 8, 2019 to be included in the official record of the Loop 360 at Westlake Drive public workshop. We look forward to hearing from you!

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.

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Want to change how you receive these emails?
You can update your preferences or unsubscribe from this list.

Post-Workshop Twitter Post





WELCOME!



Welcome to the Loop 360 at Westlake Drive project 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.



ABOUT 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.



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 Westlake Drive project is one of the intersections included in the Loop 360 Program.

To learn more, download the [Program Fact Sheet](#) and [FAQs](#).



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.



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



In 2016, TxDOT completed the Loop 360 feasibility study which identified and evaluated potential short- and long-term transportation solutions for the corridor.





LOOP 360 TRAFFIC SUMMARY



Currently takes approximately 70% longer to travel on Loop 360 during peak periods than during free-flow 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/free-flow travel times.



Loop 360 from RM 2222 to RM 2244 is ranked #7 on the 2018 Texas Congestion Index (TCI), which measures how much longer a trip takes during peak periods vs. free-flow.





WHAT WE'VE HEARD



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





PROJECT PROCESS



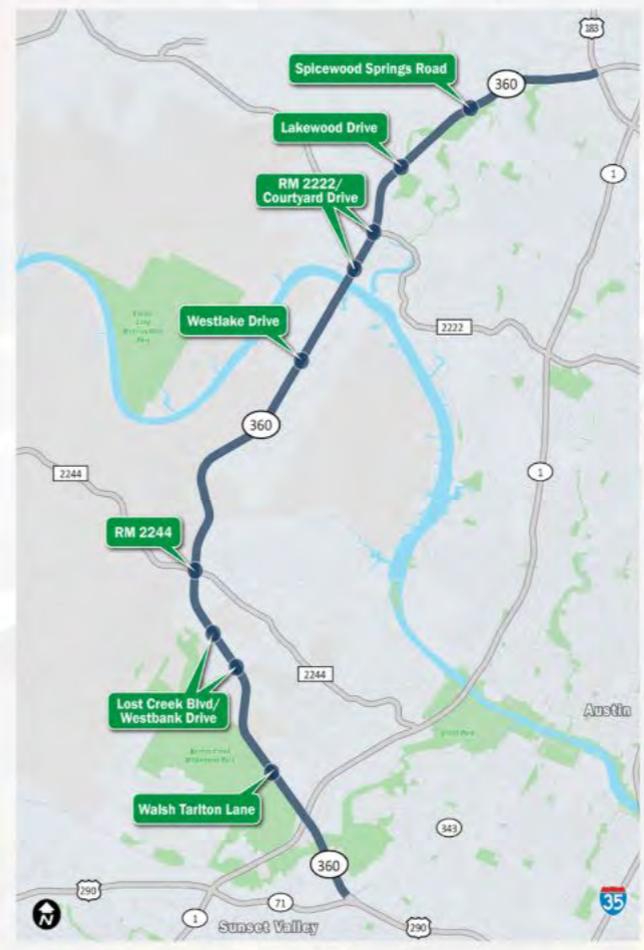
[Download a pdf of the Project Process](#)



PROGRAM SCHEDULE



ALL DATES ARE SUBJECT TO CHANGE



[Download a pdf of the Program Schedule](#)



