



Documentation of Public Meeting

Project Location

Travis County + Hays County
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
CSJ: 0113-08-087 (Travis) and CSJ: 0113-07-070 (Hays)

Project Limits

From FM 1826 to RM 12

Meeting Locations

Dripping Springs Ranch Park
1042 Event Center Dr., Dripping Springs, TX 78620

Oak Hill United Methodist Church
7815 US 290, Austin, TX 78749

Meeting Dates and Times

Tuesday, October 8, 2019
5-7 p.m.

Thursday, October 10, 2019
5-7 p.m.

Translation Services

N/A

Presenters

N/A

Elected Officials in Attendance

Representative Vikki Goodwin - Texas House of Representatives

Total Number of Attendees (approx.)

101

Total Number of Commenters

32



Contents

- A. Comment/response matrix
- B. Notices provided (including tear sheets if applicable, website screen captures, distribution lists with copy of notice sent, etc.)
- C. Sign-in sheets
- D. Comments received
- E. Figures

A.

Comment/Response Matrix

In order to find your comment and response, please see the following matrix.
The matrix is organized in alphabetical order by first name.

US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study – Open House Series No. 1
 October 8, 2019 & October 10, 2019
 Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
1	Aaron Susler	10/9/2019	Email	In regard to traffic safety on 290, I have a simple solution but can't make the meeting. Put in a curbed median and have turn around/U-turn cutouts at various points. That way no one is allowed to turn left onto 290, they turn right and then do a U-turn at the closest point.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along US 290. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
2	Alfred St. Louis	10/8/2019	Email	I drive daily between Circle Drive and the Y in Oak Hill. My main concerns are speeding and red-light runners. The roadway is fine after recent upgrades, but drivers in a hurry put everyone at risk. The mobile speed information flasher seems to slow speeders down when they see how fast they are driving. The use of mobile speed information devices and occasional enforcement should help to reduce the incidence of speeding. I would recommend keeping the speed flasher device in place on 290W. Also, there is a device on Covered Bridge Rd near Hwy 71W, that has been there for many months in an area where the limit is only 30mph.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along US 290. We will continue to work with and support law enforcement officers to enforce speed limits. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
3	Ben Broughton	10/8/2019	Comment Form	Stay off Fitzhugh with any bypass. Build upper deck over 290.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290.
4	Casey Cutler	9/20/2019	Email	<p>Please review the October 2017 Hays County FM 150 West Character Master Plan. This report was undertaken by K Friese & Associates, the Hays County Commissioners Court and hundreds of Hays County residents.</p> <p>That report which was worked on for 3 years closely with the Hays County/Driftwood community, created a FM 150 Bypass that ran just to the east of Driftwood and thru Rutherford Ranch efficiently and effectively moving traffic from US 35 up to FM 967 and then up to FM 1826, just east of Driftwood Tx (just southeast of Dripping Springs).</p>	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along US 290.
				<p>However, the final leg of that project would finish moving the traffic efficiently and effectively from Highway 35 (just south of Kyle) up to 1826 and out Sawyer Ranch Road to SH 290 has yet to be completed. Completing the last 2 miles of that highway connection from 1826 to Sawyer Ranch Road and out to 290 would significantly relieve any traffic build up in the center of Hays County and efficiently, effectively, and safely move citizens from US 35 thru the center of Hays County onto 290. This needs to be undertaken as soon as possible since development of the region is rapidly removing existing viable potential options.</p> <p>Please contact Hays County Judge Ruben Becerra or Commissioner Walt Smith for more information. Or feel free to contact myself as I have a copy of the 3-volume set of the Mater Plan I would give you if it would help you bring that about.</p>	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along US 290. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
5	Charles Busbey	10/8/2019	Comment Form	290 needs to be a limited access highway (freeway). That is the only way it can be used safely. With all the traffic, the lights, the access drives onto 290, etc., traffic is going to be operating stop-and-go. It cannot continue to have a 60 mph speed limit.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290.

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6	Christal Fisher	10/8/2019	Comment Form	Please do not schedule construction on 620 & 290 at the same time. Please do not have both of them torn up at the same time. Thank you.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290.
7	Connie Kersten	10/8/2019	Comment Form	We need a park and ride in Dripping Springs and a regular bus service.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290.
				Also, at intersection Sawyer Ranch & 290, you need to limit right turns on red! Safety issue - cars turning onto Sawyer from eastbound 290 try to "sneak" in before the left turners from westbound 290 who have to wait. Also, the green arrow turn needs to be lengthened and no yield on green!	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
8	Dale Boman	10/10/2019	Comment Form	Please - a regular stoplight at corner of Rockway & 290.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
				More important - an overpass from the "Y" to Dripping Springs.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. The current limits of the project study area are from RM 1826 in southwest Austin to RM 12 in Dripping Springs. The improvements considered in this study will connect with highway improvements in Oak Hill.
9	Dan O'Brien	10/7/2019	Email	<p>Dear Ms. Ashley-Nguyen: Thank you for attending the Advisory meeting regarding the study of US 290 and potential expansion projects. At that meeting, we discussed EMS and other emergency traffic during and post construction. At that time, you asked what the required width for a shoulder would be for an ambulance. After speaking with our chief, his opinion is that a minimum of eight feet is required to maneuver an ambulance on a shoulder. While the ambulances can handle unpaved surfaces, a concern is maneuvering too close to some existing drops offs beyond existing shoulders.</p> <p>Please let me know if there is any additional information that we can supply to you. We appreciate TxDOT having the meeting and working to ensure the concerns of all the stakeholders are discussed and met.</p> <p>I copied Randall Dillard on the email because my prior emails to you have bounced-back and I wanted to make sure that you received my answer to your question.</p>	Thank you. Your input is appreciated and will be considered as we study how to improve safety and mobility along US 290.
10	Dan Zinn	10/8/2019	Comment Form	A concern is traffic pulling out onto 290 as well as turning into roads and businesses. Acceleration and deceleration lanes are needed. A raised median to separate traffic and control turning left.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
11	David Darcy	10/10/2019	Comment Form	There is a fairly new apartment complex (Fox Hill?) just west of where Circle Drive/South View Drive intersect 290. There needs to be clear signage prohibiting left turns from eastbound 290 traffic into those	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.

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				apartments. (I too often see cars stopped on 290 waiting for a break in westbound traffic to turn.)	
12	David L.	9/30/2019	Email	I was wondering if there were any plans to widen south bound Mopac from Wm Cannon overpass to Davis lane exit? Currently it is two lanes. It's exactly 2 miles of which 1.7 miles is already paved. If the other 0.3 miles were paved it would tremendously improve rush hour traffic by opening up a third lane. That whole area in front of Target and Randall's is such a mess every day because of the bottleneck at Wm Cannon overpass being squeezed from 3 lanes to 2.	Thank you. The current limits of the Planning and Feasibility Study area for this project are on US 290 from RM 1826 in southwest Austin to RM 12 in Dripping Springs. Loop 1 (MoPac) in the vicinity mentioned is currently being studied by the Central Texas Regional Mobility Authority and we are forwarding your comment regarding southbound MoPac to the MoPac South Environmental Study team for a response.
13	David Nault	9/24/2019	Letter	<p>This is going to be a history lesson, besides a plea for a stop light, that we have plead for at least 25yrs.</p> <p>We moved here from San Antonio in 1967, to go to work for Strait Music Company, which after all was said and done for 18yrs. The original address for Strait was 908 N. Lamar. I still remember the flood on Labor Day either 1982 or 83. There are still a couple of pianos still sitting at the bottom of Town Lake. Anyhow we bought our house here at [REDACTED] in 1973 March, Jerry Angerman was the Realtor. At that time in Scenic Brook Estates, there were only 7 houses in the subdivision. And the nearest grocery store was at Manchaca, and Ben White. That was it for any business close to us. So, at that time also I drove to work from Spring Circle Dr, to [REDACTED] on 290 direct to S. Lamar and on up day in day out. No loop 1. Fast forward a bit to the 80's. That's when TxDOT should have finished the intersection at 71 & 290 but listened to too many people that moved in here from other states, and finally shelved the product. So now here we are today, dealing with this debacle that we are faced with, and will most likely get much worse before it gets any better starting in 2020.</p> <p>Starting somewhere in the 80's the erstwhile Mr. Angerman since he owned quite a bit of property on 290 and Rockway Dr, decided to go into business during and after he failed the banking business, and built himself a Stop & Go store on 290 and Rockway. And had enough glue with the powers at be at that time to get a yellow blinking light on 290 and Rockway Drive. Weren't we Lucky? Then he built a curio shop, and an Automobile Repair almost a year later.</p>	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along US 290.

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				<p>To top that off a realtor came up with a subdivision and named the street Derecho Drive. So, what do we have? A 4-way stop being serviced by a blinking yellow light. Here's the kickers. This yellow blinking light, (follow me on this), is the only blinking at a 4-way intersection from Hwy 290 & 71 to the stop light at the HEB in Dripping Springs. Now let's add a little sand in the sore. We have been asking for a Red Stop Light at this 4-way intersection now that I know of for 20yrs. Deaf Ears supposedly. Here's the sand. El Ray Blvd. Many yrs ago a 3-way intersection. The guy that got this light probably knew someone in the "cave of the winds". Translation Texas Legislator. So, let's go to about 2 football fields east of El Ray. Another 3 way stop. Not necessary. 290 and Rockway Dr is a very busy intersection. Trucks refueling at the gas station, cars sitting in the street on Rockway from the auto repair shop. What used to be years ago a beautiful subdivision entrance way, for the last 30 yrs quite an eyesore. Thanks to the person that came up with the middle lane, otherwise there would be some pretty bad accidents there taking place. When there was no middle lane there years ago there were two fatal accidents there. One of my family members had an accident trying to get out many years ago but was nothing serious except a lot of money for repairs.</p> <p>If you have any pull where you are, see if you can talk the puller into a red stoplight. As far as the Oak Hill project is concerned, the one in the 80's should have been constructed and you wouldn't have to do this now. Just get this one done, and irregardless of any naysayers, everything will work out, and when it's done all voices will be silent because they will be too busy transiting the thoroughfare, changing lanes to get there quicker because the guy in front of you is driving 5 miles slower than you.</p>	Conditions at the current intersections you mention will be an important part of the Planning and Feasibility Study. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
14	Donald Postell	10/8/2019	Comment Form	Need left and right turn lanes and signals at CR 185. Southbound RM 12 at 290 is already backing up for multi-lights - needs additional lanes and timing changes.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
15	Donna Drake	10/8/2019	Email	I would like to voice my concern about the potential plan to divert a segment of traffic from 290 onto Darden Hill Road. As it stands, Darden Hill is a small country road with hundreds of homes facing the street. And soon, there will be a DSISD elementary school facing Darden Hill, which will house tiny 5-10 year old children. No other DSISD school (much less elementary school) is on a major thoroughfare. The danger to small children with an increase in traffic is a horrifying thought. These things show the necessity of keeping Darden Hill a neighborhood street rather than a major thoroughfare. PLEASE do not divert traffic from 290 onto Darden Hill Road.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along US 290.

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16	Doug Hooks	10/8/2019	Comment Form	I am the managing partner of Hill Country Outdoor Power. Need to know what side of 290 will be expanded in Cedar Valley/Nutty Brown area. Any expansion on the north side of 290 in this area will essentially devastate my (successful) business!	Thank you. This Planning and Feasibility Study for US 290 from Oak Hill to Dripping Springs is in its early stages. The study will (1) identify long-term safety and mobility solutions, and (2) develop right-of-way needs for the improvements. Your comment is appreciated and will be considered as we study how to improve this section of US 290.
17	Erin Meagher	10/8/2019	Comment Form	Thank you for all of the time, effort, and attention to the study!	Thank you.
18	John Churchill	10/21/2019	Comment Form	I run a business of 50+ clients out of Blue Frog School of Music. The currently highway plan would require clients traveling westbound to drive all the way to Fitzhugh to turn around. It would also add 5 miles to my own commute. This will have a serious negative impact on my business. Consider an alternative.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. This comment also may be regarding the previously approved design of the Oak Hill Parkway project, which is separate from this study. Of note, the Oak Hill Parkway Project's design at South View Road has recently been changed and approved for construction where access is improved for businesses and neighbors. For more information, visit www.OakHillParkway.com
19	Kevin Good	10/8/2019	Comment Form	Make sure the capacity is there to handle future growth as well as current traffic. Also, 290 is becoming more important for cross-state travel, it is more than just a commuter road.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290.
20	Kim Kingston-Durgin	10/10/2019	Comment Form	1. Trautwein intersection needs to be reworked. There is no stop light. Trautwein hits 290 at a 45-degree angle. The end of Trautwein just all of a sudden is there and people not familiar with the area may overshoot the stop and be in traffic.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. Conditions at current intersections, like Trautwein, will be an important part of the Planning and Feasibility Study. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
				2. Why stop at Ranch Road 12? This needs to go through Henley. There is a 4-mile section that is still 3 lanes, not 5.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. The current limits of the study area for this project are from RM 1826 in southwest Austin to RM 12 in Dripping Springs.
				3. What can be done to deal with the fatalities on 290? Currently, traffic is stopped across all lanes - maybe 4 hours - while police/highway patrol investigate. Would it be possible to develop, in some areas, roads that parallel 290? These would go behind businesses and be used by travelers and nearby residents under normal conditions.	Rapid growth and increasing traffic between Oak Hill and Dripping Springs has prompted this Planning and Feasibility Study which will (1) identify long-term safety and mobility solutions, and (2) develop right of way needs for the improvements. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
				4. 290 (the stretch between Oak Hill & Dripping Springs) is a good, well-maintained road, but will reach capacity in the near future.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290.
				5. Could 290 bypass Dripping Springs? The character of Dripping Springs could be destroyed if much more modification of 290 occurs through the town.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. The current limits of the study area for this project are from RM 1826 in southwest Austin to RM 12 in Dripping Springs.

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21	Larry J. Peel	10/21/2019	Comment Form	I am 86 years old. I have a residence and business on a two-way access road. If my understanding is correct, these is a plan to make that two-way access into a one-way access. My place is within 50 feet of South View Rd. + 290. Having to go 5 miles out of the way to access my property rather than 50 feet – well, seems absurd to me and certainly puts my life and business at risk.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. This comment also may be regarding the previously approved design of the Oak Hill Parkway project, which is separate from this study. Of note, the Oak Hill Parkway Project's design at South View Road has recently been changed and approved for construction where access is improved for businesses and neighbors. For more information, visit www.OakHillParkway.com
22	Leslie Oglesby	10/21/2019	Comment Form	1. EMS Response Time – There are many elderly and children in this neighborhood. There is now a fire station about a mile from us on this hill. Response time for emergencies is very fast. Cutting off access at South View Rd. will cause a major delay in emergency services to us.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. Coordination with emergency responders will be an important part of the Planning and Feasibility Study. This comment also may be regarding the previously approved design of the Oak Hill Parkway project, which is separate from this study. Of note, the Oak Hill Parkway Project's design at South View Road has recently been changed and approved for construction where access is improved for businesses and neighbors. For more information, visit www.OakHillParkway.com
				2. Cost Business – My customers need to access the business (Automotive Specialists Inc.). Access needs to be safe.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
				There needs to be a traffic light at the South View intersection at our driveway.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
23	Mary Wiggins	10/6/2019	Email	Thank you for taking the time to listen to my concerns. I travel US 290 to Austin twice a day 5 days a week. I think we could benefit by having three lanes of traffic in each direction – where possible. It goes without saying that the Y in Oak Hill, while the improvements are helping, is still in need of a makeover.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. The improvements considered in this study will connect with improvements to the highway in Oak Hill. Construction of the Oak Hill Parkway is expected to begin in late 2020. You may sign up for updates on that project at www.OakHillParkway.com .
				It would be nice to get updates from time to time to be updated. Perhaps a blast could go to the HOA associations. We may miss a news story on the TV. I spent an average of 1 hour in my car to travel to Austin for work and I drive only 20 miles. The population around here continues to grow and it is a big concern to all of us. Appreciate it.	Thank you. Public involvement is critical to this Planning and Feasibility Study to improve safety and mobility along US 290 from RM 1826 in southwest Austin to RM 12 in Dripping Springs. The study is anticipated to take one year and will include many opportunities for public involvement. We plan to have another open house in Spring 2020 and we will be informing the community via many methods including emails to HOA associations.
24	Michael Waite	10/8/2019	Comment Form	I know this is an important and much needed improvement. Personally, I'd like to have the urgent drainage issues addressed at 290 and RR 12. My businesses flooded for the first time last May and they were built in 1959. RR 12 is the last TxDOT point (just south of 290 where there's only a 40 sq. ft. box culvert) on the drainage of the 600 -700 acre area at the N.E. corner of 290 & RR 12. The 40 sq. ft. culvert is insufficient to drain over 600 acres. Just above that at 290 is a 72 sq. ft. culvert - so the water from north of 290, draining south goes through 72 sq. ft. at 290, then funnels to 40 sq. ft. at RR 12.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. Drainage will be an important part of the Planning and Feasibility Study.

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25	Norma "Sonora" Lee	10/21/2019	Comment Form	Compared to my neighbors, I am new to the neighborhood. I moved here 30 years ago. My neighbors have been here at least since the 70's and once since the 50's. We are an aging community with numerous medical needs. I hope that in your survey, you will take into account those individuals when planning our road. Presently, our two-way road to our homes and businesses brings emergency vehicles to us easily. With the proposed one-way access, emergency vehicles are currently only a mile or so away. They will have to travel 5 MORE MILES in total to turn around further west on 290 in order to access our neighborhood.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. Coordination with emergency responders will be an important part of the Planning and Feasibility Study. This comment also may be regarding the previously approved design of the Oak Hill Parkway project, which is separate from this study. Of note, the Oak Hill Parkway Project's design at South View Road has recently been changed and approved for construction where access is improved for businesses and neighbors. For more information, visit www.OakHillParkway.com
				Businesses. There are 5 businesses in this area whose customers come primarily from the east. For example, my music school of 200 students. The vast majority of our students come from the schools east of us. The students are primarily in grade school with young brothers and sisters. We want our families to continue lessons with us, but we also want them to be safe. There are 12 independent contractors who work at Blue Frog School of Music. We have 8 teachers who rely on this income. Families unable to reach us will take their business elsewhere. Devastating to Blue Frog.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
26	Pilar P.	10/21/2019	Comment Form	As an independent contractor, it is my concern that the changes presented at the planning study will have a negative impact on my business. I work at Blue Frog School of Music, which is located at 8649 Highway 290W. All of the families that I work with have very tight schedules. If they have to travel further to reach us, they will be put in a very tough position. I believe that many families will be forced to discontinue their lessons, putting my business at risk. I can assure you that this is not my only concern, but it is also the concern of many teachers, parents and business owners that will be terrible affected.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. This comment also may be regarding the previously approved design of the Oak Hill Parkway project, which is separate from this study. Of note, the Oak Hill Parkway Project's design at South View Road has recently been changed and approved for construction where access is improved for businesses and neighbors. For more information, visit www.OakHillParkway.com
27	Randall A. Roessler	10/8/2019	Comment Form	Need to know what side will be chosen. Any land taken on north side wipes out my (very successful) business! [REDACTED] - Hill County Outdoor Power. I also own a large tract of land on Nutty Brown Road neighboring Belterra West - [REDACTED]. Need to know if overpass is coming to 290/Nutty Brown (most likely, I assume)	Rapid growth and increasing traffic between Oak Hill and Dripping Springs has prompted this Planning and Feasibility Study which is in its early stages. The study will (1) identify long-term safety and mobility solutions, and (2) develop right-of-way needs for the improvements. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290.
28	Richard Santamaria	10/8/2019	Comment Form	I was told at a meeting here in Dripping Springs that a traffic light at Hwy 290 & CR 185 (Trautwein Rd.) has been approved. Do you have an idea as to when that light might be installed? Very dangerous area with all the business driveways on Hwy 290.	Project development for the interim traffic signal at Trautwein Road is in progress with an estimated construction start in early 2020. The permanent signal project that would include regrading the Trautwein Road approach to the intersection is currently scheduled for a March 2021 letting. Both project designs are being prepared by Hays County. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
				Also, we live north of Hwy 290 off McGregor Lane. That is becoming congested. Are there any plans for a stoplight at Hwy 290 & McGregor Lane?	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along US 290. TxDOT is studying this location to determine if it warrants a traffic signal.

