



**CITY OF ROLLINGWOOD  
403 NIXON DRIVE  
ROLLINGWOOD, TEXAS 78746  
512-327-1838**

March 7, 2017

Mike Heiligenstein  
Executive Director  
Central Texas Regional Mobility Authority  
3300 N. IH-35, Suite 300  
Austin, Texas 78705

Dear Mr. Heiligenstein:

Thank you for meeting with us on January 26, 2017. It was a pleasure meeting with you and Dee Anne. As you suggested, we would be happy to bring a group from Rollingwood to your offices to study and discuss with you and your staff the various configurations/details of the designs currently being proposed for MoPac South improvements. We will be in touch soon to set up a date and time for that meeting.

In the meantime, I am also taking you up on your offer to provide the following information to us:

- 1) All traffic studies, whether draft or final, for the Bee Cave Road (R.M. 2244) and MoPac (Loop 1) intersection;
- 2) All traffic studies, whether draft or final, for traffic exiting the south bound Bee Cave Road (R.M. 2244) exit when headed south on MoPac; and,
- 3) All traffic studies, whether draft or final, for the intersection of Rollingwood Drive and Barton Springs Road/MoPac (Loop 1) frontage road.

As I stated at our meeting, the City of Rollingwood and our citizens continue to be very concerned about the impact that the MoPac South improvements will likely have on the intersection of Bee Cave Road (R.M. 2244) and MoPac (Loop 1). Adding to this concern, I have recently been informed that this intersection currently handles even more traffic on a daily basis than the intersection of MoPac and Cesar Chavez. The intersection of MoPac and Bee Cave Road is already problematic and every indicator suggests to Rollingwood that it will continue to get worse unless it is adequately addressed. Elevated lanes over Bee Cave Road at MoPac, which

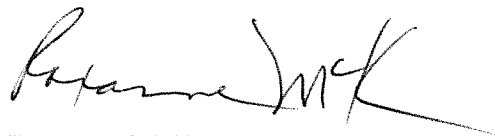
would use up most if not all of the right of way, would severely restrict the ability to address both present and future problems at that intersection. Because the design and construction of the MoPac South improvements will either directly or indirectly affect this already strained intersection, it is imperative to fully consider and address any impacts to this intersection resulting from the design and construction of the MoPac South improvements as part of the National Environmental Policy Act ("NEPA") review before a design is chosen. The current problems with this already extremely congested intersection as well as future adverse impacts on this intersection associated with the MoPac South project are currently and will continue to be magnified with special events traffic during the Austin City Limits Festival, the Trail of Lights festival, Blues on the Green concerts, and other similar events at Zilker Park.

It is the City of Rollingwood's position that the proposed design alternative that includes two express lanes in each direction without relying on elevated lanes has not been fully "optimized." In other words, we feel that this design alternative was proposed and prematurely dismissed, rather than taking the time and attention necessary to incorporate effective engineering designs into the alternative to make it as functional as it should be. Unless and until all of the proposed designs have been "optimized," then a fully informed comparison of designs and meaningful selection of a preferred design cannot and should not be made.

As we have expressed to you before, the City of Rollingwood continues to oppose elevated lanes of any kind over MoPac. We do not want to see the same mistakes in elevated roadway design experienced by other U.S. cities, including Texas cities such as Dallas (I-345) and Houston (I-45 Pierce Elevated), repeated here in Austin, especially in the heart of an area that is so special, historic, and irreplaceable. Zilker Park, Lady Bird Lake, the City of Rollingwood, and the City of Austin all deserve better and working together we can do better.

Thank you again for meeting with Mike Dyson, Charles Winfield, and me. We look forward to continuing to work with you and we want to actively participate in the process of selecting a final design for MoPac South improvements. We appreciate your receptiveness to our participation in the process.

Sincerely,

A handwritten signature in black ink, appearing to read "Roxanne McKee". The signature is fluid and cursive, with the first name being more prominent than the last.

Roxanne McKee

Mayor

cc: Senator Kirk Watson

Representative Donna Howard