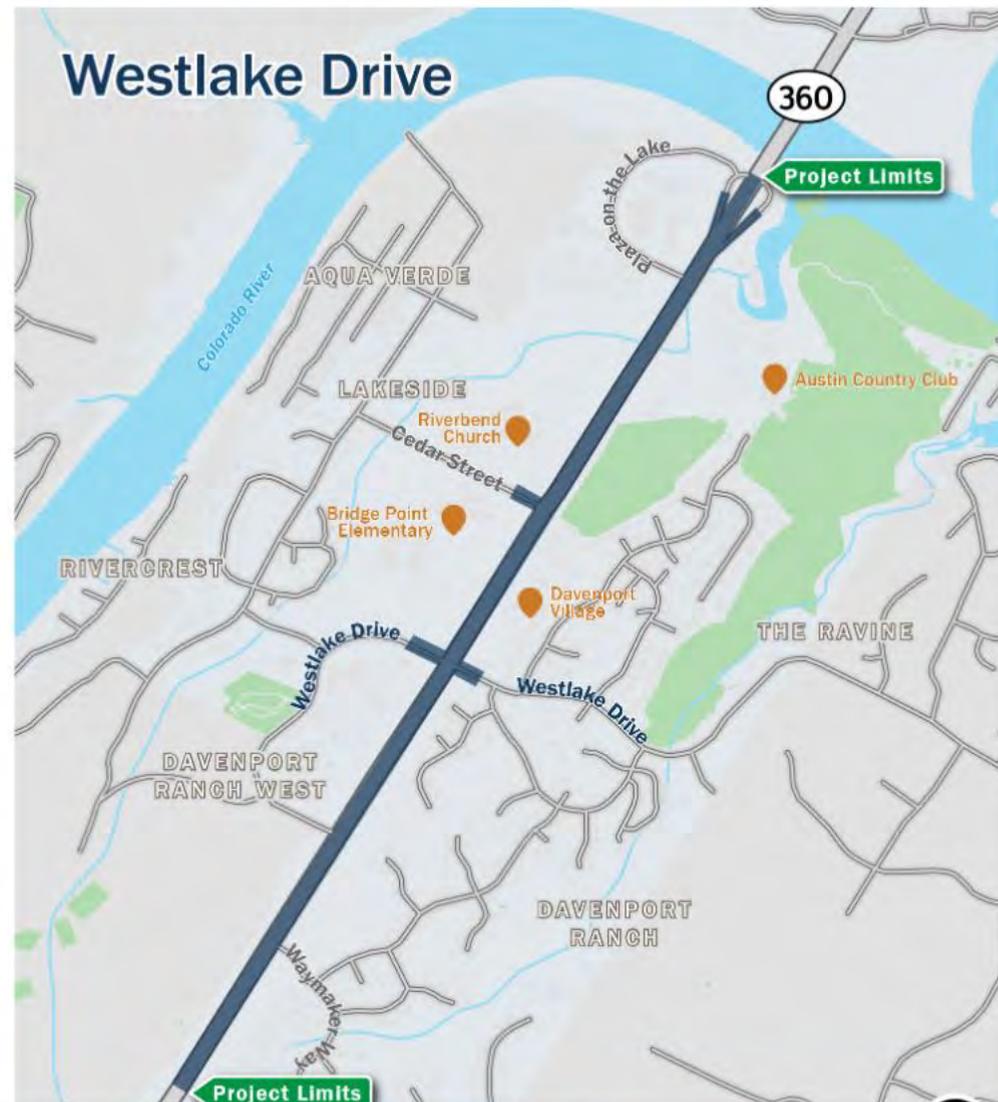
PENNYBACKER BRIDGE

The current Loop 360 projects will not impact the Pennybacker Bridge. The bridge will remain intact as built. TxDOT has plans for routine maintenance work on the bridge in summer 2019.