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29	Rick Brennes	10/8/2019	Comment Form	Hope this is only the first in a series. Well done!	Thank you. Public involvement is critical to this Planning and Feasibility Study to improve safety and mobility along US 290 from RM 1826 in southwest Austin to RM 12 in Dripping Springs. The study is anticipated to take one year and will include many opportunities for public involvement. We plan to have another open house in Spring 2020.
30	Robert K. Beggs	9/20/2019	Email	We have property with access to 290 West at 8929 Hwy 290 West. We are unable to attend the open houses regarding planning and feasibility study because we will be out of town. We just tried to take the survey mentioned in your correspondence but after repeated efforts we are unable to access the survey. Very confusing website.	Thank you. Following receipt of this email, the project team sent him a direct link to the online survey.
				Our concerns on US 290 revolve around maintaining our access since both our home and business, Bobbi Colorado's Canine Camp, rely on this access. Also, we wonder how long it has been since a count of traffic on 290 West was done? It seems that over the last year or two the volume of traffic has greatly increased. While we rely on access, we generate very little traffic. Any development that will rely on a high volume of traffic will cause even more congestion and probable accidents.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along US 290. At our next open house, we will have information about traffic counts in the area and projected traffic growth. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
				Does a "recommended right-of-way" mean building frontage roads on both sides of US290 West?	Rapid growth and increasing traffic between Oak Hill and Dripping Springs has prompted this Planning and Feasibility Study which will (1) identify long-term safety and mobility solutions, and (2) develop right of way needs for the improvements. The need for frontage roads on both sides of US 290 has not been determined.
				Will there be further opportunities for public input, especially from property owners with current direct access to US 290 West? The economic impact of this project upon existing businesses should be a major consideration. Your correspondence mentions having materials regarding this project available at the open houses. Is there any way we can receive copies of these materials?	Thank you. Public involvement is critical to this Planning and Feasibility Study to improve safety and mobility along US 290 from RM 1826 in southwest Austin to RM 12 in Dripping Springs. The study is anticipated to take one year and will include many opportunities for public involvement. We plan to have another open house in Spring 2020. Materials from the Oct. 8 and 10 open houses is available on TxDOT's website at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/austin/100819.html
31	Susan K. West	10/8/2019	Comment Form	Lower speed limit in downtown Dripping Springs. Left them all on the map.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along US 290. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
				Need more right turn lanes, especially at lights.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along US 290. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
				Is there any plan for a bypass around NW Dripping Springs?	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. The current limits of the study area for this project are from RM 1826 in southwest Austin to RM 12 in Dripping Springs.
				Also, expansion now of Hwy 12, especially south of 290?	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along this section of US 290. The current limits of the study area for this project are on US 290 from RM 1826 in southwest Austin to RM 12 in Dripping Springs.

US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study – Open House Series No. 1
 October 8, 2019 & October 10, 2019
 Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				Arrow green light needed at light (at Sleep Inn Hotel) especially for obstructed view for westbound.	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along US 290. TxDOT is also reviewing the corridor for short term traffic improvements and will identify recommendations in Spring 2020.
32	Tomas Johannsen	10/7/2019	Email	<p>I have narrowly escaped DEATH several times on Highway 290 West (between Oak Hill and Dripping Springs). The center left turn lane was always the reason that a deadly situation developed. The whole concept of a center left turn lane is deeply flawed because the design GUARANTEES head-on collisions: please see Appendix A for examples. At highway speeds the idea is positively insane!</p> <p>TXDOT should remove the center left turn lane and provide U-turns at all lights (and possibly increasing the number of lights) to allow vehicles to access their left-side destinations safely. This can be done with concrete highway barriers (Jersey barriers), or a redesign of the lane structure. (reference 5-page letter in Attachment D of the US 290 from Oak Hill to Drippings Springs Summary Report for full comment, reference to "Appendix A", and illustrations)</p> <p>This is a much safer road design because:</p> <ol style="list-style-type: none"> 1. Vehicles can no longer drift across the center into oncoming traffic. 2. The "sitting duck" problem (see Appendix A) is eliminated. 3. The guaranteed head-on collision scenarios (Left OFF, Left ONTO) are eliminated. 4. The traffic light left turn is much safer because the concrete barrier will absorb partial frontal collisions from a drifting semi-truck. Cars waiting behind in line are completely safe. See Figure 1 below. <p>1) SITTING DUCK. The vehicle waiting in the center turn lane is a sitting duck because the tiniest distraction (e.g. texting), the tiniest swerve by fast moving vehicles in EITHER direction will cause a very serious (probably fatal) accident. From a statistical perspective, allowing "sitting ducks" along the entire length of Highway 290 West dramatically increases the probability of an accident. This kind of road design is</p>	Thank you. Your comment is appreciated and will be considered as we study how to improve safety and mobility along US 290.

US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study – Open House Series No. 1
 October 8, 2019 & October 10, 2019
 Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<p>completely irresponsible.</p> <p>2) LANE DRIFT. The lack of median or center barriers allows vehicles to drift into oncoming traffic. At freeway speeds this is a catastrophic scenario. I was almost killed a few years ago when the driver of an oncoming vehicle had a heart attack and swerved across 290 into the grass. Mrs. Nordelli Estronza's husband was killed when a drunk driver drifted across the center line.</p> <p>3) EARLY ENTRY. Sometimes a driver enters the center left turn lane too early. This happened to my family when we were trying to make a left turn into Trudy's. An oncoming vehicle entered the center lane too early and at very high speed (he was going into Belterra). He never noticed us. We had to swerve back into our east heading lanes and were lucky there was no semi-truck behind us.</p> <p>4) LEFT ONTO 290. The center left lane design GUARANTEES accidents if driveways are too close, like the Dairy Queen and Whataburger in downtown Dripping Springs. Such accidents will be fatal at faster speeds outside of town. This is especially true because drivers coming ONTO 290 are looking behind them to find a gap in the flow of cars.</p> <p>5) LEFT EXIT OFF 290. Another scenario that GUARANTEES accidents. When roads or driveways are too close together then vehicles turning left at the same time will collide head on. (reference 5-page letter in Attachment D of the US 290 from Oak Hill to Drippings Springs Summary Report for full comment, reference to "Figure 1", and illustrations)</p>	

B.
Notices

B-1

Newspaper Advertisements

Display Advertisements	Publish Date
The Hays Free Press	September 18, 2019
The Hays News-Dispatch	September 19, 2019
The Wimberley View	September 19, 2019
Community Impact - SWA/DP Edition	September 23, 2019

Hays Free Press

113 West Center Street § P.O. Box 339
Kyle, Texas 78640 § Buda, Texas 78610
(512) 268-7862 • (512) 268-0262 (fax)

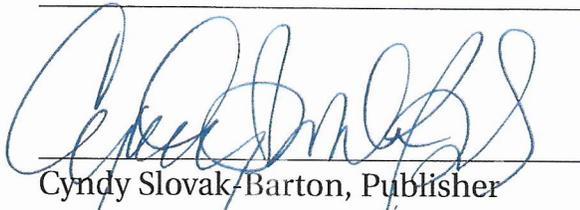
State of Texas §
County of Hays § Affidavit of Publication

My name is Cyndy Slovak-Barton, and I am Publisher of the Hays Free Press. I am over the age of 18, have personal knowledge of the facts stated herein, and am otherwise competent to make this affidavit.

The Hays Free Press is a legal newspaper publication under Texas law, headquartered and regularly published in Hays County, Texas. It is a newspaper of general circulation, and is generally circulated in Hays, Travis, and Caldwell Counties.

The attachment hereto was published in the Hays Free Press on the following dates at or below the classified legals rate:

A Notice of upcoming Open Houses was published
in the Hays Free Press on September 18, 2019

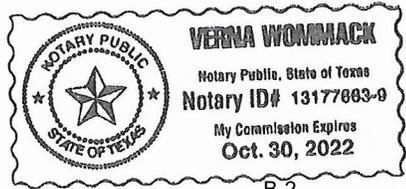


Cyndy Slovak-Barton, Publisher
Hays Free Press

Subscribed and sworn before me this the 19 day of September, 2019.



Notary Public
Verna Wommack





UPCOMING OPEN HOUSES

US 290 from Oak Hill to Dripping Springs
Planning and Feasibility Study

WE WANT TO HEAR FROM YOU

The Texas Department of Transportation is conducting a series of open houses to discuss safety and mobility needs on the US 290 corridor with a study area of RM 1826 in southwest Austin to RM 12 in Dripping Springs.

Both open houses will have identical materials and there will be no formal presentation. Please come and go at your convenience to learn more, talk to the study team and provide input.

UNABLE TO ATTEND?

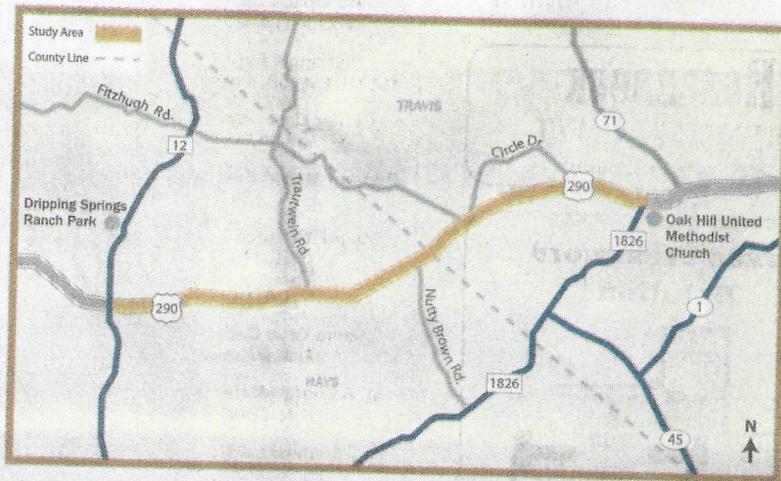
Take our online survey
Sept. 16 – Oct. 21
www.surveymonkey.com/r/US290W

Tuesday
Oct. 8, 2019
5 - 7 p.m.

**Dripping Springs Ranch Park
Special Event Venue Room
1042 Event Center Drive
Dripping Springs, TX 78620**

Thursday
Oct. 10, 2019
5 - 7 p.m.

**Oak Hill United Methodist
Church
The Children's Room
7815 US 290
Austin, TX 78749**



For more information, call 512-832-7060.

Official written comments will be accepted at the open houses and as follows:

EMAIL: US290W@gmail.com

MAIL: Alem Workie, TxDOT Austin District, P.O. Box 15426, Austin, TX 78761

Comments must be received by Monday, Oct. 21, 2019 to be included in the official record of this open house series.

The open house will be conducted in English. If you have special communication or accommodation needs, please call 512-342-3281 at least two business days prior to the event. 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.

Commercial Lender, NMLS #5824

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News-Dispatch

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Kyle, Texas 78640 § Dripping Springs, TX 78620

(512) 268-7862 • (512) 268-0262 (fax)

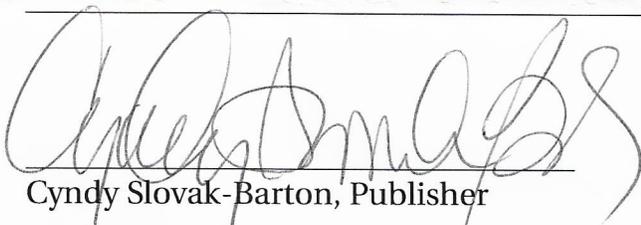
State of Texas §
County of Hays § Affidavit of Publication

My name is Cyndy Slovak-Barton, and I am Publisher of the *News Dispatch*. I am over the age of 18, have personal knowledge of the facts stated herein, and am otherwise competent to make this affidavit.

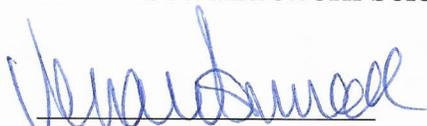
The *News Dispatch* is a legal newspaper publication under Texas law, headquartered and regularly published in Hays County, Texas. It is a newspaper of general circulation, and is generally circulated in Hays, and Travis counties.

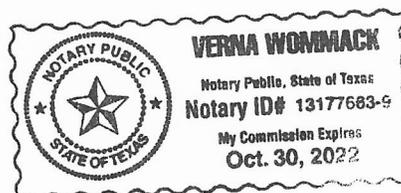
The attachment hereto was published in the *News Dispatch* on the following dates at or below the classified legal rate:

A Notice of upcoming Open Houses was published,
in the News Dispatch on September 19, 2019


Cyndy Slovak-Barton, Publisher
News Dispatch

Subscribed and sworn before me this the 19 day of September, 2019.


Notary Public
Verna Wommack



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Page 2

Pay Raises

from pg. 1

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- Constable Pct. 2 chael Torres: Ba \$77,700; uniforr ance \$720; total \$78,420.
- Constable Pct. 3 Helm: Base sala \$77,700; longevi justment \$870; allowance \$720; package \$79,710
- Constable Pct. 4 Hood: Base sala \$77,700; longevi justment \$690; allowance \$720; package \$79,020
- Constable Pct. 5 len: Base salary FY 2020 adjustm \$6,238; longevit justment \$330; allowance \$720; package \$78,750 FY 2020 starts on C

Cite & Divert

from pg. 1

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News-Dispatch

Thursday, September 19, 2019



UPCOMING OPEN HOUSES

US 290 from Oak Hill to Dripping Springs
Planning and Feasibility Study

WE WANT TO HEAR FROM YOU

The Texas Department of Transportation is conducting a series of open houses to discuss safety and mobility needs on the US 290 corridor with a study area of RM 1826 in southwest Austin to RM 12 in Dripping Springs.

Both open houses will have identical materials and there will be no formal presentation. Please come and go at your convenience to learn more, talk to the study team and provide input.

UNABLE TO ATTEND?

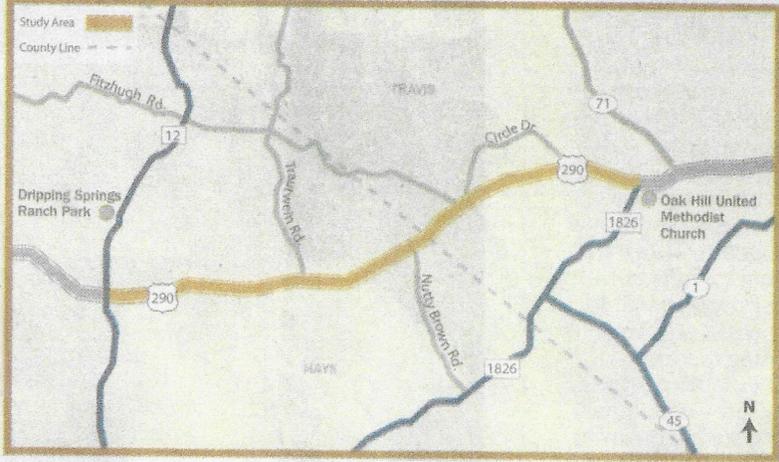
Take our online survey
Sept. 16 - Oct. 21
www.surveymonkey.com/r/US290W

Tuesday
Oct. 8, 2019
5 - 7 p.m.

**Dripping Springs Ranch Park
Special Event Venue Room
1042 Event Center Drive
Dripping Springs, TX 78620**

Thursday
Oct. 10, 2019
5 - 7 p.m.

**Oak Hill United Methodist
Church
The Children's Room
7815 US 290
Austin, TX 78749**



For more information, call 512-832-7060.

Official written comments will be accepted at the open houses and as follows:

EMAIL: US290W@gmail.com

MAIL: Alem Workie, TxDOT Austin District, P.O. Box 15426, Austin, TX 78761

Comments must be received by Monday, Oct. 21, 2019 to be included in the official record of this open house series.

The open house will be conducted in English. If you have special communication or accommodation needs, please call 512-342-3281 at least two business days prior to the event. Every reasonable effort will be made to accommodate these needs.

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B-5

San Marcos Publishing, LP
Wimberley View • Century News
P.O. Box 49, Wimberley, Texas 78676
(512) 847-2202

State of Texas
County of Hays

Before me, the undersigned authority, on this day personally appeared Dalton Sweat, who being by me here and now duly sworn, upon oath says:

My name is Dalton Sweat, and I am the General Manager, of the The Wimberley View & The Dripping Springs Century News, a newspaper of general circulation in Hays County, Texas, and a newspaper which has been regularly and continuously published in Wimberley, Hays County, Texas, for a period of more than one year immediately preceding the date of publications of the following, and that the said notice, a copy of which follows, was published in the regular edition of said newspaper for a period of 1 week on the following dates:

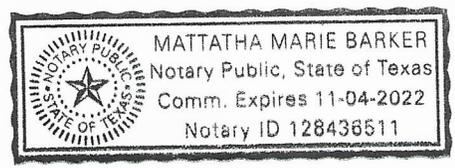
September 19, 2019
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_____ 2019
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The said General Manager, Dalton Sweat further states that the rate charged for this publication is the lowest rate charged to commercial advertisers for the same class as advertising for a like amount of space.



Signature of Affiant

Subscribed and Sworn to me, by the said General Manager Dalton Sweat this 18th day of September, 2019 to certify which witness my hand and seal of office.



Mattatha Barker

NOTARY PUBLIC in and for Hays County, Texas



UPCOMING OPEN HOUSES

US 290 from Oak Hill to Dripping Springs
Planning and Feasibility Study

WE WANT TO HEAR FROM YOU

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UNABLE TO ATTEND?

Take our online survey
Sept. 16 – Oct. 21
www.surveymonkey.com/r/US290W

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DRIPPING SPRINGS CENTURY-NEWS, DRIPPING SPRINGS, TX, THURSDAY, SEPTEMBER 19, 2019 - Page 3

community
IMPACT
NEWSPAPER™
LOCAL. USEFUL. EVERYONE GETS IT.

State of Texas County of Travis

BEFORE ME, the undersigned authority, on this day personally appeared Jessica White, who being duly sworn on her oath stated as follows:

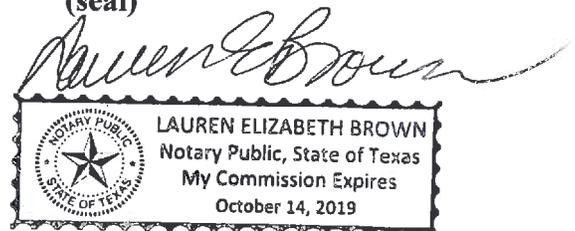
My name is Jessica White. I certify that I am an employee of the publishers of Community Impact Newspaper. I certify that the attached ads were published in the Community Impact Newspaper Southwest Austin Dripping Springs edition on September 23, 2019 at the cost of \$1,140.00 per ad.

I certify that the attached tear sheet is a true and accurate copy of the publications as they appeared in the Community Impact Newspaper on the above-specified date.

SUBSCRIBED AND SWORN TO BEFORE ME on this 24 date of September, 2019, to certify which witness my hand and official seal.

Jessica White
Employee, Community Impact Newspaper

Notary, State of Texas
(seal)





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This project is supported in part by an award from the National Endowment for the Arts, the Texas Commission on the Arts, and the Cultural Arts Division of the City of Austin Economic Development Department.



UPCOMING OPEN HOUSES

US 290 from Oak Hill to Dripping Springs
Planning and Feasibility Study

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Both open houses will have identical materials and there will be no formal presentation. Please come and go at your convenience to learn more, talk to the study team and provide input.

UNABLE TO ATTEND?

Take our online survey **Sept. 16 – Oct. 21**
www.surveymonkey.com/r/US290W



The open house will be conducted in English. If you have special communication or accommodation needs, please call 512-342-3281 at least two business days prior to the event. Every reasonable effort will be made to accommodate these needs.

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**Tuesday
Oct. 8, 2019
5 - 7 p.m.**

**Dripping Springs Ranch Park
Special Event Venue Room
1042 Event Center Drive
Dripping Springs, TX 78620**

**Thursday
Oct. 10, 2019
5 - 7 p.m.**

**Oak Hill United Methodist Church
The Children's Room
7815 US 290
Austin, TX 78749**

For more information, call 512-832-7060. Official written comments will be accepted at the open houses and as follows:

EMAIL: US290W@gmail.com
MAIL: Alem Workie
TxDOT Austin District
P.O. Box 15426
Austin, TX 78761

Comments must be received by Monday, Oct. 21, 2019 to be included in the official record of this open house series.

B-2

TxDOT News Release



NEWS RELEASE

AUSTIN DISTRICT

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



TxDOT SEEKS PUBLIC INPUT FOR FUTURE NEEDS ON US 290 WEST CORRIDOR

Study to identify long-term safety and mobility solutions for US 290 between Oak Hill and Dripping Springs

Oct. 4, 2019

AUSTIN — The Texas Department of Transportation will host two open houses to gather input from the community regarding safety and mobility needs along US 290 from RM 1826 in Austin to RM 12 in Dripping Springs. Identical open houses will be held at each end of the study area.

Open house #1:

Tuesday, Oct. 8, 2019, from 5 - 7 p.m.
Dripping Springs Ranch Park
1042 Event Center Drive
Dripping Springs, Texas 78620

Open house #2:

Thursday, Oct. 10, 2019, from 5 - 7 p.m.
Oak Hill United Methodist Church
7815 US 290
Austin, Texas 78749

No formal presentation will be given and attendees can come and go at their convenience. Study team members will be available to answer questions and receive input from the public. Those unable to attend the meeting in person can review materials online.

Individuals may email comments to US290W@gmail.com or mail in their comments to: Alem Workie, TxDOT Austin District, P.O. Box 15426, Austin, TX 78761. For more information on the project, visit www.txdot.gov and enter the keywords "US 290 from Oak Hill." To be included in the public record, all comments must be received by Monday, Oct. 21, 2019.

These open houses launch the US 290 from Oak Hill to Dripping Springs Planning and Feasibility Study. The purpose of this study is to identify long-term safety and mobility solutions for the US 290 corridor.

An online survey is also available at www.surveymonkey.com/r/US290W. The survey will remain open until Monday, Oct. 21, 2019.