ABOUT THE LOOP 360 AT WESTLAKE DRIVE PROJECT

Click on the image to enlarge

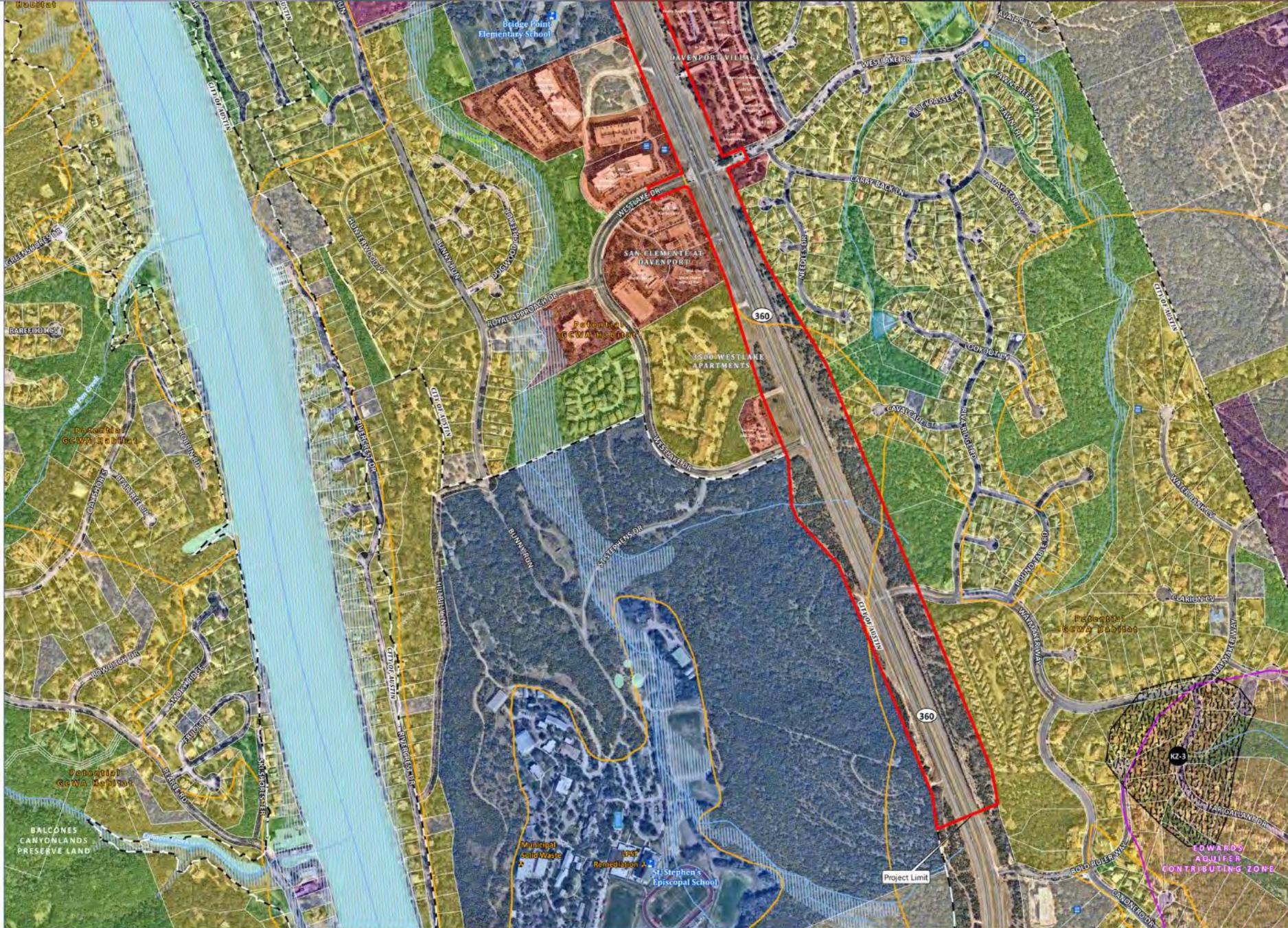


In September 2018, TxDOT presented three options for improvements at Westlake Drive to the community. Based on community input, TxDOT is recommending moving forward with the underpass option. The project includes:

- Replacing the traffic signals on the Loop 360 mainlanes with underpasses (where the mainlanes go under the cross streets) at Westlake Drive and Cedar Street.
- Adding non-signalized U-turns at Westlake Drive.
- Adding a shared-use path 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 2022.

Download the Westlake Drive [Fact Sheet](#) and [FAQs](#).



STATE LOOP 360 AT WESTLAKE DRIVE PROJECT

ENVIRONMENTAL CONSTRAINTS MAP



STATE LOOP 360 AT WESTLAKE DRIVE PROJECT

CSJ: 0113-13-166

1 inch = 300 feet
0 300 600

ENVIRONMENTAL CONSTRAINTS MAP

<ul style="list-style-type: none"> Existing Right of Way City Limits + School + Place of Worship + Cemetery + Other Point of Interest (labeled on map) * Potential HazMat Site City/County Park 	<p>Land Use</p> <ul style="list-style-type: none"> Residential Retail/Office Educational Facility Place of Worship Park, Preserve, Open Space, Golf Course Industrial Undeveloped 	<ul style="list-style-type: none"> + Spring National Hydrography Dataset (NHD) Flowline National Hydrography Dataset (NHD) Waterbody 100 Year Floodplain City of Austin Wetland Potential Wetland (National Wetlands Inventory) 	<ul style="list-style-type: none"> Canyon Rimrock/Bluff Potential Golden-cheeked Warbler (GCWA) Habitat Karst Zone (KZ-#) Edwards Aquifer Contributing Zone
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Data Sources: City of Austin, Travis County, United States Fish & Wildlife Service, Texas Commission on Environmental Quality, Federal Emergency Management Agency, United States Geological Survey, Intermap Aerial Imagery (2013)

[Download a pdf of Environmental Constraints](#)



WHAT'S NEW

In response to community input, **some changes have been made** to the recommended underpass option.

- 1 → Cedar Street:** Added a second left-turn lane from eastbound Cedar Street on the northbound Loop 360 connector road.
- 2 → Westlake Drive:** Added a dedicated U-turn lane on the Loop 360 connector roads in both directions.
- 3 →** Added dedicated right-turn lanes to and from the Loop 360 connector roads and Westlake Drive.
- 4 →** Added one lane in each direction on Westlake Drive east of Loop 360.

TXDOT Partnered with Austin Transportation, Eanes ISD ,and the Safe Routes to School Program on bicycle and pedestrian improvements.

- 5 →** To provide a safe crossing between the east and west sides of Loop 360, a shared-use path (SUP) was added on the Cedar Street bridge.
- 6 →** To provide connectivity to Bridge Point Elementary School, the sidewalk was extended on the south side of Cedar Street.
- 7 →** To provide connectivity with the Pennybacker Bridge, the SUP was extended on the north end of the project limits.

SEPTEMBER 2018 DESIGN





sides of Loop 360, a shared-use path (SUP) was added on the Cedar Street bridge.

School, the sidewalk was extended on the south side of Cedar Street.

Bridge, the SUP was extended on the north end of the project limits.

SEPTEMBER 2018 DESIGN

Loop 360 Boat Ramp Area



Cedar Street



Westlake Drive



CURRENT DESIGN

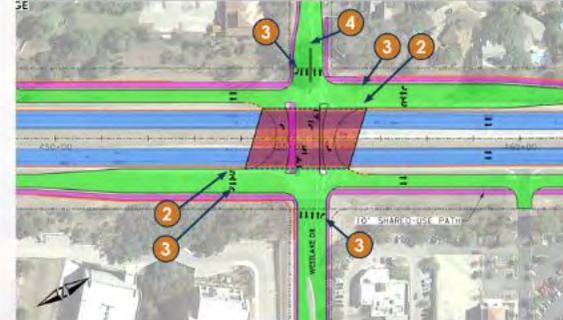
Loop 360 Boat Ramp Area



Cedar Street



Westlake Drive



LEGEND

- EXISTING MAINLANES AT GRADE
- PROPOSED MAINLANES UNDERPASS PAVEMEN
- PROPOSED CONNECTOR ROAD, CROSS STREET RAMP, U-TURNS, AND DRIVEWAY PAVEMENT
- PROPOSED SHARED-USE PATH/SIDEWALK
- PROPOSED BRIDGE
- PROPOSED AUXILIARY LANE
- RETAINING WALL
- EXISTING RIGHT OF WAY (ROW)

[Download a pdf of What's New](#)



CONCEPTUAL LAYOUT

General Description

- Existing mainlane signal at Westlake Drive replaced with mainlane underpass with non-signalized U-turns.
- Existing mainlane signal at Cedar Street replaced with mainlane underpass.
- Existing median crossovers removed and replaced with U-turn at the southern project limits.



Click on the image to enlarge

View the [engineering drawing](#) of the Conceptual Layout.