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

###

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An Equal Opportunity Employer

www.txdot.gov | [TxDOT on Facebook](#) | [TxDOT on Twitter](#)

B-3

TxDOT Website Announcements



Open House – US 290 from Oak Hill to Dripping Springs

Texas Department of Transportation > Inside TxDOT > Get Involved
 > About Public Hearings, Meetings and Notices > Hearings, Meetings and Notices Schedule

Where:	Dripping Springs Ranch Park 1042 Event Center Dr. Dripping Springs, TX 78620 (Map)
When:	Tuesday, October 8, 2019 5 - 7 p.m.
Purpose:	<p>TxDOT has launched the US 290 from Oak Hill to Dripping Springs Planning and Feasibility Study. This study will identify future safety and mobility improvements to US 290 from RM 1826 in southwest Austin to RM 12 in Dripping Springs. The corridor spans both Travis and Hays counties.</p> <p>The purpose of the open house is to request input from the community regarding safety and mobility needs on the US 290 corridor within the study limits.</p> <p>An open house will be held at each end of the study area. Both open houses will have identical materials and attendees can come and go at their convenience. Study team members will be available to answer questions and receive input from the public.</p> <p>If you are unable to attend, take our online survey. Comments must be received on or before Oct. 21, 2019 to be included in the official record.</p>
Description:	The purpose of this planning and feasibility study is to identify long-term safety and mobility solutions for the US 290 corridor and to establish a recommended right-of-way footprint. The study is anticipated to take one year and will include many opportunities for public involvement. At the conclusion of the planning and feasibility study, TxDOT plans to enter into the environmental study and schematic design process to further develop any potential solutions identified. Of note, the proposed project would connect to the Oak Hill Parkway project.
Special Accommodation:	The open house will be conducted in English. If you have special communication or accommodation needs, please call 512-342-3281 at least two business days prior to the event. Every reasonable effort will be made to accommodate these needs. 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 Dec. 16, 2014, and executed by FHWA and TxDOT.

Downloads:

- [Display Ad](#)
- [Postcard](#)
- [Fact Sheet](#)
- [Online Survey](#) (Closes Oct. 21, 2019)
- [Survey and Comment Form](#)

Contact:

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

(512) 832-7700

[Email](#)

Posted Sept. 23, 2018

Get Involved

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Open House – US 290 from Oak Hill to Dripping Springs

Texas Department of Transportation > Inside TxDOT > Get Involved
 > About Public Hearings, Meetings and Notices > Hearings, Meetings and Notices Schedule

Where:	Oak Hill United Methodist Church 7815 US 290 Austin, TX 78749 (Map)
When:	Thursday, October 10, 2019 5 - 7 p.m.
Purpose:	<p>TxDOT has launched the US 290 from Oak Hill to Dripping Springs Planning and Feasibility Study. This study will identify future safety and mobility improvements to US 290 from RM 1826 in southwest Austin to RM 12 in Dripping Springs. The corridor spans both Travis and Hays counties.</p> <p>The purpose of the open house is to request input from the community regarding safety and mobility needs on the US 290 corridor within the study limits.</p> <p>An open house will be held at each end of the study area. Both open houses will have identical materials and attendees can come and go at their convenience. Study team members will be available to answer questions and receive input from the public.</p> <p>If you are unable to attend, take our online survey. Comments must be received on or before Oct. 21, 2019 to be included in the official record.</p>
Description:	The purpose of this planning and feasibility study is to identify long-term safety and mobility solutions for the US 290 corridor and to establish a recommended right-of-way footprint. The study is anticipated to take one year and will include many opportunities for public involvement. At the conclusion of the planning and feasibility study, TxDOT plans to enter into the environmental study and schematic design process to further develop any potential solutions identified. Of note, the proposed project would connect to the Oak Hill Parkway project.
Special Accommodation:	The open house will be conducted in English. If you have special communication or accommodation needs, please call 512-342-3281 at least two business days prior to the event. Every reasonable effort will be made to accommodate these needs. 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 Dec. 16, 2014, and executed by FHWA and TxDOT.

Downloads:

- [Display Ad](#)
- [Postcard](#)
- [Fact Sheet](#)
- [Online Survey](#) (Closes Oct. 21, 2019)
- [Survey and Comment Form](#)

Contact:

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

(512) 832-7700

[Email](#)

Posted Sept. 23, 2018

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B-4

Elected Officials Letter

Elected Officials Letter mailed and emailed on September 16, 2019

Elected Official	Organization
Judge Ruben Becerra	Hays County
Commissioner Walt Smith	Hays County
Sheriff Gary Cutler	Hays County
Judge Sarah Eckhardt	Travis County
Commissioner Gerald Daugherty	Travis County
Sheriff Sally Hernandez	Travis County
Mayor Todd Purcell	City of Dripping Springs
Councilmember Taline Massian	City of Dripping Springs
Councilmember Wade King	City of Dripping Springs
Councilmember Bill Foulds	City of Dripping Springs
Councilmember John Kroll	City of Dripping Springs
Councilmember Travis Crow	City of Dripping Springs
Councilmember Paige Ellis	City of Dripping Springs
Mayor Steve Adler	City of Austin
Senator Donna Campbell	Texas State Senate
Representative Erin Zwiener	Texas House of Representatives
Representative Vikki Goodwin	Texas House of Representatives
Representative Roger Williams	Texas House of Representatives
Senator Ted Cruz	United States Senate
Senator John Cornyn	United States Senate



125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

September 16, 2019

Mr. Walt Smith
Commissioner, Precinct 4 Hays County
195 Roger Hanks Parkway
Dripping Springs, Texas 78620

RE: US 290 from Oak Hill to Dripping Springs Open Houses in Travis and Hays Counties, Texas

Dear Commissioner Smith:

You are cordially invited to attend two open houses for the newly launched US 290 from Oak Hill to Dripping Springs Planning and Feasibility Study. This study will identify future safety and mobility improvements to US 290 from RM 1826 in southwest Austin to RM 12 in Dripping Springs.

The first open house is scheduled for Tuesday, October 8, 2019, from 5-7 p.m. at the Dripping Springs Ranch Park, located at 1042 Event Center Drive, Dripping Springs, Texas 78620. The second open house is scheduled for Thursday, October 10, 2019, from 5-7 p.m. at the Oak Hill United Methodist Church located at 7815 US 290, Austin, Texas 78749. Both open houses will have the same format and attendees can come and go at their convenience. Project team members will be available to answer questions and receive input from the public.

Comments may be submitted at these open houses, or via email to US290W@gmail.com. Comments received by Monday, October 21, 2019, will be included in the official record.

The purpose of this study is to identify long-term safety and mobility solutions for the US 290 corridor and to establish a recommended right-of-way footprint. The study is anticipated to take one year and will include many opportunities for public involvement.

After the planning and feasibility study, TxDOT plans to enter into the environmental study and schematic design process to further develop any potential solutions identified.

OUR VALUES: *People • Accountability • Trust • Honesty*

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

An Equal Opportunity Employer

If you would like additional information on the project or have any questions, please contact Alem Workie, P.E., Project Manager at (512) 832-7244 or Alem.Workie@TxDOT.gov

Sincerely,



Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development,
Austin District, TxDOT
Heather Ashley-Nguyen, P.E., Director of Advanced Project Development,
Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Alem Workie, Transportation Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

**The environmental review, consultation, and other actions required by applicable Federal environmental laws for the project is being, or has 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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OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

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September 16, 2019

The Honorable Paige Ellis
Council Member, City of Austin
P.O. Box 1088
Austin, Texas 78767

RE: US 290 from Oak Hill to Dripping Springs Open Houses in Travis and Hays Counties, Texas

Dear Councilman Paige:

You are cordially invited to attend two open houses for the newly launched US 290 from Oak Hill to Dripping Springs Planning and Feasibility Study. This study will identify future safety and mobility improvements to US 290 from RM 1826 in southwest Austin to RM 12 in Dripping Springs.

The first open house is scheduled for Tuesday, October 8, 2019, from 5-7 p.m. at the Dripping Springs Ranch Park, located at 1042 Event Center Drive, Dripping Springs, Texas 78620. The second open house is scheduled for Thursday, October 10, 2019, from 5-7 p.m. at the Oak Hill United Methodist Church located at 7815 US 290, Austin, Texas 78749. Both open houses will have the same format and attendees can come and go at their convenience. Project team members will be available to answer questions and receive input from the public.

Comments may be submitted at these open houses, or via email to US290W@gmail.com. Comments received by Monday, October 21, 2019, will be included in the official record.

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After the planning and feasibility study, TxDOT plans to enter into the environmental study and schematic design process to further develop any potential solutions identified.

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OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

If you would like additional information on the project or have any questions, please contact Alem Workie, P.E., Project Manager at (512) 832-7244 or Alem.Workie@TxDOT.gov.

Sincerely,



Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development,
Austin District, TxDOT
Heather Ashley-Nguyen, P.E., Director of Advanced Project Development,
Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Alem Workie, Transportation Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

**The environmental review, consultation, and other actions required by applicable Federal environmental laws for the project is being, or has 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.*

B-5

Postcard

Mailed to 742 Property Owners on September 17, 2019

Adjacent Property Owner Name
HOME DEPOT USA INC
RANDOLPH-BROOKS FEDERAL CREDIT UNION
100 HWY 290 W LTD
110 HWY 290 W LTD
12005 HIGHWAY 290 WEST
14101 W 290 LLC
194 BUSH LTD
194 BUSH LTD
2500 TWO NINETY LLC
290 DEV PARTNERS LLC
290 EAST BUSH INC
290 PARK CIRCLE LLC
290 RANCH LLC
290 SAWYER RAND DS LLC
3000HWY290 PARCELS B & C LLC
4150 EAST HWY 290 PARTNERS LLC
5001 CONVICT HILL PTSHP LTD
5001 CONVICT HILL PTSHP LTD
5-D INVESTMENTS INC
788 30 ENTERPRISES LLC
9206 ROD ROAD COHEE FAMILY
9217 WEST LLC
A SAMI & SARAH INC
AARON BRADLEY FETZER
AARON C SCHOMBURG
ABHISHEK AUSTIN LLC
ACCIO ENTERPRISES LLC
ADAM M PIETRZAK
ADITI J SULE
ADITYA GARG
ADOLPH A KREMEL
ALBERT LEE SCHOBEBY
ALDO & GEANE BERDUO
ALLIE ALEXANDER
ALTON JOSEPH & JEANINE MARIE EGBY
AMERICAN RED BRANGUS ASSN
AMIT P & SHREYA APTE

Adjacent Property Owner Name
AMM INVESTMENTS INC
ANA MARIA RIVERA
ANCHOR EQUITIES LTD
ANDREA J & RON S WHITE
ANDRES & KATHLEEN TORRES
ANDREW SUDDERTH
ANER PROPERTIES LLC
ANGEL ACOSTA
ANGELA ROCHELLE & BRIAN PATRICK HURDLE
ANH TUAN DANG
ANN T BAUER TRUST REALTY LLC
ANNE MARIE & KARLA MARIE NOBOA
ANTHEM LEDGE STONE APT HMS LLC
ANTHONY & NICOLLE RAMIA
APURVA PATEL
ARCHES SELF STORAGE LLC
ARIMA CORP
ARM LLC
ARTISANS PLAZA PARTNERS LTD
ARTURO LOZANO
ASHBY JOHNSON
ASSYRIA ENTERPRISES LTD
AUSTIN HOA RIDGEVIEW
AUSTIN WALDORF SCHOOL INC
B J & LENORA FARRIS
BAILEY
BARBARA MCNAIR
BARBRA L & TREVOR JUSTIN JONES
BAUER ANN T REALTY LLC
BAUERLE PARTNERS INC
BEANSPROUT REALTY LLC
BELTERRA AME INVESTMENTS LLC
BELTERRA HOSPITALITY LLC
BELTERRA LOT 1C-1 LTD
BELVIL LOT 3C LLC
BETTY JEAN DICKERSON
BETTY L WHITE
BEVERLY A LILLIAN
BHARANI K ELLORE
BHARAT & RITA PATEL
BHARGAV N PATEL
BIG IRON LLC

Adjacent Property Owner Name
BILL & D J ELLISON
BILL MARTIN
BILLY & DEIDRE CRAFT
BILLY J & LANE H MORGAN
BING HUANG CHENG
BLUE BLAZES DEVELOPMENT LLC
BLUE HARVEST SOUTH LLC
BOB WARD
BOBBY D & DIANA T HOHMANN
BORDIE PARTNERS
BORDIE TRUST
BRAD & CHRISTY DIXON
BRADLEY K & TERESA RIDENHOUR
BRANCEPETH GROUP LLC THE
BREAUX BRIDGE MALAYALEES LLC
BRENDA KAY WHITEAKER
BRIAN R & JOANNE S COLFACK
BRN SW PROPERTIES LLC
BROOKE ALLISON NOTH
BROWN JACK FAMILY III
BROWN JACK FAMILY III
BRUCE D & DEIRDRE C DAVENPORT
BRYAN & MICHELLE BROWNING
BUFFALO EQUITIES LTD
CALVERT HOUSE LLC
CALVERT HOUSE LLC
CAMERON & ALISSA NULL
CAMP TARA LLC
CANNON FAMILY LTD
CAPITAL MUTUAL HOLDINGS LLC
CARBAJAL RAVET LLC
CARLOS RODRIGUEZ
CARLOS SALAIS
CARLTON C C INDUSTRIES LTD
CAROLE A & BILLY A WISE
CAROLINA M BEAR
CAROLYN SUE JACKSON
CARROL W & MARY ANN SMITH
CARTER CORE FUND I LP
CECIL L & MINNIE K JENKINS
CEDAR VALLEY PLAZA INC
CEDRIC D & PAULETTE M WALLS

Adjacent Property Owner Name
CENTER LAKE BUSINESS PARK INC
CENTER SPRINGS BUSINESS PARK LLC
CENTEX MATERIALS INC
CENTRAL TEXAS COMMERCIAL
CENTRAL TEXAS COMMERCIAL AIR C
CHANDRA CORTEZ
CHARLES A FARRELL
CHARLES D WHITE
CHARLES E & VICKIE D FOWLER
CHARLES GRADIE CHRISTAL
CHARLES WAYNE SEXTON
CHARLOTTE A BIGGS
CHESMAR HOMES LLC
CHIALA PROPERTIES LLC
CHICK FIL A INC
CHRIS PETROPOULOS
CHRISTOPHER & VICTORIA LUKACHIK
CHRISTOPHER A & KATHERINE M SCHIEFFER
CHRISTOPHER J HINKLE
CHRISTOPHER M THERRIEN
CHRISTOPHER PAUL MULLINS
CHRISTOPHER SCHAFFER
CINDEE J SCHIEFFER
CINDIA YU-ING & SOMCHIT TONGSINOON
CIRCLE DRIVE BIZ PARK LLC
CIRCLE DRIVE OWNER LLC
CLEVE & ABIGAIL DOTY
CLINTON H SUMRALL
CLYDE MORRISON
CMEREK INVESTMENTS LLC
COMMONS BENCHMARK LLC
COREY M & LISA A WILLSON
CRAIG J & CRISTY L POTTHOFF
CRB 290 LLC
CREDO CATHOLIC LLC
CREED POLO CLUB LLC
CRESCENT BAY R/E & INVS INC
CRPHYH
CRS INVESTMENT LTD
CYNTHIA L DE LOS SANTOS
CYNTHIA SOUTHERLAND
D POOLE

Adjacent Property Owner Name
DALE L & MARLENE H BOMAN
DALE WHITAKER
DALLAS TAYLOR
DANIEL & HEATHER POORE
DANIEL J HUTTON
DANNE D PARK
DARREN & THERESSA SCHUELLER
DAVID & MARY BREWTON
DAVID B & SUSAN M DARCY
DAVID C CULVER
DAVID L & GERMAINE J NAULT
DAVID RAYMOND ELLER
DAVID S & CATHLEEN D WINKLER
DAVID W & ANN M PESEK
DAVID W & LOU ANNE BUAAS
DAVID W & SHARON E BIRKEY
DAVIS TIRE & AUTOMOTIVE INC
DDQ PRO INC
DDTGRIFF ENTERPRISES LLC
DEAN & CLAUDIA C WOODWORTH
DEAN A & DAWN C RUDOLPH
DEBORAH & M C DIMITT
DEBORAH T TANNERT
DEEPAK SINGH
DELIA D & SEBASTIAN GARCIA
DENNIS ALVAREZ
DENNIS J SYRACUSE
DENNIS WAYNE & KELLY MARIE ROBLES
DHAVAL B SHAH
DIAMOND LAZY S LLC
DMG HLDGS LLC-SERIES LONGHORN
DON LENTZEN
DON W CADDEN
DONALD J & RATRI BULNER CHOW
DONALD R & IMOGENE B ELLER
DR PAUL CRUZ
DRIPPING SPRINGS CITY OF
DRIPPING SPRINGS NATIONAL BANK
DRIPPING SPRINGS RETAIL LTD
DRIPPING SPRINGS WATER SUPPLY
DRIPPINGS INVESTMENT GROUP LLC
DS HOSPITALITY LLC

Adjacent Property Owner Name
DS HOTEL EXPANSIONS LLC
DUSTIN & CHANEY CODY
ECHOR ENTERPRISES INC
ECR PROPERTIES LLC
EDWARD & MARTA VALLO
EDWARD J & DEBRA BARNETT
EDWARD R & ELLEN G TADDIA
ELIZABETH A & BRIAN D SORENSEN
ELIZABETH A & MICHAEL C MILLER
ELIZABETH STORY
ELNA & ELIZABETH JOHANNA REINACH
EMORY & VANESSA MCWHORTER COOK
ENGELMANN FAMILY 1990 REVOCABLE TRUST
EPISCOPAL CORP OF THE DIOCESE OF WEST TEXAS
ERIC & JEAN OOI
ERIC CARTER
ERNEST N & MARY K NAHAY
ESTANCY PORTILLO
ESTELA P MEDINA
F CHARLENE GARNER
FABAN REALESTATE GROUP LLC
FAMILY BUFFALO BASIN BRADY
FARRAH ENTERPRISES LLC
FELICITAS VARGAS
FIRLE VOORHEIS PARTNERSHIP LLP
FIVE STRING ENTERPRISES LLC
FLASH OF BEAUTY LLC
FLAT TOP
FLINTROCK STONERIDGE LLC
FORD SMITH
FORIVER
FORMWORK HOLDINGS LLC
FOUR Z HOLDINGS LLC
FP HACIENDA PROPERTIES LLC
FRANCIS R REISSIG
FRANK VANDERPOOL
FRANK X B BAUTISTA
FRED E HARDAWAY
GARY ALSTON
GARY C STEELE
GARY D & MARCIA P OAKES
GARY EUGENE FOSTER

Adjacent Property Owner Name
GARY W & PHYLLIS A KRUTSINGER
GATEWAY DS LTD
GAURAV VERMA
GENE PRESTON WRIGHT
GENEVA 2010 PROPERTY INVESTMENTS LLC
GENEVIE I HUTSON
GEORGE D & DOROTHY J BRYAN
GERALD DEAN & BETTINA M POWELL
GERALD J & PAMELA N STAYTON
GERARDO & TANYA M LOPEZ
GERI & PAUL MECHLER
GIANG PHAM
GILLETT FAMILY LP
GLEN & CATHY STEINHAUER
GLEN & SHARON HUMPHREYS
GLEN S MCMANUS
GLENN B & MARCI J STRUZINSKI
GLENN GARY KRITCH
GLENN S SMITH
GLORIA JEAN JACKSON
GRANADA RIDGE LLC
GRANITE STONEBRIDGE HEALTH CENTER LLC
GRAY MOUNTAIN LTD
GRAYDON & MARCI L FILYK
GREY ROCK PROPERTIES LLC
GUINEVERE & BERTON LYNN
H & T PARTNERS LTD
H BAR B INC
H E BUTT GROCERY CO
HAFHEY OFFICES INC
HANCOCK/HANKS INVESTMENTS LTD
HARPERS WRECKER SERVICE INC
HARRELL FUNERAL HOME LTD
HARRISON AUTO FINANCING & INVESTMENTS LLC
HARRY ALLEN CONKLE
HAWKINS FAMILY PARTNERS
HAYS CITY CORP
HAYS COUNTY
HAYS COUNTY
HAYS COUNTY WATER CONTROL & IMPROVEMENT DISTRICT 1
HEALTHCARE SETON
HEB GROCERY COMPANY