PROJECT RENDERINGS

Underpass at Westlake Drive Looking North



Click on the image to enlarge

Underpass at Cedar Street Looking North

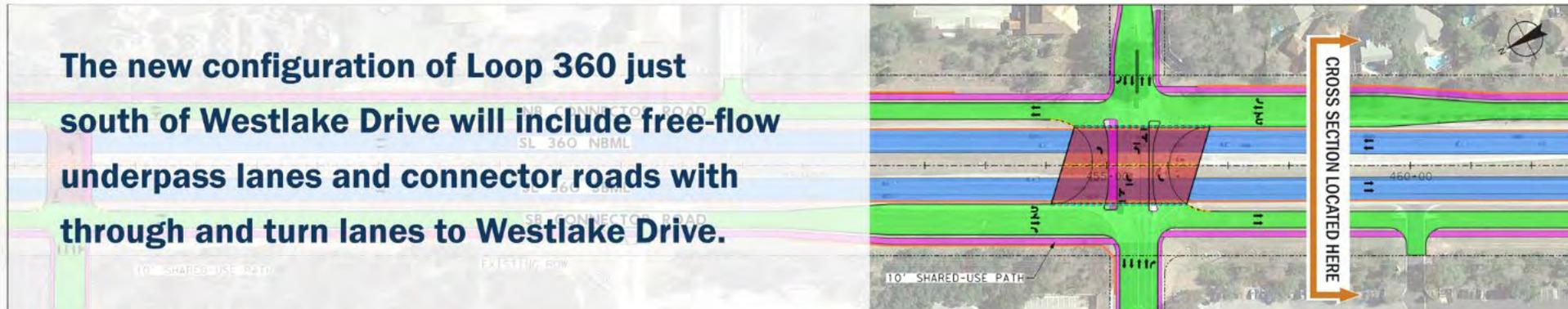


Click on the image to enlarge





CROSS SECTION



The new configuration of Loop 360 just south of Westlake Drive will include free-flow underpass lanes and connector roads with through and turn lanes to Westlake Drive.

Click on the image to enlarge



WE WANT TO HEAR FROM YOU

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 Wednesday, May 8, 2019 to be included in the official record of the Loop 360 at Westlake Drive 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.

 **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





Loop 360 Westlake Drive changes

proposed

by: **KLBJ Newsroom**
Apr. 22, 2019

SHARE f t
in

Design changes to the Loop 360 Westlake project are being revealed this week by TxDOT.

The estimated \$60 million dollar project would remove traffic lights from the main lanes and create underpasses at Westlake Drive and Cedar Street. TxDOT's Brad Wheelis says new U-turns and shared use paths are also included. "And we received a lot of public input on this project. So our design team took that input back to the table and they made some modifications." He adds, "Some of those modifications include dedicated turns, u-turns and thru-lanes at Westlake Drive and Cedar Street."

TxDOT plans to reveal those changes starting this afternoon from 4pm to 6pm at a workshop at Riverbend Church. "Including these dedicated turns, there will be a dedicated right turn in four different places on Westlake Drive. This is something we heard many folks asking for." TxDOT will have a virtual workshop online at www.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 Wednesday, May 8, 2019 to be included in the public record.

(Photo Courtesy TxDOT)

[Home](#) > [News](#) > [Austin](#)

TxDOT To Share Design Changes For Loop 360 At Westlake Drive Project

Date: April 22, 2019 | [\(1\) Comment](#)

share [f](#) [t](#) [+](#) [in](#) [p](#)



Photo Credit To TxDOT

Updates based on input received during first phase of public outreach

AUSTIN — The Texas Department of Transportation will host a public workshop (<https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/austin/042319.html>) to discuss the proposed improvements to Loop 360 at Westlake Drive on Tuesday, April 23, 2019 from 4 to 6 p.m.

The workshop will be held in the Community Center at [Riverbend Church, located at 4214 N. Capital of Texas Highway in Austin](#) (<https://www.google.com/maps/place/Riverbend+Church/@30.3414848,-97.8042942,15z/data=!4m5!3m4!1s0x0:0x812dd6b912e3a57!8m2!3d30.3414848!4d-97.8042942>).

The meeting will be an open house format with no formal presentation, so attendees can come and go at their convenience.

The purpose of the project is to improve safety and mobility at the intersections of Westlake Drive and Cedar Street. In September 2018, TxDOT presented three options to the community.

After reviewing and incorporating all public feedback, TxDOT is recommending moving forward with the underpass option. Proposed improvements include

- Removing the traffic signals from the Loop 360 mainlanes at Westlake Drive and Cedar Street and adding underpasses (where the mainlanes go under the cross streets) at both intersections
- Adding non-signalized U-turns at Westlake Drive
- Adding a shared-use path and sidewalks within the project limits to improve bicycle and pedestrian accommodations

In response to public input, the project team has incorporated several new or modified features into the design, including dedicated turns, U-turns and through lanes at Westlake Drive and Cedar Street.

TxDOT also partnered with the City of Austin, Eanes ISD, and Safe Routes to School to enhance the bicycle and pedestrian accommodations in the area, including adding a shared-use path and extending the shared-use path at the Loop 360 Boat Ramp to connect with the existing sidewalk on the Pennybacker Bridge.

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 requested.

Those unable to attend the meeting in person can review materials and comment online via our virtual workshop, which will be available from April 23 through May 8, 2019, at www.Loop360Project.com (<http://www.Loop360Project.com>).