Adjacent Property Owner Name
HECKERT ROWENA L TRUST
HELEN LOUISE FORBES
HENNA INVESTMENTS LLC
HENRY J & SANDRA R GRAY
HLT PROPERTIES LLC
HOWARD K & TAMMY S BALLARD
HRG INC (TE)
HUA YIN HSU
HUBBARD DANNY LLC
HUDSON COMMONS LLC
HUI-YING LI
HUNG Q LUU
HUSSIEN & INTISSAR CHMEIS
IMA OF SHELTON
ISKANDER G DE ARMAS
ISMAEL & GLORIA F CASTILLO
IVAN & ANNIE NESTLERODE
IVAN & JESSICA DOMINGUEZ
J & J MAINTENANCE INC
J ALLEN & LAURA B ADAIR
J R RIDGE
JACOB & CRYSTAL STEVENSON
JAMES & JUDITH WISE
JAMES B BOYER
JAMES D GHILAIN
JAMES E & RAFFAELA M SMITH
JAMES E SHELTON
JAMES H & MELONY R GIBSON
JAMES H DUNKS
JAMES HORACE ISBELL
JAMES R BISHOP
JAMES S & KAY M CARTER
JAMES TRIAMPOL
JAMES W MCCONNELL
JAN BYRD DEL RE
JANA S BLASI
JANET KUYKENDALL HAGAN
JASON V & MELISSA A MORILLO
JAVIER RODRIGUEZ
JAY R & MARILYN J KING
JEANNIE ANN FERRIER
JEFFREY S & ASHLEY N HALEY

Adjacent Property Owner Name
JEFFREY WITTIG, CFE, CFO, EFO
JELAINE B FAULKENBERRY
JENNA FOSTER
JENNIFER LEIGH HAAS
JENNIFER R & BRAD C NEUTZLER
JEREMIAH 2911 HOLDINGS LLC
JEREMY BENJAMIN ALBRIGHT
JEROME A & ELAINE S BROWN
JEROME Z ZAMORA
JERRY BORCHERDING, P.E.
JERRY BOSWELL
JERRY N HOPKINS
JERRY W PEARSON
JESUS & INGRACIA PAEZ
JILL A SYMONS
JILL BOSSE CURTIS
JM ASSETS LP
JO FLYNN MCDAVID
JODI L & THOMAS YOUNG
JOE & TAYLOR E WHITTEMORE
JOE CONKLE
JOE R HOPKINS
JOEL & THERESA SOLIZ WOODMAN
JOHN B KELLY
JOHN CARRELL
JOHN L & ANNA R MCBEE
JOHN O & ANNETTE C MARKWARD
JOHN P & APRIL WHEELER
JOHN P MCMAHON
JOHN W & GAY LYNN WILSON
JOHN W WESTER
JOHNNY & CORINA MORENO
JOHNNY VOUDOURIS
JON CRAIN
JONATHAN J & SUSAN JANEK
JONELLE SANTANELLO-OCHOA
JOSE GARCIA
JOSE R & TERESA T NAVARRO
JOSEPH P & NANCY C CASTELLINE
JOSHUA G & KELLY S WHEELLOCK
JOSHUA HOLM
JPMORGAN CHASE BANK NATIONAL ASSOCIATION

Adjacent Property Owner Name
JUAN R & HOLLY BARAJAS
JUANITA ALBINI
JUDY BRIZENDINE
JUDY KEY
JULIA A FOSTER
JULIAN & LUCY VILLARREAL
JUSTIN & ALYS PORTER
JUSTIN KOCKRITZ
JUSTIN L MARLER
J-Z VENTURES
K BAR 5 PROPERTIES LLC
KAREN M LEWIS
KAREN POSPISIL
KARLON COX
KATE JOHNSON
KATHERINE & ALLAN C VAN NOY
KATHERINE ANN KHAN
KAY THURMAN
KAYE S COOK
KDLA INC
KELLY GRAY INVESTMENTS LLC
KELLYKATE INVESTMENTS GROUP LLC
KELLYS KIDS INC
KEM 290 LTD
KENNETH D PRUE
KEVIN K FULTON
KEVIN W HURWITZ
KHALID & OMAIRA HANIF
KHANNA TRUST
KIM A RUSSELL
KIMBERLY & DREW KEHOE
KINCORP INC
KIRBY SPRINGS RANCH PROPERTY OWNERS ASSN INC
KIRK MODGLIN
KMC DEVELOPMENT
KMSC LLC
KRIS HAFEZIZADEH
KRIS SHAWN ANDERSON HOLDING CO
KRN ROCK 2 LLC
KWCC LLC
LAMAR SQUARE INC
LANCE D & TRACY A GALL

Adjacent Property Owner Name
LARRY STEIN
LASCO POLO CLUB PARTNERS LTD
LAURA CUMMINGS
LAVANYA POGULA
LAWRENCE M & DEBORAH J CIRELLI
LEAH MCCLAIN BRESHERS
LEDGESTONE PROPERTIES
LEE DECK
LEE LEWIS CONSTRUCTION INC
LESLIE NORRIS
LESLIE P OGLESBY
LESLY B MICHALS
LEVAR & MONICA JENKINS
LIFE STORAGE
LISA & BENJAMIN GONZALES
LISA HEUGATTER
LISA S & MICHAEL L ROBERTSON
LISA SHERMAN
LIVING FELT INC
LONE STAR BANK
LONGARZA
LORI A & RUDOLPH T SANCHEZ
LORI A SHAVER
LUCAS BRYER
LUCIA & ELIZABETH SANCHEZ
LUCKY 13 HOLDINGS LLC
LUIS & IDAME SANCHEZ
MAGHSOUD TAHMORESSI
MAGNETOSPEED LLC
MANISH R MEHTA
MANOJ MUKUNDAN CHALLIYIL
MANOJ REGHUNATH
MARCUS J WHITFIELD
MARIA M VILLARONGA
MARK & FRANCE CLAUSEN
MARK A SCHULZE
MARK D & SUSAN G PRESTON
MARK L CRAWFORD
MARK W & ANNIE F SOUTTER
MARK WAHL
MARTIN LEE
MARY & JOE SANTOS

Adjacent Property Owner Name
MARY K & GARY E FOSTER
MARYANN DUBOIS
MATTHEW & JENNIFER COMER
MATTHEW A & ALEXANDRA A TARPLEY
MATTHEW CUMMINGS
MATTHEW J MYERS
MATTHEW REX & MELINDA BETH BEATTY
MAURICE JACKSON & CAROLYN M HALL
MAX XIANYUN MA
MAXMILE TECHNOLOGIES LLC
MCCOY INVESTMENT LTD 69
MELISSA & BRADFORD COOLIDGE
MELVIN J & GLYNNA F ARLDT
MGCC TEXAS ENTERPRISES LLC
MICHAEL & APRIL MALINAK
MICHAEL & DENISE HOLDRIDGE
MICHAEL & SUSAN CRUSHAM
MICHAEL A & MARY CAROLINE PRUET
MICHAEL A & SARA LARGENT
MICHAEL BRENT & SUSAN S WHITE
MICHAEL J & ANN PACLIK
MICHAEL J & C GRACE P FIX
MICHAEL KEVIN ALLMON
MICHAEL PERRINE
MICHELLE FISCHER
MICHELLE L MCKINNEY
MICHELLE L SIMPSON
MIGUEL & LORI ESPINOZA
MIHIR SHAH
MIKE F WILLIAMS
MIKE KOETTING
MILENA CHRISTOPHER
MILFRED L & MARY ANN JOHNSON
MIRELA ICEHOUSE LLC
MITCHELL WHIDDON OFFICE PARK INC
MITCHELL WHIDDON OFFICE PARK INC
MITESH SURA
MOHAMMADERSHAD SHAIK
MONTY L LEE
MOUNT OLIVE LUTHERAN CHURCH
MSC SW AUSTIN LLC
NANCY FRAZIER

Adjacent Property Owner Name
NAND & NEHA TRUST
NATHANIEL L & HOLLAND W MILLER
NAVIN K SHARMA
NELSON WRANA LLC
NEW FREEDOM HOLDINGS LLC
NICHOLS LESLIE A LIVING TRUST
NICOLA LIENHARD
NICOLE M DUNCAN
NIRAV D & DIPAL R PATEL
NISHANT & SHRUTI LAKHERA
NOLA WELLMAN
NORMA KAY LEE
NORMAN & ANN L MCMASTER
NORMAN C & NANCY G WINTERS
NORTHWEST HAYS CO RURAL FIRE PREVENTION DISTRICT 4
NOT AVAIL FROM COUNTY
NOT AVAIL FROM COUNTY
NSA PROPERTY HOLDINGS LLC
NSA PROPERTY HOLDINGS LLC
NTI DROP DOWN ONE LLC
NUTTYBROWN-PURE LLC
OAK HILL VOLUNTEER FIRE DEPT
OCCORP LLC
OCWEN LN SERVICING LLC
ORVILLE JOHN HOAG
ORYX DEVELOPMENT
PALO VERDE 290 PARTNERS LP
PAM SWANKS
PAT J BENNER
PATRICIA KELLY
PATSQUINEL & JUAN MANUEL BESA
PAUL E & SUSAN G HORTON
PAUL MORROW
PAUL W & LAURA D BALLAST
PAULA J & BRIAN K LUDWIG
PDS SAWYER RANCH
PECK PROPERTIES
PEDERNALES ELECTRIC COOPERATIVE INC
PETRA GONZALEZ SALAZAR
PGH DEVELOPMENT COMPANY LLC
PHIL L FRAZIER
PIER BRANCH HOLDINGS LLC

Adjacent Property Owner Name
POE SHELTON
POLO & TENNIS HOLDINGS LLC
POLO CLUB AT ROOSTER SPRINGS HOME OWNERS ASSN INC
PRAKASHKUMAR G MAKWANA
PRAMOD S KAPADIA
PRESERVE AT DRIPPING SPRINGS HOA
PRICE WESTWIND OCOTILLO LLC
PUREWASHATX LLC
Q & NHU H LE LAP
QUIKTRIP CORP
R MICHAEL JENTSCH
RACHEL L MEDBERY
RACHIT K & KANUPRIYA GUPTA
RAJEEV & SHRADDHA SHARMA
RALPH & LORI A MELTON
RAMASUBRAMANIAN M KRISHNAMURTHY
RAMIRO L & PATRICIA GONZALEZ
RAMON & GLADYS GARZA
RANDALL A ROESSLER
RANDALL R & ANNA E STEINLE
RAYMOND HOWARD MOORE
REBECCA SHELTON BURKE
RED INTERESTS INC
RED RIVER SERVICE CORP
REINER WARREN WILSON
RENE VIVEROS MENDOZA
RETIREMENT TRUST BROWN
REX STOKES
REYNE TELLES
RICHARD CARL & EVELYN MARIE GRIMMETT
RICHARD HENRY BARKKUME
RICHARD JOUCKEN
RICHARD L SEAY
RITUKAR KHANNA
RIVER HILLS CONSTRUCTION LTD
RKC PARTNERSHIP ONE LLC
RNA COMMERCIAL PROPERTIES LLC
ROBERT & SHAINA MOATS
ROBERT BRUCE & EVELINA WARREN
ROBERT CLARK
ROBERT CRESPI
ROBERT F SHELTON

Adjacent Property Owner Name
ROBERT FRANCIS & MARY MARGARET GREEN
ROBERT GRANADOS
ROBERT GREGORY & JOYCE MARIE WILSON HUGHES
ROBERT J & PATRICIA E PARKER
ROBERT K BEGGS
ROBERT MARTIN KENDRICK
ROBERT SPILLAR, P.E.
ROBERT T & JILL K MCALISTER
ROBERT W MUELLER
ROBERT Z & PIPER H WILLIAMSON
ROBERTO & KAREN R BEATY
ROCKLAND & KIMBERLY D JACOBSON
ROGER A & KRISTINA L KEATS
ROGER P KITOWSKI
ROMAN BALIGAD
RON & MARY HARTER
RONALD C MILLER
RONALD N & LAURA J TAIT
ROSA PALACIOS
ROUTT INVESTMENT LTD
ROWDY FIN LTD
ROXANA L CRUZ
ROY GLENN CARNES
RRM LLC
RSR HOLDINGS LLC
RUDY & LORI SANCHEZ
S CLARK PROPERTIES INC
SAM TEHRANI
SAMARATUNGA
SAMUEL HUNTER MALLOY
SANFAR
SARAH A & TIMOTHY J MCALOON
SATEESH KUMAR KOLAPALLI
SAURABH & SUPRIYA PRADHAN
SAVITA MURLI WADHWANI
SAWYER RANCH MEDICAL PROP LP
SAWYER T R & SAWYER-CLEVELAND PARTNERSHIP
SCENIC HILLS BAPTIST CHURCH
SCHMIDT INVESTMENTS LTD
SCHOOL BELLE PROPERTIES LLC
SCOTT COLLARD
SCOTT G & MARGIE L ROUSH

Adjacent Property Owner Name
SCOTT K & ANITA R CRASE
SCOTT PARTLOW
SENDERO DS LLC
SERGEY SINYAKOV
SERGIO A SANCHEZ
SETH A & LYNN V S GREENBLATT
SHANLEY TRUST
SHANNON & JENNIFER BEELER
SHARATH KOODALI EDATHIL
SHAUN P GARDINER
SHEILA DONOVAN
SHELTON E POE
SHERGOOD TRUST
SHERIDAN WESLEY ROALSON
SHIRLEY M LONG
SHORT DEV LLC
SIGNAL HILL REALTY HOLDINGS LLC
SILLS PARTNERS LTD
SINGLETON LANDHOLDING CO LLC
SJD HOLDINGS LLC
SKD HOLDINGS LLC
SONIC DEVELOPMENT OF CENTRAL TEXAS
SOUMYA RAMAKRISHNAN
SOUTHWESTERN BELL TELEPHONE
SPEEDY STOP FOOD STORES LTD
SPENCE CRONK
SPOTT PEST PREVENTION INC
SRIRANGAM V ADDEPALLI
STANFORD CIRCLE INVESTMENTS LLC
STATE DEPT OF HWY & PUB TRANSP
STATE OF TEXAS
STEPHEN M & KAREN M RAPP
STEPHEN MILLER
STEVE M & CYNTHIA L HARVEY
STEVEN PASELI
STEVEN W SIGLER
STOUT INVESTMENTS INC
STS4 GROUP LLC
SUJAYKUMAR BOTHISATHUVAN
SUNNY LANSDALE
SUNNYVALE LANDCO LLC
SUNSET CANYON BAPTIST CHURCH

Adjacent Property Owner Name
SUNSET CANYON BAPTIST CHURCH INC
SUNSET CANYON INVESTMENT PROPERTIES LLC
SUSAN CHRISTIAN
SUSAN COPELAND
SUSAN D RICHTER
SUSAN G & JEFFREY R WHITE
SUSAN RICHTER
SYDNEY SOWELL
SYLLIAASEN HOLDINGS LLC
TAL MCALISTER
TAMMY & KENNETH BARR
TANA M WIEST
TANNER MAYO
TERESA & D DOONAN STRUBE
TEX MIX LAND LTD
TEXAS COMPOUND LLC
TEXAS TRANSPORTATION COMN
TEXAS TRANSPORTATION COMN
THERESA KWILOSZ
THOMAS A & LINDA COMPTON
THOMAS A & LINDA K CHENAULT
THOMAS E WISE
THOMAS EDWARD ELMORE
THOMAS J & DANIELLE L SCHNEIDER
TIFFANY & COURTNEY PHELPS
TIME MATTHEW DAN & MONNIE KATE
TIMOTHY & LAURA THEIS
TIMOTHY K DECKER
TIMOTHY PATRICK DOVE
TKT PROPERTIES INC
TODD ROUTH
TOM & LENORA STEVENS
TOMMY CHI TRANG
TOMMY HAYDON
TONIA MARIE & MATTHEW LANCE MCKENZIE
TRACY LANE SCHAGEN
TRENT D HESTER
TRENT M JACKSON
TX HORNS ENTERPRISES LLC
ULMER DALE FISHER
UNLIMITED PSI INVESTMENTS LLC
URBANE HOMES INC

Adjacent Property Owner Name
VALENTINA GOMEZ
VALERIAN VOSBURGH
VASEEKARAN KANDHASAMY-RAJAGOP
VELOCITY CREDIT UNION
VERDUGO SOUTH LLC
VICKI A & BILLY J WIER
VIJAYA BHASKAR KOMMINENI
VIJU LIMITED PARTNERSHIP
VINEET S CHOUDHARY
VIRGINIA JOSE MORNEAULT
VLADISLAVA ELIZONDO
VOORHEIS
W HUGGINS INVESTMENTS LLC
WALKER SPRINGS GATEWAY INVESTMENTS LLC
WALLY & SONIA ACOSTA
WAYNE A & DENISE V DOUGLAS
WEBSTER INTERESTS DRIPPING SPR
WENDY MILLER WEBB
WEST TRAVIS COUNTY PUBLIC UTILITY AGENCY
WHIPSTER PROPERTIES LLC
WHITLOCK INVESTMENT PROPERTIES I LLC
WHITTINGTON H & LUCY W HANKS
WILLIAM A & SUSAN E BURGE
WILLIAM E & CLARICE B FOWLER
WILLIAM F & JUDY SMITH
WILLIAM V & MARGARET MCDONALD
WILLIAM WARD WALSH
WONG MICHAEL Y 1991 TRUST
WP & AP LTD
YAN LIU
YANG H HYUN
YUNKE YU
ZHIXIN GONG



UPCOMING OPEN HOUSES

US 290 from Oak Hill to Dripping Springs Planning and Feasibility Study

Tuesday
Oct. 8, 2019
5 - 7 p.m.

Dripping Springs Ranch Park
Special Event Venue Room
1042 Event Center Drive
Dripping Springs, TX 78620

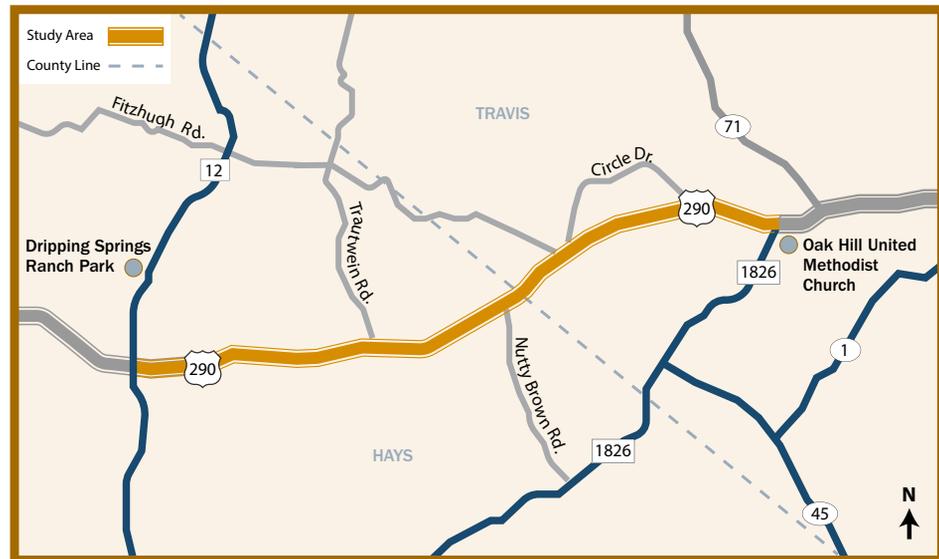
Thursday
Oct. 10, 2019
5 - 7 p.m.

Oak Hill United Methodist Church
The Children's Room
7815 US 290
Austin, TX 78749

Both open houses will have identical materials and there will be no formal presentation. Please come and go at your convenience.

What are your safety and mobility needs on the US 290 corridor from RM 1826 in southwest Austin to RM 12 in Dripping Springs?

The Texas Department of Transportation is conducting a study to identify long-term safety and mobility solutions for the US 290 corridor and establish a recommended right-of-way footprint.



Of note, the proposed project would connect to the Oak Hill Parkway project.

UNABLE TO ATTEND?

Take our online survey Sept. 16 – Oct. 21
www.surveymonkey.com/r/US290W

Official written comments will be received and accepted at the open houses and as follows:

EMAIL: US290W@gmail.com

MAIL: Alem Workie
TxDOT Austin District
P.O. Box 15426
Austin, TX 78761

Comments must be received by Monday, **Oct. 21, 2019** to be included in the official record of this open house series.

The open house will be conducted in English. If you have special communication or accommodation needs, please call 512-342-3281 at least two business days prior to the event. 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.