Individuals may also email comments to cwotip-c@txdot.gov (<mailto:cwotip-c@txdot.gov>) or mail in their comments to the TxDOT Austin District, Attention: Crystal Wotipka, [Loop 360 Program](mailto:Loop360Program), 7901 N. I-35, Austin, Texas 78753 (<https://www.google.com/maps/place/Austin+District+Headquarters/@30.3405969,-97.6978164,15z/data=!4m5!3m4!1s0x0:0xa374a01cf3679bf0:8m2!3d30.3405969!4d-97.6978164>) on August 15, 2019 97.6978164). All comments must be received by Wednesday, May 8, 2019 to be included in the public record.

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

TxDOT: New proposed improvements for Westlake Drive on Loop 360



by: **Candy Rodriguez** (<https://www.kxan.com/meet-the-team/candy-rodriguez/1001479337>)

Posted: Apr 23, 2019 / 06:00 AM CDT

Updated: Apr 23, 2019 / 07:54 AM CDT

AUSTIN (KXAN) — The Texas Department of Transportation is working on a major overhaul of Capital of Texas Highway (Loop 360) by improving several intersections along the 14-mile stretch of road.

"Usually the biggest backup is where Loop 360 and Ranch to Market Road 2222 meet and then again right at the light over here at Westlake Drive," Dr. Susan Elizondo said.

Elizondo is an optometrist and the owner of Westlake Hills Vision Center in the Davenport Village located near the intersection of Loop 360 and Westlake Drive. She said she knows firsthand how congested the road can get and even hears it from her patients.

"They're like, 'Oh, I'm sorry I'm running late because of traffic.' It's actually something I hear a lot," she said.

On Tuesday, TxDOT will host a workshop to showcase new proposed improvements for the busy intersection of Westlake Drive and Loop 360 as well as Cedar Street and Loop 360.

For the last several months, TxDOT has been working on plans to improve safety and mobility at the intersections of Westlake Drive and Cedar Street.

Transportation officials said they've been working on this for the last several months. In Sept. 2018, they presented three options to the community and after reviewing the feedback they came up with the new improvements.

TxDOT is looking at adding underpasses at Westlake Drive and Cedar Street for the mainlanes, a U-turn option at Westlake Drive and shared-use paths and sidewalks to improve bicyclists and pedestrian safety.

Elizondo said she's on board with the changes if they help ease the traffic woes she and her patients face every day, but she admitted she is worried the construction will come at a cost.

"I already have patients that complain about the traffic and to add that on top of it would be very difficult," she said. "It could potentially damage our business and we may go under because nobody wants to deal with that."

TxDOT officials said they expect construction to begin early 2022, but before any shovels go in the ground, they plan to meet with every business owner in the area to help with the transition.

Tuesday afternoon's workshop will showcase updated renderings of the proposed improvements. It will be held at the Riverbend Church on Loop 360 from 4 p.m. to 6 p.m.

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SHARE THIS STORY

Loop 360 recommendations would cut traffic by replacing streetlights with underpasses

by Raven Ambers

Tuesday, April 23rd 2019



TxDOT has revealed its final recommendations for traffic improvements along Loop 360 in Northwest Austin. The proposed plan would eliminate several traffic lights along the 14-mile stretch and add underpasses to help relieve traffic congestion. (CBS Austin)

TxDOT has revealed its final recommendations for traffic improvements along Loop 360 in Northwest Austin.

The proposed plan would eliminate several traffic lights along the 14-mile stretch and add underpasses to help relieve traffic congestion.

Tiffany Taylor commutes along the highway every day to get to her salon, Beutify, which is located right off of Westlake Dr. and Loop 360. She says she spends most of her time in the car waiting at lights.

"I sit in traffic at the light at 360 and Westlake just over 5-10 minutes sometimes just waiting for cars to cycle through," Taylor said.

But that chaotic commute could come to an end in just a few years.

After hosting a series of meetings and getting public feedback, TxDOT has revealed its final recommendations that would eliminate the wait along 360 at several intersections, including Westlake Dr. and Cedar Street.

"We're gonna remove signals from seven intersections along Loop 360 and put either over passes or underpasses there, and then reconfigure two intersections that already have underpasses," said Brad Wheelis, a spokesperson for TxDOT.