US 290 Planning and Feasibility Study
C/O Atkins
11801 Domain Boulevard, Suite 500
Austin, TX 78758

B-6

TxDOT Facebook + Twitter Open House Advertisements

Posted October 8 - 10, 2019

US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House Series No. 1 – October 8 + 10, 2019
Facebook Announcement



 **Texas Department of Transportation** ...

October 9 at 6:47 AM · 

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

Oct. 8th
Richmond - Public Meeting - FM 359 from FM 1093 to Mason Road
Tyler - Public Meeting - Texas Transportation Plan (TTP) 2050
Dripping Springs - Open House – US 290 from Oak Hill to Dripping Springs

Oct. 9th
Arlington - Public Meeting - Texas Transportation Plan (TTP) 2050

Oct. 10th
Austin – Open House – US 290 from Oak Hill to Dripping Springs
Krum - Public Meeting – FM 1173 From FM 156 to IH 35 in Denton County
Zapata – Public Meeting - US 83 from FM 3169 to Zapata County Line

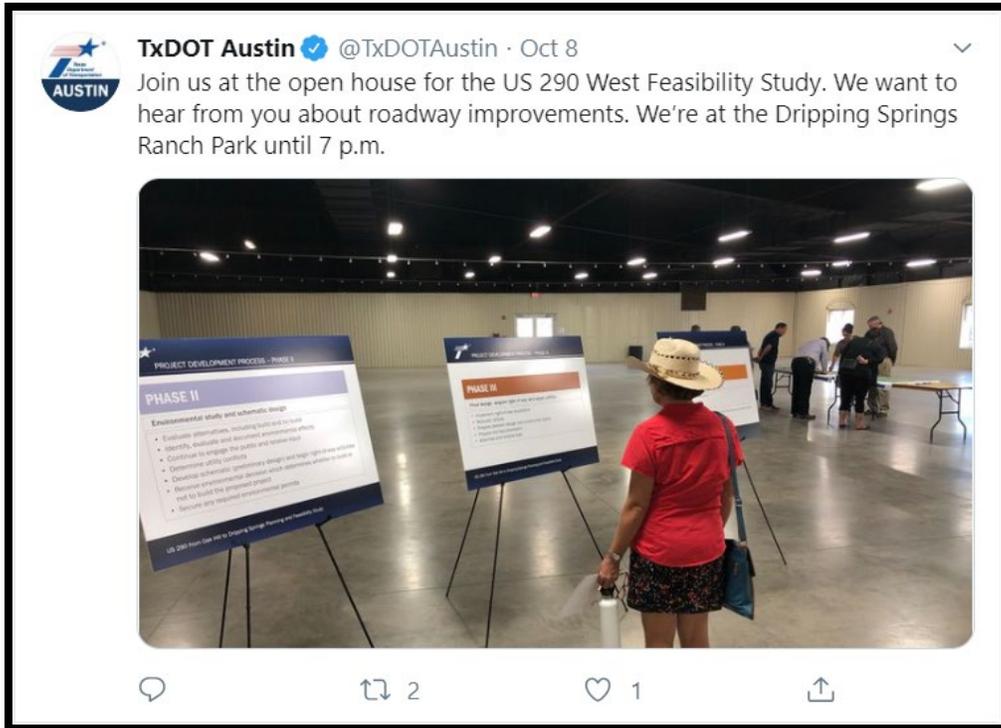
Oct. 11th
Austin - Public Meeting - Bicycle Advisory Committee Quarterly Meeting

Please visit our website: <http://www.txdot.gov/.../get-inv.../about/hearings-meetings.html> for the full list of meetings and additional details.



PUBLIC MEETING

US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House Series No. 1 – October 8 + 10, 2019
Twitter Posts



US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House Series No. 1 – October 8 + 10, 2019
Twitter Posts

 **TxDOT Austin** @TxDOTAustin · Oct 10

Tell us what you think! Join us at our second open house for the US 290 West Feasibility Study. Join us at the Oak Hill United Methodist Church at 7815 US 290 this evening from 5 - 7 p.m. to talk about roadway improvements.



Open House

  1  

 **TxDOT Austin** @TxDOTAustin · Oct 10

There's still time to visit us at the US 290W feasibility study open house at Oak Hill United Methodist Church. [#atxtraffic](#)



WRITTEN COMMENTS

   1 

US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House Series No. 1 – October 8 + 10, 2019
Twitter Posts



C.
Sign-in Sheets

C-1

Public Sign-in Sheets



US 290 Planning and Feasibility Study
OPEN HOUSE SERIES NO. 1

Oct. 8, 2019, 5 p.m. – 7 p.m.
 Dripping Springs Ranch Park
 1042 Event Center Dr, Dripping Springs, Texas 78620

**ATTENDEE
 SIGN IN SHEET**

IF ELECTED OFFICIAL, CHECK BOX	NAME (PLEASE PRINT)	ZIP CODE
<input type="checkbox"/>	Charles Busbey	78620
<input type="checkbox"/>	Randall A Roesser	78620/78737
<input type="checkbox"/>	Connie Kersten	78737
<input type="checkbox"/>	Olivia Nevarez	78620
<input type="checkbox"/>	Linda Brown	78620
<input type="checkbox"/>	Ben + Lori Broughton	78620
<input type="checkbox"/>	Erin Meagher	78620
<input type="checkbox"/>	NINA ROCHEITE	78737
<input type="checkbox"/>	Katie Boydston	78620
<input type="checkbox"/>	Robin Melanson	78619



US 290 Planning and Feasibility Study
OPEN HOUSE SERIES NO. 1

Oct. 8, 2019, 5 p.m. – 7 p.m.
 Dripping Springs Ranch Park
 1042 Event Center Dr, Dripping Springs, Texas 78620

**ATTENDEE
 SIGN IN SHEET**

IF ELECTED OFFICIAL, CHECK BOX	NAME (PLEASE PRINT)	ZIP CODE
<input type="checkbox"/>	Craig Van Engelen	78636
<input type="checkbox"/>	Carlos Krystof	78620
<input type="checkbox"/>	Lonny Poe	78620 -work
<input type="checkbox"/>	Mark Denton	78620
<input type="checkbox"/>	VAN SHORT	78737
<input type="checkbox"/>	Jenny Aston	78669
<input type="checkbox"/>	Marta Brown	78619
<input type="checkbox"/>	Michael Waite	78620
<input type="checkbox"/>	Molly Azopardi	78676
<input type="checkbox"/>	DAVID JANISE	78640



US 290 Planning and Feasibility Study
OPEN HOUSE SERIES NO. 1

Oct. 8, 2019, 5 p.m. - 7 p.m.
 Dripping Springs Ranch Park
 1042 Event Center Dr, Dripping Springs, Texas 78620

**ATTENDEE
 SIGN IN SHEET**

IF ELECTED OFFICIAL, CHECK BOX	NAME (PLEASE PRINT)	ZIP CODE
<input type="checkbox"/>	Casey Cutler	78619
<input type="checkbox"/>	Rick Brennes	78619
<input type="checkbox"/>	Walt Krudop	78620
<input type="checkbox"/>	Susan West	78620
<input type="checkbox"/>	Lrick Janson	78620
<input type="checkbox"/>	Sue Zinn	78620
<input type="checkbox"/>	Eddie Thomas	78620
<input type="checkbox"/>	Poe Shelton	78620
<input type="checkbox"/>	Paula Gruber	78704
<input type="checkbox"/>	John Pettit	78620



US 290 Planning and Feasibility Study
OPEN HOUSE SERIES NO. 1

Oct. 8, 2019, 5 p.m. - 7 p.m.
 Dripping Springs Ranch Park
 1042 Event Center Dr, Dripping Springs, Texas 78620

**ATTENDEE
 SIGN IN SHEET**

IF ELECTED OFFICIAL, CHECK BOX	NAME (PLEASE PRINT)	ZIP CODE
<input type="checkbox"/>	RICHARD SANTAMARIA	78620
<input type="checkbox"/>	DAN ZINN	78620
<input type="checkbox"/>	James Stewart	78620
<input type="checkbox"/>	SUSAN + JONATHAN JANEK	78736
<input type="checkbox"/>	JANET HAGAN	78620
<input type="checkbox"/>	Leslie Dollack	78723
<input type="checkbox"/>	Stan + Mary Reck	78620
<input type="checkbox"/>	Sherry Huffman	78619
<input type="checkbox"/>	Deborah Williams	78619
<input type="checkbox"/>	Michael Brown	78729



US 290 Planning and Feasibility Study
OPEN HOUSE SERIES NO. 1

Oct. 8, 2019, 5 p.m. - 7 p.m.
 Dripping Springs Ranch Park
 1042 Event Center Dr, Dripping Springs, Texas 78620

**ATTENDEE
 SIGN IN SHEET**

IF ELECTED OFFICIAL, CHECK BOX	NAME (PLEASE PRINT)	ZIP CODE
<input type="checkbox"/>	Sarah Kline	78737
<input type="checkbox"/>	Christal Fisher + Don Postell	78620
<input type="checkbox"/>	John McMahon	78620
<input type="checkbox"/>	Bill Reiner	78736
<input type="checkbox"/>	Lori + Mike Cozamo	78619
<input type="checkbox"/>	JANNA WELCH	78737
<input type="checkbox"/>	Chris Spall	78620
<input type="checkbox"/>	DREW EDWARDS	78737
<input type="checkbox"/>	STEVE JANDA	78619
<input type="checkbox"/>	Kai Langendoen	78619



US 290 Planning and Feasibility Study
OPEN HOUSE SERIES NO. 1

Oct. 8, 2019, 5 p.m. – 7 p.m.
 Dripping Springs Ranch Park
 1042 Event Center Dr, Dripping Springs, Texas 78620

**ATTENDEE
 SIGN IN SHEET**

IF ELECTED OFFICIAL, CHECK BOX	NAME (PLEASE PRINT)	ZIP CODE
<input type="checkbox"/>	Jose M. Sendoraf	78606
<input type="checkbox"/>	RON CRANE	78737
<input type="checkbox"/>	Jen Nolan	78620
<input type="checkbox"/>	Christy Langendoen	78620
<input type="checkbox"/>	Richard Sorenson	78738
<input type="checkbox"/>	SHELAY EAKOBS	78619
<input type="checkbox"/>	Steven Terhaar	78620
<input type="checkbox"/>		
<input type="checkbox"/>		
<input type="checkbox"/>		



US 290 Planning and Feasibility Study
OPEN HOUSE SERIES NO. 1

Oct. 10, 2019, 5 p.m. – 7 p.m.
 Oak Hill United Methodist Church
 7815 US 290, Austin, Texas 78749

**ATTENDEE
 SIGN IN SHEET**

IF ELECTED OFFICIAL, CHECK BOX	NAME (PLEASE PRINT)	ZIP CODE
<input type="checkbox"/>	STEVE SYLLIASEN, P.E.	78736
<input type="checkbox"/>	Riley Brevard	78737
<input type="checkbox"/>	Marlene & Dale Boman	78736
<input type="checkbox"/>	John H. Garvell	78737
<input type="checkbox"/>	Janet Wise	78663
<input type="checkbox"/>	Robert Kettlewell	78620
<input type="checkbox"/>	JANET HAGAN	78620
<input type="checkbox"/>	KEVIN GOOD	78736
<input type="checkbox"/>	Sarah Beth Ragan	78737
<input checked="" type="checkbox"/>	Vikki Goodwin	78739



US 290 Planning and Feasibility Study
OPEN HOUSE SERIES NO. 1

Oct. 10, 2019, 5 p.m. - 7 p.m.
 Oak Hill United Methodist Church
 7815 US 290, Austin, Texas 78749

**ATTENDEE
 SIGN IN SHEET**

IF ELECTED OFFICIAL, CHECK BOX	NAME (PLEASE PRINT)	ZIP CODE
<input type="checkbox"/>	Stephen Van Gee	78736
<input type="checkbox"/>	Bruce Merrill	78620
<input type="checkbox"/>	Bob DeJong	78737
<input type="checkbox"/>	DOUG ALDRIDGE	78620
<input type="checkbox"/>	Kerry FOSTON	78737
<input type="checkbox"/>	Kim Kingston-Durgin	78737
<input type="checkbox"/>	Ron Van Sickle	78736
<input type="checkbox"/>	Mortena VANSTELLE	78736
<input type="checkbox"/>	JEFF MARPLE	78737
<input type="checkbox"/>	BRIAN FICZERI	78737



US 290 Planning and Feasibility Study
OPEN HOUSE SERIES NO. 1

Oct. 10, 2019, 5 p.m. – 7 p.m.
 Oak Hill United Methodist Church
 7815 US 290, Austin, Texas 78749

**ATTENDEE
 SIGN IN SHEET**

IF ELECTED OFFICIAL, CHECK BOX	NAME (PLEASE PRINT)	ZIP CODE
<input type="checkbox"/>	Jerome A. Brown	78737
<input type="checkbox"/>	Kevin Fulton	78737
<input type="checkbox"/>	Paul Jacobs	78735
<input type="checkbox"/>	Mike Loy	78735
<input type="checkbox"/>	Ray Cyr	78736
<input type="checkbox"/>	Rachel Lunsford	78641
<input type="checkbox"/>	Marie Lewis Adams & Son	78749
<input type="checkbox"/>	Camellia Suarez	78664
<input type="checkbox"/>	Sonora Lee	78736
<input type="checkbox"/>	Fred Hardaway	78736

570

608



US 290 Planning and Feasibility Study
OPEN HOUSE SERIES NO. 1

Oct. 10, 2019, 5 p.m. – 7 p.m.
 Oak Hill United Methodist Church
 7815 US 290, Austin, Texas 78749

**ATTENDEE
 SIGN IN SHEET**

IF ELECTED OFFICIAL, CHECK BOX	NAME (PLEASE PRINT)	ZIP CODE
<input type="checkbox"/>	Tim Witham	78737
<input type="checkbox"/>	David Darcy	78737
<input type="checkbox"/>	Tanner Taylor	78737
<input type="checkbox"/>	Pat Womack	78660
<input type="checkbox"/>	Carolyn & Jack Hall	78736
<input type="checkbox"/>	Matt Krein	78737
<input type="checkbox"/>		

52

600

C-2
Staff Sign-in Sheets



US 290 Planning and Feasibility Study
OPEN HOUSE SERIES NO. 1

Oct. 8, 2019, 5 p.m. – 7 p.m.
Dripping Springs Ranch Park
1042 Event Center Dr, Dripping Springs, Texas 78620

STAFF
SIGN IN SHEET

NAME	ORGANIZATION/REPRESENTING
Patricia Kelly	NLA
Lauren Canales	NLA
Kerry Neely	NLA
Rebelle Dilal	NLA
Patty Trujillo	Atkins
Brad Wheeler	Tx DOT
Ryan Hill	Atkins
Sonya Hernandez	TxDOT
Epi Gonzalez	TxDOT
Lizeth Sandoval	TxDOT



US 290 Planning and Feasibility Study
OPEN HOUSE SERIES NO. 1

Oct. 8, 2019, 5 p.m. - 7 p.m.
Dripping Springs Ranch Park
1042 Event Center Dr, Dripping Springs, Texas 78620

**STAFF
SIGN IN SHEET**

NAME	ORGANIZATION/REPRESENTING
SHARLENE NICHOLS	TXDOT
Heather Ashley Nguyen	TXDOT
Alem Workie	TXDOT
Gary Gumar	AK-ins



US 290 Planning and Feasibility Study
OPEN HOUSE SERIES NO. 1

Oct. 10, 2019, 5 p.m. – 7 p.m.
Oak Hill United Methodist Church
7815 US 290, Austin, Texas 78749

STAFF
SIGN IN SHEET

NAME	ORGANIZATION/REPRESENTING
Elizabeth Stony	Atkins
Kerry Neely	NLA
Patricia Kelly	NLA
Randall Dillard	NLA
Gary Gamar	Atkins
Ryan Hill	Atkins
Sonya Hernandez	TXDOT
Shirley Nichols	TXDOT
Alem workie	TXDOT
Michelle Romo-Chen	TXDOT



US 290 Planning and Feasibility Study
OPEN HOUSE SERIES NO. 1

Oct. 10, 2019, 5 p.m. – 7 p.m.
Oak Hill United Methodist Church
7815 US 290, Austin, Texas 78749

**STAFF
SIGN IN SHEET**

NAME	ORGANIZATION/REPRESENTING
Epi Gonzalez	TxDOT
Heather Ashley-Nguyen	TxPOT
Alex Navarro	TxDOT
Bruce Byron	TxDOT

D.
Comments Received

D-1

Written Comments

**alphabetical order by first name*

**received during open houses on Oct. 8, 2019 + Oct. 10, 2019*



US 290 from Oak Hill to Dripping Springs
Planning and Feasibility Study

COMMENT FORM

OPEN HOUSE SERIES NO. 1

- ◆ Oct. 8, 2019, 5-7 p.m., Dripping Springs Ranch Park, 1042 Event Center Dr., Dripping Springs, TX 78620
- ◆ Oct. 10, 2019, 5-7 p.m., Oak Hill United Methodist Church, 7815 US 290, Austin, TX 78749

Name (Please Print):

Ben Broughton

Address:



Email:

Comment:

• Stay off Fitzhugh w/ any bypass.

• Build upper deck over 290

(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

For more information about this study, contact TxDOT Public Information Officer Brad Wheelis via email at Bradley.Wheelis@txdot.gov or via phone at 512.832.7060.

Official written comments will also be received and accepted at the open houses and as follows: email **US290W@gmail.com** or mail **Alem Workie, TxDOT Austin District, P.O. Box 15426, Austin, TX 78761.**

Comments must be received by **Monday, Oct. 21, 2019** to be included in the official record of this open house series.



US 290 from Oak Hill to Dripping Springs
Planning and Feasibility Study

COMMENT FORM

OPEN HOUSE SERIES NO. 1

- ◆ Oct. 8, 2019, 5-7 p.m., Dripping Springs Ranch Park, 1042 Event Center Dr., Dripping Springs, TX 78620
- ◆ Oct. 10, 2019, 5-7 p.m., Oak Hill United Methodist Church, 7815 US 290, Austin, TX 78749

Name (Please Print): Charles Busbey

Address: [REDACTED]

Email: [REDACTED]

Comment:

290 needs to be a limited access highway (freeway.)
 That is the only way that it can be used safely. With all
 the traffic, the lights, the access drives onto 290, etc., traffic
 is going to operating stop-and-go. It cannot continue to have
 a 60mph speed limit.

- (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

For more information about this study, contact TxDOT
 Public Information Officer Brad Wheelis via email at
Bradley.Wheelis@txdot.gov or via phone at
 512.832.7060.

Official written comments will also be received and
 accepted at the open houses and as follows: email
US290W@gmail.com or mail **Alem Workie, TxDOT
 Austin District, P.O. Box 15426, Austin, TX
 78761.**

Comments must be received by **Monday, Oct. 21,
 2019** to be included in the official record of this
 open house series.



US 290 from Oak Hill to Dripping Springs
Planning and Feasibility Study

COMMENT FORM

OPEN HOUSE SERIES NO. 1

- ◆ Oct. 8, 2019, 5-7 p.m., Dripping Springs Ranch Park, 1042 Event Center Dr., Dripping Springs, TX 78620
- ◆ Oct. 10, 2019, 5-7 p.m., Oak Hill United Methodist Church, 7815 US 290, Austin, TX 78749

Name (Please Print): Christal Fisher

Address: [Redacted]

Email: [Redacted]

Comment: Please do not schedule construction on 620 & 290 at the same time. Please do not have both of them torn up at the same time.
Thank you
CFA

- (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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US 290 from Oak Hill to Dripping Springs
Planning and Feasibility Study

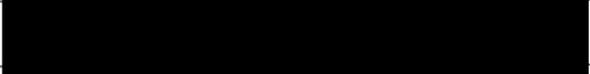
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OPEN HOUSE SERIES NO. 1

- ◆ Oct. 8, 2019, 5-7 p.m., Dripping Springs Ranch Park, 1042 Event Center Dr., Dripping Springs, TX 78620
- ◆ Oct. 10, 2019, 5-7 p.m., Oak Hill United Methodist Church, 7815 US 290, Austin, TX 78749

Name (Please Print): Connie Kersten

Address: 

Email: 

Comment:

We need a park and ride in DS
and regular bus service

Also at intersection Sawyer Ranch + 290
→ you need to limit ~~red turns~~ right turns on red!

Safety issue → cars turning right onto Sawyer from eastbound
290 try to "sneak" in before the left turners from westbd
290 who have to wait. Also the green arrow turn needs to
be lengthened + no yield on green!

- (Texas Transportation Code, §201.811(a)(5)):
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Name (Please Print): DALE BOMAN

Address: [REDACTED]

Email: [REDACTED]

Comment:

Please - A Regular Stoplight @ CORNER
OF ROCKWAY & 290

MORE IMPORTANT a OVER PASS FROM
they to DRIPPING

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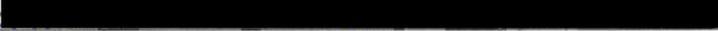
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Name (Please Print): DAN ZINN

Address: 

Email: 

Comment:

A CONCERN IS TRAFFIC PULLING OUT ONTO 290 AS WELL AS
TURNING INTO ROADS & BUSINESSES. ACCELERATION &
DECELERATION LANES ARE NEEDED.
A RAISED MEDIAN TO SEPARATE TRAFFIC AND CONTROL
TURNING LEFT

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Name (Please Print): David Darcy

Address: [REDACTED]

Email: [REDACTED]

Comment:

There is a fairly new apartment complex (Fox Hill?) just west of where Circle Dr/South View Dr intersect 290. There needs to be clear signage prohibiting left turns from eastbound ~~to~~ 290 traffic into those apartments. (I too often see cars stopped on 290 waiting for a break in westbound traffic to turn.)

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Name (Please Print): Donald Postell

Address: [REDACTED]

Email: [REDACTED]

Comment: *Needs left and right turn lanes and signals at CR 185,*

South bound 12~~0~~ at 290 is already backing up for multi-lights — needs additional lanes and timing changes.

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Name (Please Print): Doug Hooks

Address: Hill Country Outdoor Power

[Redacted address line]

Email: [Redacted email address]

Comment: I am the managing partner of Hill Country Outdoor Power. Need to know what side of 290 will be expanded in Cedar Valley/Natty Brown area. * Any expansion of the North side of 290 in this area will essentially devastate my (successful) business !!

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Name (Please Print): Erin Meagher

Address: [Redacted]

Email: [Redacted]

Comment:

Thank you for all of the time, effort + attention to this study!

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Name (Please Print): John Churchill

Address: [Redacted]

Email: [Redacted]

Comment:

I run a business of 50+ clients out of Blue Frog School of music. The current highway plan would require clients traveling westbound to drive all the way to Fitzhugh to turn around. It would also add 5 miles to my own commutes. This will have a serious negative impact on my business. Consider an alternative.

- (Texas Transportation Code, §201.811(a)(5):
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Name (Please Print): Kevin Good

Address: [Redacted]

Email: [Redacted]

Comment: *Make sure the capacity is there to handle future growth as well as current traffic. Also, 290 is becoming more important for cross-state travel, it is more than just a commuter road.*

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Name (Please Print): Kim Kingston-Durgin

Address: [Redacted]

Email: [Redacted]

Comment:

- ① Trautwine intersection Needs to be reworked. There is no stop light. ~~The~~ Trautwine hits 290 @ a 45° degree angle. ~~Is~~ ~~is~~ The end of Trautwine just all the sudden is there + people NOT familiar with the area may overshoot the stop and be in traffic.
- ② Why stop ~~in~~ @ Ranch Road 12? This needs to go through Henley. There is a 4 mile section that is still 3 lanes NOT 5.
- ③ What can be done to deal with fatalities on 290? Currently traffic is stopped across all lanes - maybe 4 hours - while police / highway patrol investigate. Would it be possible to develop in some areas roads that parallel (sp) 290? These would go behind businesses & be used by trucks + nearby residents under normal conditions
- ④ 290, ~~has~~ (the stretch between Oak Hill + Dripping Springs) is a good, well maintained road, but will reach capacity in the near future

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- ⑤ Could 290 bypass Dripping Springs? The character of Dripping Springs could be destroyed if much more modification of 290 occurs through ~~the~~ ~~the~~ town.



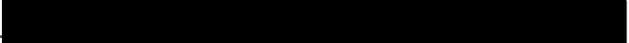
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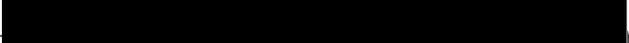
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Name (Please Print): Larry J. Peel

Address: 

Email: 

Comment:

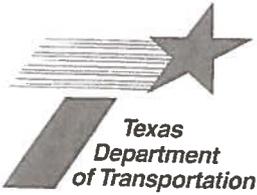
I am 86 years old, I have a residence and business on a two way access road, if my understanding is correct, there is a plan to make that 2 way access into a one-way access. My place is within 50 feet of South View Rd + 290, Having to go 5 miles out of the way to access my property rather than 50 feet - well seems absurd to me and certainly puts my life and business at risk.

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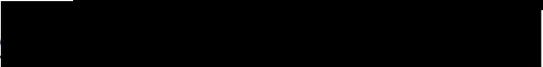
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Name (Please Print): Leslie Dalesby

Address: 



Email: 

Comment: 2 main issues

1. EMS Response Time - There are many elderly and children in this neighborhood. There is now a fire station about a mile from up on this hill. Response time for emergencies is very fast, cutting off access ~~to~~ at southview Rd. will cause a major delay in emergency services to us.

2 Cost Business - My customers need to access to the business (Automotive Specialist Inc). Access needs to be safe. There needs to be a traffic light at the southview intersection at our drive way.

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Name (Please Print): Michael Waite

Address: [Redacted]

[Redacted]

Email: [Redacted]

Comment: I know this is an important & much needed improvement.

Personally I'd like to have the urgent drainage issues addressed @ 290 & RR 12. My businesses flooded for the 1st time last May & they were built in 1959. RR 12 is the last TX DOT point (just south of 290 where there's only a 40 s.f. box culvert) on the drainage of the 600-700 acre area @ the N.E. corner of 290 & RR 12. The 40 s.f. culvert is insufficient to drain over 600 acres. Just above that @ 290 is a 72 sf

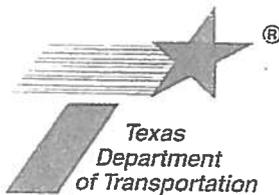
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culvert, so the water from north of 290, draining south goes through 72 sf ^{at 290}, then funnels to 40 sf @ RR 12.



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Name (Please Print): NORMA "SONORA" LEE

Address: 

Email: 

Comment: _____

Compared to my neighbors, I am new to the neighborhood. I moved here 30 years ago. My neighbors have been here at least since the 70's and one since the 50's. We are an aging community with numerous medical needs. I hope that in your survey you will take into account those individuals when planning our road. Presently our two way road to our homes and businesses brings emergency vehicles to us easily. With the proposed one way access, emergency vehicles are currently only a mile or so away. They will have to travel 5 MORE MILES in total to turn around further west on 290 in order to access our neighborhood.

Businesses. There are 5 businesses in this area whose customers come primarily from the east. For example, my music school of 200 hundred students. The vast majority of our students come from the schools east of us. The students are primarily in grade school with young brothers and sisters. We want our families to continue lessons with us but we also want them to be safe. There are 12 independent contractors who work at the Blue Frog School of Music. We have 8 teachers who rely on this income. Families unable to reach us will take their business elsewhere. Devastating to Blue Frog.

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Name (Please Print): Pilar Plasias

Address: [REDACTED]

Email: [REDACTED]

Comment:

As an independant contractor, is my concern that the changes presented in the planning study will have a negative impact in my business.

I work at Blue frog school of Music, which is located at 8649 Highway 290w. All of the families that I work with have very tight schedules. If they have to travel further to reach us, they will be put in a very tough position.

I believe that many families will be force to discontinue their lessons putting my business in risk.

I can assure you that this is not only my concern, but it is also the concern of many teachers, parents and businesses owners that will be terribly affected.

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Name (Please Print): Randall A. Roessler

Address: [REDACTED]

* [REDACTED]

Email: [REDACTED]

Comment:

Need to know what side will be chosen -
 Any land taken on North Side ---- wipes out
 my (very succesful) business !!
 [REDACTED] Hill Country Outdoor
 Austin Tx Power
 I also own large tract of land on
 Nutty Brown Rd neighboring Belterra West
 [REDACTED] Austin Tx 78737
 Need to know if overpass is coming to
 290 / Nutty Brown (most likely I assume)

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Name (Please Print): RICHARD SANTAMARIA

Address: [REDACTED]

Email: [REDACTED]

Comment: I was told @ a meeting here in DS. that a traffic light at Hwy 290 & CR 185 (TRAUTWEIN RD) has been approved. Do you have an idea as to when that light ~~might~~ might be installed? Very dangerous area with all the business driveways on Hwy 290.

also, we live north of Hwy 290 off Mc Gregor Lane. That is becoming congested. Are there any plans for a stop light @ Hwy 290 & Mc Gregor Lane?

Thank you.

Richard Santamaria

- (Texas Transportation Code, §201.811(a)(5):
Check each of the following boxes that apply to you:
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 - 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 at the open houses and as follows: email **US290W@gmail.com** or mail **Alem Workie, TxDOT Austin District, P.O. Box 15426, Austin, TX 78761.**

For more information about this study, contact TxDOT Public Information Officer Brad Wheelis via email at Bradley.Wheelis@txdot.gov or via phone at 512.832.7060.

Comments must be received by **Monday, Oct. 21, 2019** to be included in the official record of this open house series.



US 290 from Oak Hill to Dripping Springs
Planning and Feasibility Study

COMMENT FORM

OPEN HOUSE SERIES NO. 1

- ◆ Oct. 8, 2019, 5-7 p.m., Dripping Springs Ranch Park, 1042 Event Center Dr., Dripping Springs, TX 78620
- ◆ Oct. 10, 2019, 5-7 p.m., Oak Hill United Methodist Church, 7815 US 290, Austin, TX 78749

Name (Please Print): RICK BRENNES

Address: 

Email: RICK BRENNES

Comment: HOPE THIS IS ONLY THE FIRST IN A SERIES.
WELL DONE !!

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:

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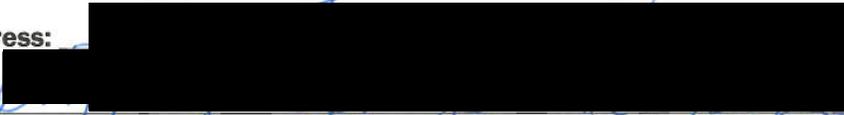
US 290 from Oak Hill to Dripping Springs
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Name (Please Print): Susan K West

Address: 

Email: _____

Comment:
 ↓ speed limit in Downtown DS
 Left them all on the map.
 Need more Rt Turn Lanes, especially
 at Lights.
 Is there plans for a bypass around
 NW Dripping?
 Also = expansion Now of Hwy 12, especially
 south of 290?
 Arrow Green Light needed @ light (at Sleep In)
 especially for obstructed view for west Bound Hotel

- (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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Comments must be received by **Monday, Oct. 21, 2019** to be included in the official record of this open house series.

D-2

Emailed Comments

**alphabetical order by first name
received during official comment period

FW: TxDOT Internet E-Mail - US 290 Dripping Springs to Oak Hill

1 message

-----Original Message-----

From: [REDACTED] [mailto:[REDACTED]]
Sent: Wednesday, October 09, 2019 8:39 AM
To: AskTxDOT <AskTxDOT@txdot.gov>
Subject: TxDOT Internet E-Mail

Name: Mr. Aaron Sulser <[REDACTED]>
Address:

[REDACTED]
Dripping Springs, TX

Phone:
[REDACTED]

Requested Contact Method:

Reason for Contact: Customer Service
Complaint: No

Nearest Major City: Dripping Springs

Comment: In regards to traffic safety on 290 I have a simple solution but can't make the meeting. Put in a curbed median and have turn around/uturn cutouts at various points. That way no one is allowed to turn left onto 290, they turn right and then do a uturn at the closest point.

[A Texas Department of Transportation (TxDOT) message]<https://urldefense.proofpoint.com/v2/url?u=https-3A__www.txdot.gov_inside-2Dtxdot_media-2Dcenter_featured.html&d=DwlFAw&c=cUkzcZGZt-E3UgRE832-4A&r=v21IUG5d9ec4e_r_53JN-hW3gCp900_uzX1z6CkDJ4&m=5JvADp49TnZCqxqgzchxeFa1UnOL57nBNQFKpg7fOjDk&s=Db78YokCVDE04B97SQaHzPSwzySGqMuXZsihdcpkHM&e=>

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Consider the environment. Please don't print this e-mail unless you really need to.

Safety on Hwy 290W

1 message

alfred stlouis <[REDACTED]>
To: "US290W@gmail.com" <US290W@gmail.com>

Tue, Oct 8, 2019 at 1:01 PM

I drive daily between Circle Drive and the Y in Oak Hill daily. My main concerns are speeding and red light runners. The roadway is fine after recent upgrades, but drivers in a hurry put everyone at risk. The mobile speed information flasher seems to slow speeders down when they see how fast they are driving. The use of mobile speed information devices and occasional enforcement should help to reduce the incidence of speeding. I would recommend keeping the speed flasher device in place on 290W. Also, there is a device on Covered Bridge Rd near Hwy 71W, that has been there for many months in an area where the limit is only 30mph.

Highway 290 and the Oct 10, 2017 FM 150 West Character Plan:Master Plan Report

1 message

casey cutler <[REDACTED]>

Fri, Sep 20, 2019 at 8:13 PM

To: US290W@gmail.com

Cc: Ruben Becerra <[REDACTED]>, Walt Smith <[REDACTED]>

Please review the October 2017 Hays County FM 150 West Character Master Plan. This report was undertaken by K Friese & Associates, the Hays County Commissioners Court and hundreds of Hays County residents.

That report which was worked on for 3 years closely with the Hays County/Driftwood community, created a FM 150 Bypass that ran just to the east of Driftwood and thru Rutherford Ranch efficiently and effectively moving traffic from US 35 up to FM 967 and then up to FM 1826, just east of Driftwood Tx (just southeast of Dripping Springs).

However, the final leg of that project would finish moving the traffic efficiently and effectively from Highway 35 (just south of Kyle) up to 1826 and out Sawyer Ranch Road to SH 290 has yet to be completed. Completing the last 2 miles of that highway connection from 1826 to Sawyer Ranch Road and out to 290 would significantly relive any traffic build up in the center of Hays County and efficiently, effectively, and safely move citizens from US 35 thru the center of Hays County onto 290. This needs to be undertaken as soon as possible since development of the region is rapidly removing existing viable potential options.

Please contact Hays County Judge Ruben Becerra or Commisioner Walt Smith for more information. Or feel free to contact myself as I have a copy of the 3 volume set of the Mater Plan I would give you if it would help you bring that about.

Casey Cutler

[REDACTED]

FW: US 290 Advisory Meeting

1 message

Randall Dillard [REDACTED]

Mon, Oct 7, 2019 at 2:48 PM

To: US290W@gmail.com

Cc: "Story, Elizabeth A" [REDACTED]

From: Dan O'Brien <[REDACTED]>

Sent: Monday, October 7, 2019 1:37 PM

Cc: [REDACTED]

Subject: US 290 Advisory Meeting

Dear Ms. Ashley-Nguyen:

Thank you for attending the Advisory meeting regarding the study of US 290 and potential expansion projects. At that meeting, we discussed EMS and other emergency traffic during and post construction. At that time, you asked what the required width for a shoulder would be for an ambulance. After speaking with our chief, his opinion is that a minimum of eight feet is required to maneuver an ambulance on a shoulder. While the ambulances can handle unpaved surfaces, a concern is maneuvering too close to some existing drops offs beyond existing shoulders.

Please let me know if there is any additional information that we can supply to you. We appreciate TxDOT having the meeting and working to ensure the concerns of all the stakeholders are discussed and met.

I copied Randall Dillard on the email because my prior emails to you have bounced-back and I wanted to make sure that you received my answer to your question.

Sincerely,

Daniel O'Brien

Commissioner and Treasurer | North Hays County ESD #1

www.northhayscountyesd1.org



This communication is made in the capacity as a commissioner of the North Hays County Emergency Services District No. 1 alone and is not intended as legal advice to the ESD, the residents of the District, or any of its agents or representatives.

Widen South bound Mopac

1 message

David L. <[REDACTED]>
To: "Us290w@gmail.com" <Us290w@gmail.com>

Mon, Sep 30, 2019 at 12:38 PM

Good morning Alem Workie, I was wondering if there were any plans to widen south bound Mopac from Wm Cannon overpass to Davis lane exit? Currently it is two lanes. It's exactly 2 miles of which 1.7 miles is already paved. If the other 0.3 miles were paved it would tremendously improve rush hour traffic by opening up a third lane. That whole area in front of Target and Randall's is such a mess every day because of the bottleneck at Wm Cannon overpass being squeezed from 3 lanes to 2. Thanks David

[REDACTED]

Get [Outlook for Android](#)

Darden Hill Road

1 message

Donna Drake <[REDACTED]>
To: US290W@gmail.com

Tue, Oct 8, 2019 at 12:04 PM

Good morning,

I would like to voice my concern about the potential plan to divert a segment of traffic from 290 onto Darden Hill Road. As it stands, Darden Hill is a small country road with hundreds of homes facing the street. And soon, there will be a DSISD elementary school facing Darden Hill, which will house tiny 5-10 year old children. No other DSISD school (much less elementary school) is on a major thoroughfare. The danger to small children with an increase in traffic is a horrifying thought. These things show the necessity of keeping Darden Hill a neighborhood street rather than a major thoroughfare. PLEASE do not divert traffic from 290 onto Darden Hill Road.

Thank you,
Donna Drake
[REDACTED]

US 290 to RR 12 Dripping Springs

1 message

Mary Wiggins <[REDACTED]>

Sun, Oct 6, 2019 at 1:28 PM

To: US290W@gmail.com

Cc: [REDACTED]

Thank you for taking the time to listen to my concerns. I travel US 290 to Austin twice a day 5 days a week. I think we could benefit by having three lanes of traffic in each direction – where possible. It goes without saying that the Y in Oak Hill, while the improvements are helping, is still in need of a makeover. It would be nice to get updates from time to time to be updated. Perhaps a blast could go to the HOA associations. We may miss a news story on the TV. I spent an average of 1 hour in my car to travel to Austin for work and I drive only 20 miles. The population around here continues to grow and it is a big concern to all of us. Appreciate it.

Mary Wiggins

US 290 Planning and feasibility study

1 message

Bobbi Colorado [REDACTED]
To: US290W@gmail.com

Fri, Sep 20, 2019 at 10:10 AM

Alem Workie,TDOT Austin District,

We have property with access to 290 West at [REDACTED]. We are unable to attend the open houses regarding planning and feasibility study because we will be out of town. We just tried to take the survey mentioned in your correspondence but after repeated efforts we are unable to access the survey. Very confusing website.

Our concerns on US 290 revolve around maintaining our access since both our home and business, Bobbi Colorado's Canine Camp, rely on this access. Also, we wonder how long it has been since a count of traffic on 290 West was done? It seems that over the last year or two the volume of traffic has greatly increased. While we rely on access, we generate very little traffic. Any development that will rely on a high volume of traffic will cause even more congestion and probable accidents.

Does a "recommended right- of-way" mean building frontage roads on both sides of US290 West? Will there be further opportunities for public input, especially from property owners with current direct access to US 290 West? The economic impact of this project upon existing business's should be a major consideration.

Your correspondence mentions having materials regarding this project available at the open houses. Is there any way we can receive copies of these materials?

Sincerely,

Robert K. Beggs

Bobbi Colorado's Canine Camp
[REDACTED]

Remove Center Left Turn Lane DEATH TRAP

1 message

tomasz <[REDACTED]>
To: "US290W@gmail.com" <US290W@gmail.com>

Mon, Oct 7, 2019 at 11:06 AM

Hello TxDOT:

Please find attached my comments submission for Highway 290 West .

Sincerely,
Tomasz Johannsen



TXDOT 290 - email submission.pdf
2578K

To: TXDOT
Re: US 290 West Corridor Feedback
Date: October 7, 2019
From: Tomasz Johannsen ([REDACTED])

Subject: Remove Center Left Turn Lane DEATH TRAP

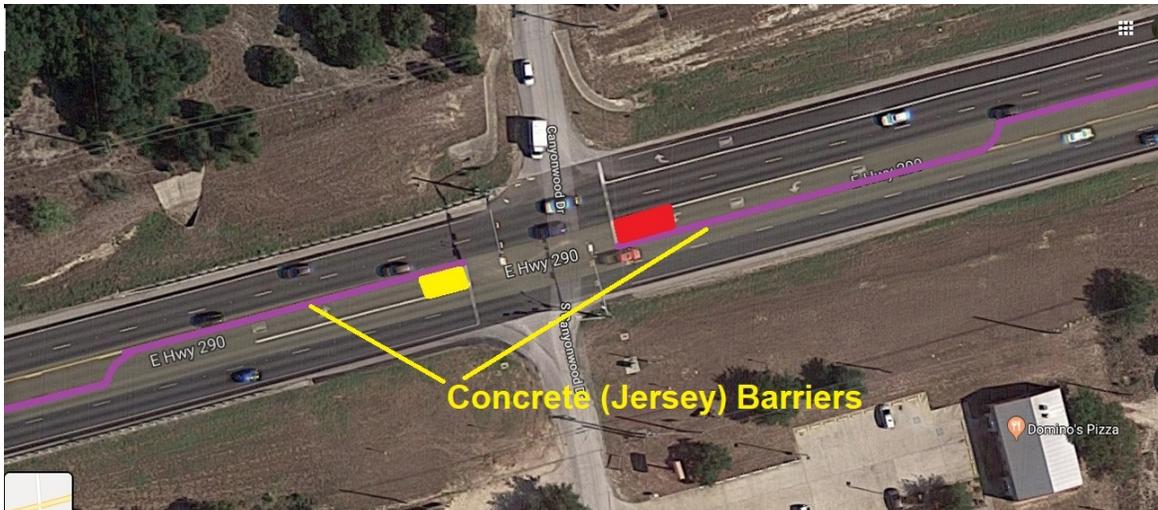
I have narrowly escaped DEATH several times on Highway 290 West (between Oak Hill and Dripping Springs). The center left turn lane was always the reason that a deadly situation developed. The whole concept of a center left turn lane is deeply flawed because the design GUARANTEES head-on collisions: please see **Appendix A** for examples. At highway speeds the idea is positively insane!



=



TXDOT should remove the center left turn lane and provide U-turns at all lights (and possibly increasing the number of lights) to allow vehicles to access their left-side destinations safely. This can be done with concrete highway barriers (Jersey barriers), or a redesign of the lane structure.



This is a much safer road design because:

1. Vehicles can no longer drift across the center into oncoming traffic.
2. The “sitting duck” problem (see Appendix A) is eliminated.
3. The guaranteed head-on collision scenarios (Left OFF, Left ONTO) are eliminated.
4. The traffic light left turn is much safer because the concrete barrier will absorb partial frontal collisions from a drifting semi truck. Cars waiting behind in line are completely safe. See Figure 1 below.