During a 2016 improvement study, TxDOT found that if they did nothing, travel times through the entire corridor would increase anywhere from 45% to 56% by 2040.

"The idea is to keep traffic flowing along Loop 360," Wheelis said.

Plans also call for adding a u-turn at Westlake Dr. and shared paths for both cyclists and pedestrians along the highway.

If approved, the project would start in 2022. An environmental study is currently underway for the recommendations, which could take several more months to a year to complete.

While Taylor is looking for an easier commute, she is concerned about things getting worse before they get better.

"Having construction can definitely cause even more delays, so depending on how long it could take, it could be impacting our business for a while," she said.

Wheelis said construction on 360 would span about 10 years. Crews would start on the Westlake and Cedar Street intersections first, which would take two to three years to complete.

Residents review options for Loop 360

By Luz Moreno-Lozano

Posted May 2, 2019 at 10:52 AM

Updated May 2, 2019 at 10:53 AM

Safer bike lanes, dedicated right turn lanes and an underpass are proposed to be constructed on Westlake Drive at Capital of Texas Highway (Loop 360) to help improve the flow of traffic and keep drivers and pedestrians safe.

The Westlake Drive intersection is the most congested along the Loop 360 corridor, a major north/south thoroughfare. And unless something is done, Texas Department of Transportation officials said, traffic conditions will worsen as the population grows.

TxDOT's and the city of Austin's Loop 360 project will upgrade nine intersections along the highway, providing substantial benefits for congestion relief, officials said. The goal is to improve safety and mobility throughout the 14-mile corridor using traffic projections through 2040.

In September, the agency held a public workshop to gather feedback on the three available options for improvements to the Westlake Drive intersection. While two options showed Loop 360 going over the intersection, constructing an underpass got overwhelming support, according to officials.

Westlake residents had one last chance to view and comment on the design during a workshop April 23.

"Tonight we are out of here to show residents what we heard last time and that Loop 360 main lanes will go under Westlake (Drive) and Cedar Street," said Lucas Short, TxDOT's program manager for Loop 360.

Short said the proposed design will separate traffic. Local traffic will still be able to use the signal and through traffic will be able to go underneath Westlake Drive and Cedar Street and bypass the stop lights.

“One of the things we heard in September is the neighborhood felt cut off,” Short said. “If you put an overpass through the middle of the (Westlake neighborhoods), they felt like the neighborhoods would be separated.”

In addition to the three options presented in September, Short said residents asked for easier right turn movements on and off of Westlake Drive. A signalized light will be installed on either side of Loop 360 at Westlake Drive, and each corner will include a dedicated right turn lane.

The updated design also includes building a shared-use path across the Cedar Street bridge and expanding the sidewalk to meet the first driveway of the elementary school. A shared-use path that allows pedestrians to get back to Pennybacker Bridge from the park boat ramp area was also added.

Drivers have expressed concern about the safety of cyclists riding along the main lane of Loop 360. The proposed design will remove the shared-use paths from the main lanes and will instead run along the local traffic on the overpass. Multiple bicycle involved wrecks have been reported along the road. Short said this design makes it safer for pedestrians.

Some residents seemed said they were pleased with the design and believe the area’s traffic flow will improve with the plan. Del Waters jokingly asked if the project could start sooner. He said he liked that the design took the bike lanes off the main lanes of Loop 360 and will make getting onto the highway easier. He and his wife moved to the area in 1983, so this alleviation was a long time coming, he said.

While most agreed the flow of traffic would improve once the project is complete, some residents living on the east side of the road expressed concern over how close the shared-use paths were to their backyard. Project engineers said the paths are about 30 feet from the property line.

“We don’t need bike lanes on both sides of the highway,” said resident Brendon Mullen. “Keep the bike lanes on the west side of the road where Jack Allen’s and all that is, so they are not cutting into cliffs and not killing the greenery on the east side and I don’t have some stranger close to my backyard.”

Following last week's workshop, Lucas said suggestions would be considered and incorporated, if feasible. Comments can be made online in the virtual open house through May 8.

An environmental study will be performed next, which would take up to two years. Construction is expected to begin in 2022 and be completed by 2025.

The \$65 million project is being done in conjunction with the City of Austin. The city contributed \$14 million to the project out of funds from its voter-approved 2016 mobility bond.

▶ UNDERPASS AT WESTLAKE DRIVE LOOKING NORTH



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