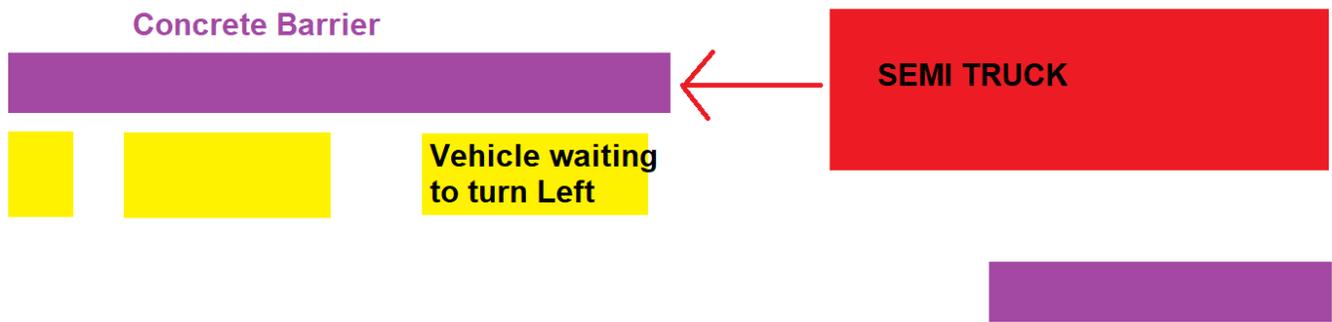
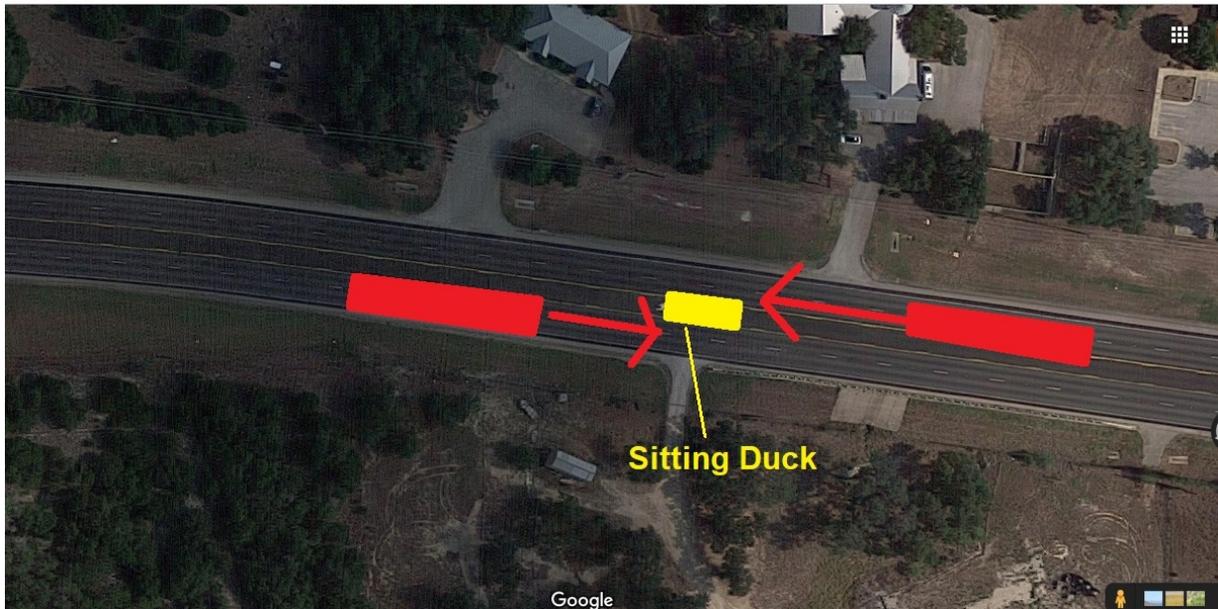


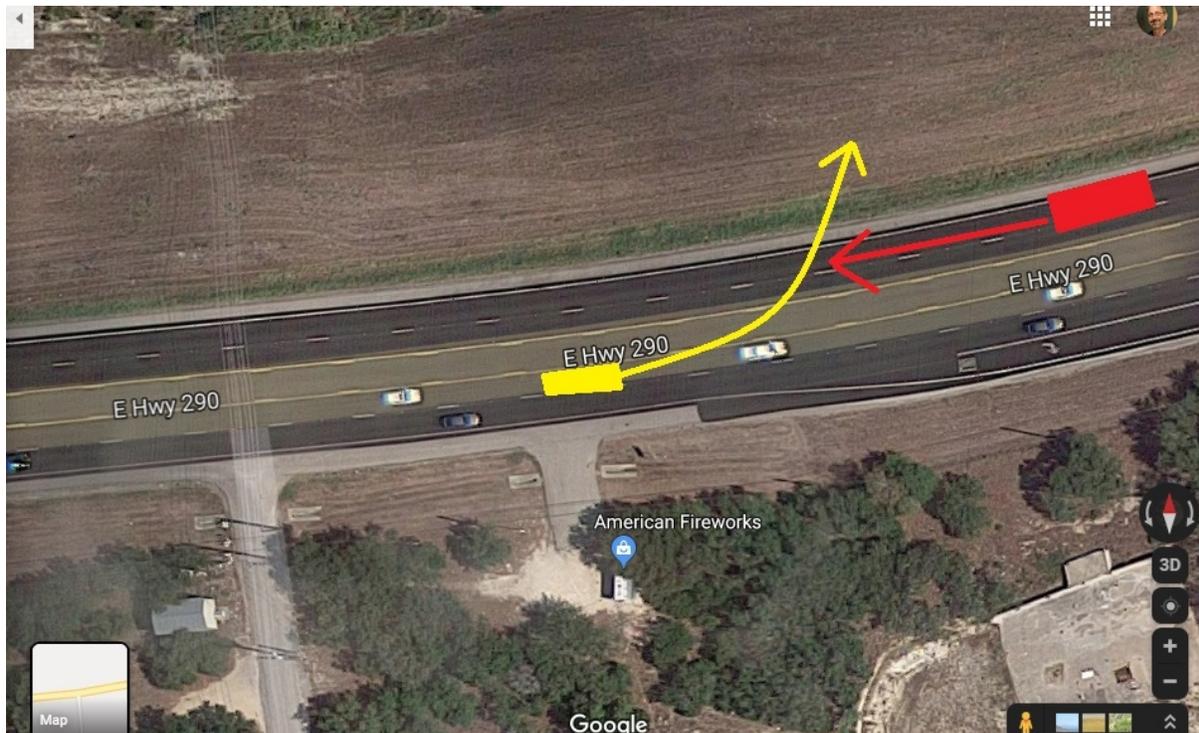
Figure 1: Concrete barrier protects front left turn vehicle even if semi truck drifts into lane.

Appendix A

1) SITTING DUCK. The vehicle waiting in the center turn lane is a sitting duck because the tiniest distraction (e.g. texting), the tiniest swerve by fast moving vehicles in EITHER direction will cause a very serious (probably fatal) accident. From a statistical perspective, allowing “sitting ducks” along the entire length of Highway 290 West dramatically increases the probability of an accident. This kind of road design is completely irresponsible.



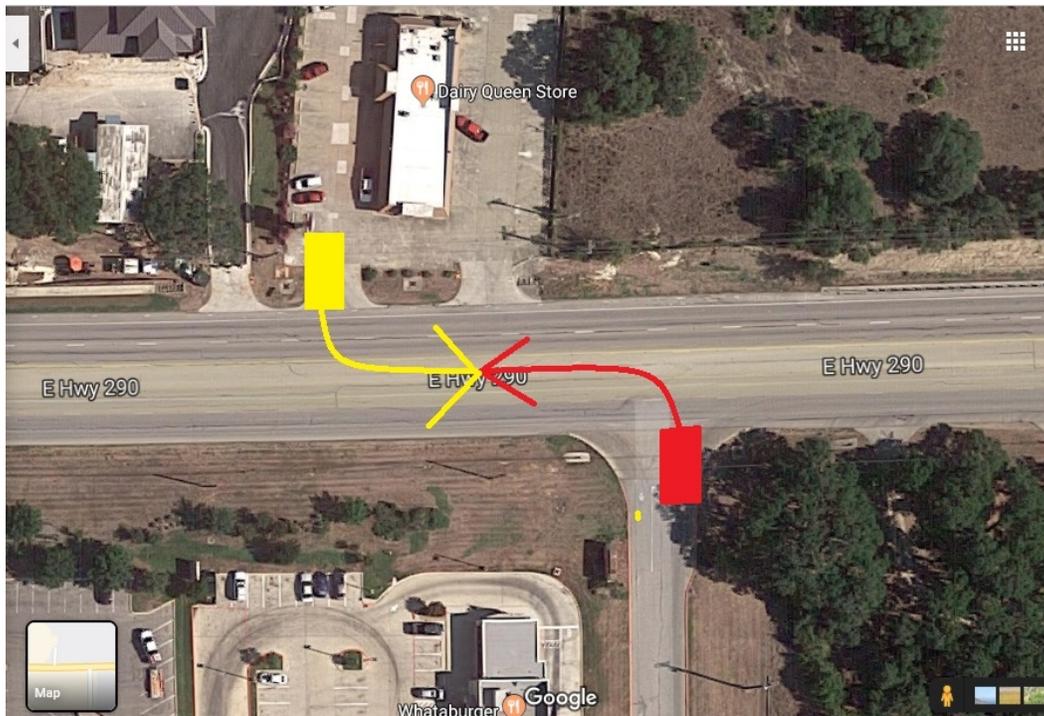
2) LANE DRIFT. The lack of median or center barriers allows vehicles to drift into oncoming traffic. At freeway speeds this is a catastrophic scenario. I was almost killed a few years ago when the driver of an oncoming vehicle had a heart attack and swerved across 290 into the grass. Mrs Nordelli Estronza's husband was killed when a drunk driver drifted across the center line.



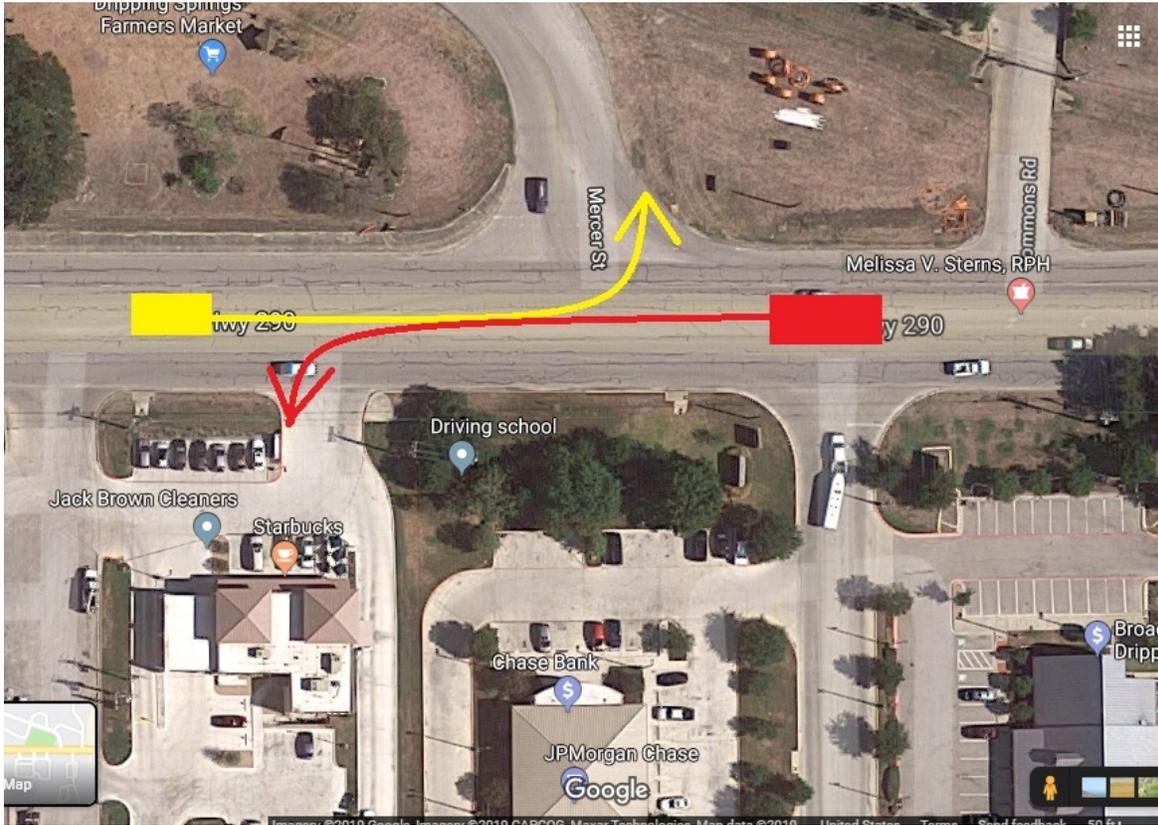
3) EARLY ENTRY. Sometimes a driver enters the center left turn lane too early. This happened to my family when we were trying to make a left turn into Trudy's. An oncoming vehicle entered the center lane too early and at very high speed (he was going into Belterra). He never noticed us. We had to swerve back into our east heading lanes and were lucky there was no semi-truck behind us.



4) LEFT ONTO 290. The center left lane design GUARANTEES accidents if driveways are too close, like the Dairy Queen and Whataburger in downtown Dripping Springs. Such accidents will be fatal at faster speeds outside of town. This is especially true because drivers coming ONTO 290 are looking behind them to find a gap in the flow of cars.



5) LEFT EXIT OFF 290. Another scenario that GUARANTEES accidents. When roads or driveways are too close together then vehicles turning left at the same time will collide head on.



D-3

Postal Mail Comments

**alphabetical order by first name
received during official comment period

David L. Nault

AUSTIN TX 787
RIO GRANDE DISTRICT
ON SEP 09 10 15 PM 41



MR. YALEM WOKKIE
TX DOT AUSTIN DISTRICT
P.O. BOX 15426
AUSTIN, TX 78761

78767-015454



To: Alem Workie

TxDOT Austin District

P.O. Box 154

Austin. TX 78761

This is going to be a history lesson, besides a plea for a stop light, that we have pleaded for at least 25yrs.

We moved here from San Antonio in 1967, to go to work for Strait Music Company, which after all was said and done for 18yrs. The original address for Strait was 908 N. Lamar. I still remember the flood on Labor Day either 1982 or 83. thre are still a couple of pianos still sitting at the bottom of Town Lake. Anyhow we bought our house here at [REDACTED] in 1973 March, Jerry Angerman was the Realtor. At that time in Scenic Brook Estates, there were only 7 houses in the subdivision. And the nearest grocery store was at Manchaca, and Ben White. That was it for any business close to us. So at that time also I drove to work from Spring Circle Dr, to 908 N. Lamar on 290 direct to S. Lamar and on up day in day out. No loop 1. Fast forward a bit to the 80's. Thats when TxDot should have finished the intersection at 71 & 290, but listened to too many people that moved in here from other states, and finally shelved the product. So now here we are today, dealing with this debacle that we are faced with, and will most likely get much worse before it gets any better starting in 2020.

Starting somewhere in the 80's the erstwhile Mr Angermann since he owned quite a bit of property on 290 and Rockway Dr, decided to go into business during and after he failed the banking business, and built himself a stop & Go store on 290 and Rockway. And had enough glue with the powers at be at that time to get a yellow blinking light on 290 and Rockway Drive. Weren't we Lucky? Then he built a curio shop, and a Automobile Repair almost a year later.

To top that off a realtor came up with a subdivision and named the street Derecho Drive. So what do we have? A 4 way stop being serviced by a blinking yellow light. Heres the kickers. This yellow blinking light, (follow me on this), is the only blinking at a 4 way instersection from Hiway 290 & 71 to the stop light at the HEB in Dripping Springs. Now lets add a little sand in the sore. We have been asking for a Red Stop Light at this 4 way intersection now that I know of for 20yrs. Deaf Ears supposedly. Heres the sand. El Ray Blvd. Many yrs ago a 3 way instersection. The guy that got this light probably knew someone in the "cave of the winds". Translation Texas Legislator. So lets go to about 2 football fields east of El Ray. Another 3 way stop. Not necessary. 290 and Rockway Dr is a very busy intersection. Trucks refueling at the gas station, cars sitting in the street on Rockway from the auto repair shop. What used to be years ago a beautiful subdivision entrance way, for the last 30 yrs quite an eyesore. Thanks to the person that came up with the middle lane, otherwise there would be some pretty bad accidents there taking place. When there was no middle lane there years ago there were two fatal accidents there. One of my famiy members had an accident trying to get out many years ago, but was nothing serious except a lot of money for repairs.

If you have any pull where you are, see if you can talk the puller into a red stoplight. As far as the Oak Hill project is concerned, the one in the 80's should have been constructed and you wouldn't have to do this now. Just get this one done, and iregardless of any naysayers, everything will work out, and when it's done all voices will be silent because they will be too busy transiting the thurofare, changing lanes to get there quicker because the guy in front of you is driving 5 miles slower than you.

Kindest Regards,

David L Nault

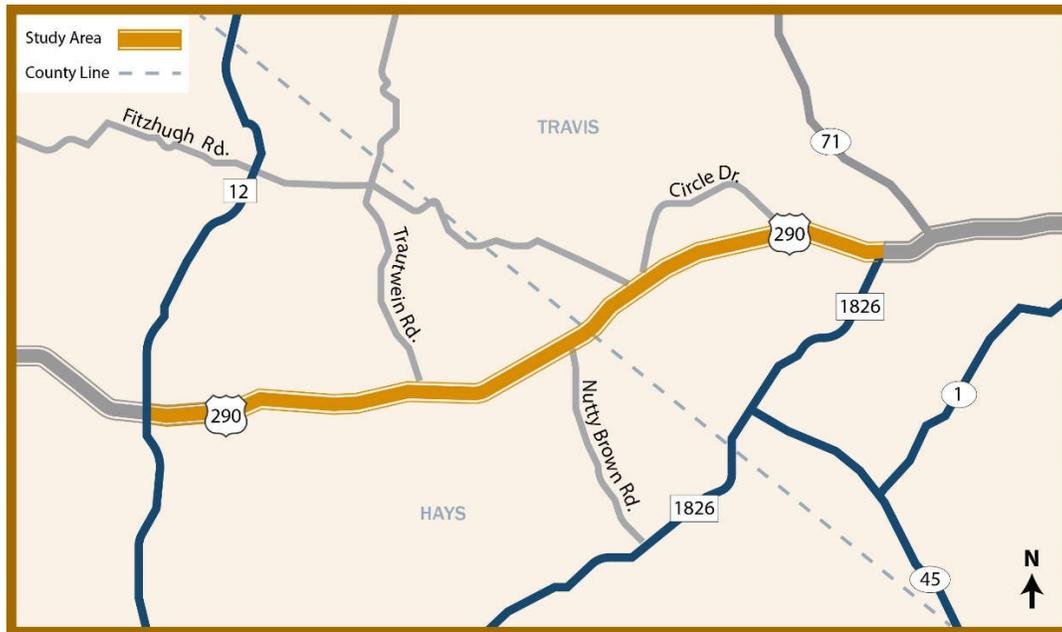
E.
Figures

E-1

Open House Handouts

STUDY OVERVIEW

The US 290 from Oak Hill to Dripping Springs Planning and Feasibility Study will identify future mobility and safety improvements to US 290 from RM 1826 in southwest Austin to RM 12 in Dripping Springs. The corridor spans both Travis and Hays counties.



The purpose of this planning and feasibility study is to identify long-term safety and mobility solutions for the US 290 corridor and to develop right-of-way needs. The study is anticipated to take one year and will include many opportunities for public involvement. At the conclusion of the planning and feasibility study, TxDOT plans to enter into the environmental study and schematic design process to further develop any potential solutions identified. Of note, the proposed project would connect to the Oak Hill Parkway project.

PROJECT DEVELOPMENT PROCESS



**Advancement from phase to phase is contingent upon the outcome of the previous phase and the availability of funding.*

September 2019



US 290 from Oak Hill to Dripping Springs
Planning and Feasibility Study

COMMENT FORM

OPEN HOUSE SERIES NO. 1

- ◆ Oct. 8, 2019, 5-7 p.m., Dripping Springs Ranch Park, 1042 Event Center Dr., Dripping Springs, TX 78620
- ◆ Oct. 10, 2019, 5-7 p.m., Oak Hill United Methodist Church, 7815 US 290, Austin, TX 78749

Name (Please Print): _____

Address: _____

Email: _____

Comment:

(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

For more information about this study, contact TxDOT
Public Information Officer Brad Wheelis via email at
Bradley.Wheelis@txdot.gov or via phone at
512.832.7060.

Official written comments will also be received and
accepted at the open houses and as follows: email
US290W@gmail.com or mail **Alem Workie, TxDOT
Austin District, P.O. Box 15426, Austin, TX
78761.**

Comments must be received by **Monday, Oct. 21,
2019** to be included in the official record of this
open house series.



US 290 from Oak Hill to Dripping Springs
Planning and Feasibility Study

SURVEY

OPEN HOUSE SERIES NO. 1

- ◆ **Oct. 8, 2019, 5-7 p.m.**, Dripping Springs Ranch Park, 1042 Event Center Dr., Dripping Springs, TX 78620
- ◆ **Oct. 10, 2019, 5-7 p.m.**, Oak Hill United Methodist Church, 7815 US 290, Austin, TX 78749

Your feedback is critical to the success of this planning and feasibility study. Please complete this short survey, so we can learn what is important to you as safety and mobility improvements in the area are considered. You can also find this survey online at www.surveymonkey.com/r/US290W

1. The following are potential goals and objectives for the Planning and Feasibility Study that we would like you to consider. Please tell us if you agree or disagree with each one.

<i>Proposed solutions should...</i>	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
...Improve safety in the corridor	<input type="radio"/>				
...Improve mobility in the corridor	<input type="radio"/>				
...Enhance accessibility for residents and businesses	<input type="radio"/>				
...Improve emergency response times	<input type="radio"/>				
...Support economic development	<input type="radio"/>				
...Minimize impacts to the community and natural environment	<input type="radio"/>				

2. Please list any other issues that should be considered as goals and objectives for this study.

3. Please let us know any current concerns you have about safety and mobility on US 290 from RM 1826 to RM 12. Be as specific as possible.

4. Given the entire US 290 study area extends from FM 1826 to RM 12, are there specific areas you feel attention should be focused?

5. Any other concerns about this corridor?

6. Do you have any suggestions for potential improvements that would help address any of the concerns you have listed?

7. Where do you live?

Hays County	Travis County	Other
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. Where do you work?

Hays County	Travis County	I'm a Student	I'm Retired	Other
<input type="radio"/>				

9. How often do you use/ commute through the US 290 corridor?

Every day	One to three times a week	Once a week	Occasionally
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

10. Do you own property and/or a business that is directly adjacent to US 290 between FM 1826 and RM 12?

Yes	No
<input type="radio"/>	<input type="radio"/>

11. If you would like to receive future study updates, please provide your information below:

Name _____

Mailing Address _____

Email Address _____

Phone Number _____

E-2

Open House Exhibits



TEXAS DEPARTMENT OF TRANSPORTATION

WELCOME

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.



DRAFT GOALS AND OBJECTIVES

HELP US IDENTIFY GOALS AND OBJECTIVES FOR THIS STUDY

- ▶ Anything to add?
- ▶ Anything to remove?

- Improve safety in the corridor
- Improve mobility in the corridor
- Enhance accessibility for residents and businesses
- Improve emergency response times
- Support economic development
- Minimize impacts to the community and natural environment



PROJECT DEVELOPMENT PROCESS



WE ARE HERE

PHASE I

- Planning and feasibility study
2019-2020

PHASE II

- Environmental study and
schematic design

PHASE III

- Final design, acquire right of
way and adjust utilities

PHASE IV

- Construction

Advancement from phase to phase is contingent upon the outcome of the previous phase and the availability of funding.



PHASE I



WE ARE HERE

Planning and feasibility study 2019-2020

- Identify and evaluate specific locations of traffic issues
- Identify major environmental constraints
- Engage the public and receive input
- Determine Purpose & Need for improving the US 290 study corridor
- Identify and evaluate potential solutions including roadway improvements
- Determine right-of-way requirements
- Determine which improvement(s) will move forward into next phase



PHASE II

Environmental study and schematic design

- Evaluate alternatives, including build and no build
- Identify, evaluate and document environmental effects
- Continue to engage the public and receive input
- Determine utility conflicts
- Develop schematic (preliminary design) and begin right-of-way activities
- Receive environmental decision which determines whether to build or not to build the proposed project
- Secure any required environmental permits



PHASE III

Final design, acquire right of way and adjust utilities

- Implement right-of-way acquisition
- Relocate utilities
- Prepare detailed design and construction plans
- Prepare bid documentation
- Advertise and receive bids



PHASE IV

Construction

- Award contract to contractor
- Construct the project
- Open to traffic

Advancement from phase to phase is contingent upon the outcome of the previous phase and the availability of funding.



TEXAS DEPARTMENT OF TRANSPORTATION

MAPS



TEXAS DEPARTMENT OF TRANSPORTATION

WRITTEN COMMENTS



Legend

Groundwater Well (TWDB)	River / Stream (USGS)	Potential Golden-cheeked Warbler Habitat
School (Texas Education Agency)	Active Gas Pipeline (TxRRC)	Confirmed Habitat
National Register of Historic Places (NPS)	National Wetlands Inventory (USFWS)	Unconfirmed Habitat
Official Texas Historical Marker (THC)	City Boundary	Traffic Signal
Museum (THC)	County Boundary	
Place of Worship (GNIS)	100 - Year Floodplain (FEMA)	
Communication Tower (FCC)	Open Water (USGS)	
Seep (COA)	Parks and Recreation (TNRIS)	
Spring (COA)	Cemetery (THC)	

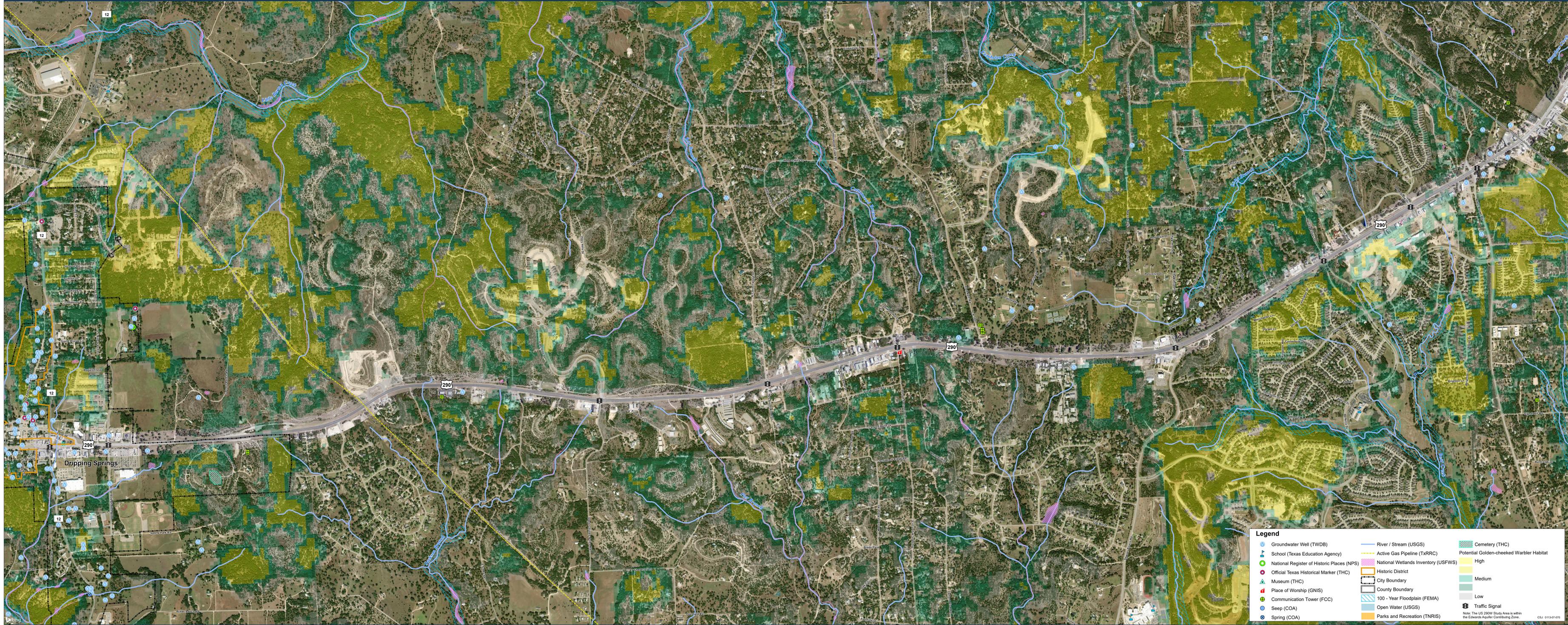
Note: The US 290W Study Area is within the Edwards Aquifer Contributing Zone. CSJ: 0113-08-087



Texas Department of Transportation
Austin District
October 8 and 10, 2019

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Legend

● Groundwater Well (TWDB)	— River / Stream (USGS)	■ Cemetery (THC)
● School (Texas Education Agency)	— Active Gas Pipeline (TxRRC)	■ Potential Golden-cheeked Warbler Habitat
● National Register of Historic Places (NPS)	— National Wetlands Inventory (USFWS)	■ High
● Official Texas Historical Marker (THC)	■ Historic District	■ Medium
■ Museum (THC)	— City Boundary	■ Low
▲ Place of Worship (GNIS)	— County Boundary	■ Traffic Signal
● Communication Tower (FCC)	— 100 - Year Floodplain (FEMA)	
● Seep (COA)	— Open Water (USGS)	
● Spring (COA)	— Parks and Recreation (TNRIS)	

Note: The US 290W Study Area is within the Edwards Aquifer Contributing Zone. C81 0113-07-070



0 500 1,000 2,000 Feet

Texas Department of Transportation
Austin District
October 8 and 10, 2019

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E-3

Open House Map Exhibit Comments

At the October 8, 2019 and October 10, 2019 open houses, maps of the existing US 290 study area in Travis and Hays counties were displayed on tables. Attendees were asked to use “sticky notes” to leave comments and/or mark areas they wanted TxDOT to know about, as well as any safety concerns; high traffic congestion; intersection or other locations with high traffic turning movements; environmental issues; drainage issues; and high pedestrian/bicyclist activity.

See the following comment table and “sticky note” comment map scans noting the 58 handwritten comments that were provided on Constraints Map “A” and 9 handwritten comments that were provided on Constraints Map “B” at the open houses.

**US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019 - Map "A" Exhibit - Comments**

Open House Date	Comment No.	Comment Location on Map	Comment
10/8/2019	HC1.01A	US 290/South Canyonwood Dr.	HOV/transit lanes for 1-2 lanes of proposed expansion.
10/8/2019	HC1.02A	US 290/Sunset Canyon Dr. S	Extend Oak Hill Expressway past CR 185 with overpasses.
10/8/2019	HC2.01A	US 290/Hazy Hills Drive	Need a green arrow at light.
10/8/2019	HC2.02A	US 290/Hazy Hills Drive	Westbound turn lane at Hazy Hills/Hays Co. is a problem. Curve and slight hill obscure turn to left.
10/8/2019	HC3.01A	US 290/RM 12	Intersection of 12 & 290 currently floods during heavy rain - needs modification
10/8/2019	HC3.02A	US 290/Dripping Springs	Help/partner with Dripping Springs to add the city to CapMetro's service area
10/8/2019	HC3.03A	US 290/Dripping Springs	Number of new subdivisions needs to be taken into account when looking at future traffic burden (x2)
10/8/2019	HC4.01A	US 290/RM 12	Major expansion of 12 & 290 - intersection through-lanes and turn lanes
10/8/2019	HC5.01A	US 290/Dripping Springs	Is there a highway bypass plan?
10/8/2019	HC5.02A	US 290/Dripping Springs	New 290 bypass. Move 290 south of downtown Dripping Springs.
10/8/2019	HC6.01A	US 290/RM 12	#1 - Address drainage issues at 290 & RR 12 - 40 sq.ft. culvert under RR 12 near Home Depot driveway needs to double.
10/8/2019	HC6.02A	US 290/RM 12	Step 1 - plan for future western development traffic getting through Dripping Springs.
10/8/2019	HC7.01A	US 290/RM 12	Bottleneck at 290 & 12 light - intersection needs to be widened. Needs double right, double left, and double straight lanes.
10/8/2019	HC7.02A	US 290/RM 12	Double left turn. Need label signs at lights, not just ?? (<i>illegible word</i>) or road signs
10/8/2019	HC7.03A	US 290/RM 12	Lower speed limit from HEB light to 35
10/8/2019	HC7.04A	US 290/RM 12	Major drainage issue at 290 & RR 12. Priority fix.
10/8/2019	HC7.05A	US 290/RM 12	Bypass to north and south RR 12
10/8/2019	HC8.01A	US 290/RM 12	Divided Highway!
10/8/2019	HC9.01A	Trautwein Road/CR 185	Light at Trautwein- CR 185? Also, left and right turn lanes.

**US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019 - Map "A" Exhibit - Comments**

Open House Date	Comment No.	Comment Location on Map	Comment
10/8/2019	HC9.02A	US 290/Sunset Canyon Drive S	Access road off Sunset Canyon Drive & Pier Branch - behind all the existing businesses for access to Left (e) Transmission; Whitlock
10/8/2019	HC10.01A	US 290/Sawyer Ranch	This intersection is a HUGE problem! Please fix this! Sawyer Ranch at 290
10/8/2019	HC10.02A	US 290/Sawyer Ranch	Innovative intersection here please! Sawyer Ranch & 290
10/8/2019	HC10.03A	US 290/Valerio	No left turn to go 290 W at Valerio exit.
10/8/2019	HC11.01A	US 290/Sawyer Ranch	Between certain times during the year, then sun is in your eyes! This is a problem!
10/8/2019	HC11.02A	US 290/Hays County	Divided Highway!
10/8/2019	HC11.03A	US 290/Heritage Oaks	Divided Highway!
10/8/2019	HC12.01A	US 290/Sawyer Ranch	Prevent cut-throughs to turn left on 290 from gas station from Sawyer (avoiding light). <i>(another individual added "YES!" in agreement to this comment)</i>
10/8/2019	HC12.02A	US 290/Sawyer Ranch	Needs no right on red and turn left only on green arrow.
10/8/2019	HC12.03A	US 290/Sawyer Ranch	Agree! No right on red! Left on green arrow only!
10/8/2019	HC13.01A	US 290/Nutty Brown Road	Right on green arrow only. No right on red.
10/8/2019	HC14.01A	US 290/Sawyer Ranch	Elevated express lanes from Sawyer Ranch to Circle Drive. No toll!
10/8/2019	HC15.01A	US 290/CR 185	Move highway and access road model - from Sunset Canyon to Spring Lane.
10/8/2019	HC16.01A	US 290/Hazy Hills Drive	Carpool parking areas.
10/8/2019	HC.16.02A	US 290/Hazy Hills Drive	Agreed. Good idea. (in reference to comment HC16.01)
10/8/2019	HC16.03A	US 290/Hazy Hills Drive	Pedestrian overpass for transit center parking.
10/8/2019	HC17.01A	US 290/Dripping Springs	Study should go to DSHS (Dripping Springs High School).
10/8/2019	HC17.02A	US 290/RM 12	Please fix drainage issue at RR 12 & 290 before ANYTHING else! EPI, please. -40 sf pipe: 4x6 -72 sf pipe: 3-4x6

**US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019 - Map "A" Exhibit - Comments**

Open House Date	Comment No.	Comment Location on Map	Comment
10/8/2019	HC18.01A	US 290/RM 12	Address drainage issues at 290 & 12 - already under-engineered. Include additional drainage from high school & new developments on NE side of 290 & 12 - Founders area etc.
10/8/2019	HC18.02A	US 290/Dripping Springs	Study must go west past Dripping Springs (Holder Lane). Include Dripping Springs in this study. +1
10/8/2019	HC18.03A	US 290/RM 12	Consider all traffic light during low traffic times and overnight caution (?) only
10/8/2019	HC18.04A	US 290/Dripping Springs	TxDOT needs to explore bypass option around/away from Dripping Springs - extend FM 150 to Holder & find similar north loop. (another individual added "AMEN!" in agreement to this comment)
10/8/2019	HC18.05A	US 290/Dripping Springs	Light rail station
10/8/2019	HC18.06A	US 290/Dripping Springs	Agree that light rail station here is a good idea!
10/8/2019	HC18.07A	US 290/Dripping Springs	Light rail - yes! (another individual added Not a good idea" and another added "AGREE!" to this comment)
10/8/2019	HC18.08A	US 290/Dripping Springs	Bypass Dripping Springs.
10/8/2019	HC18.09A	US 290/Dripping Springs	No thru-traffic on Darden Hill Road!
10/8/2019	HC18.10A	US 290/Dripping Springs	Driftwood
10/8/2019	TC1.01A	US 290/Fitzhugh Road	Bike lanes for Fitzhugh
10/8/2019	TC1.02A	US 290/Fitzhugh Road	Connect Fitzhugh to Circle Drive
10/8/2019	TC1.03A	US 290/Fitzhugh Road	Agree (in response to comment "Connect Fitzhugh to Circle Drive")
10/8/2019	TC1.04A	US 290/Fitzhugh Road	At a minimum, make overpasses at Fitzhugh and Circle
10/8/2019	TC1.05A	US 290/Fitzhugh Road	45 W to Fitzhugh (loop)
10/8/2019	TC1.06A	US 290/Fitzhugh Road	Agree (x2) - (in response to comment "45 W to Fitzhugh (loop))
10/8/2019	TC2.01A	US 290/Circle Drive	Geneva Estates neighborhood - if traffic light at Circle Drive is removed, a steady stream of traffic will make exit from neighborhood very difficult.
10/8/2019	TC3.01A	US 290/Southbend Avenue	Foxhill Apts. - this is a problem area.
10/8/2019	TC4.01A	US 290/Spring Valley Road	Make a connection here to 45 tollway

**US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019 - Map "A" Exhibit - Comments**

Open House Date	Comment No.	Comment Location on Map	Comment
10/8/2019	TC4.02A	US 290/Spring Valley Road	Yep! (in response to comment "Make a connection here to 45 tollway")
10/8/2019	TC5.01A	US 290/FM 1826	New HEB

No. of comments:

47 Hays County Map A

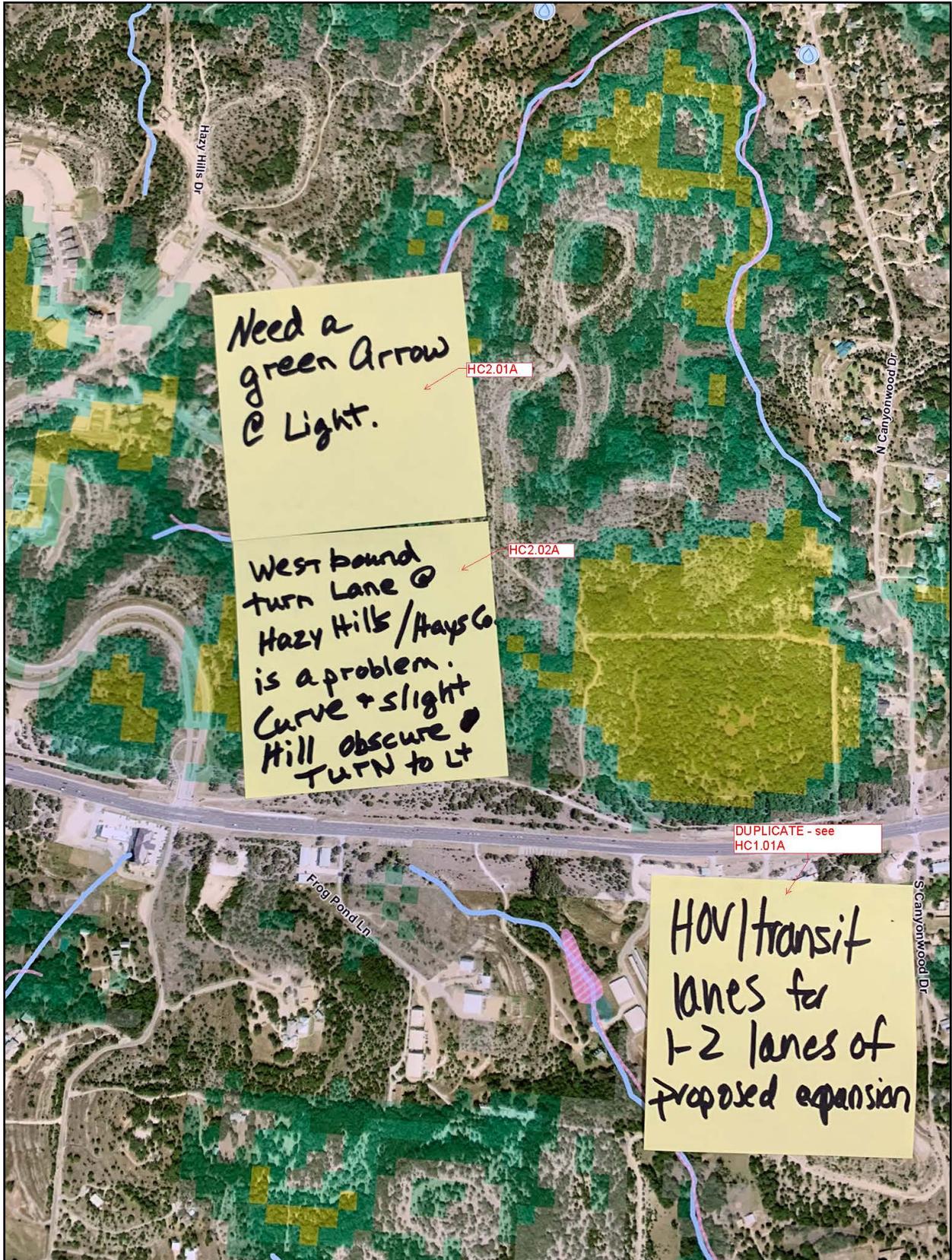
11 Travis County Map A

Total Hays County - Map A Comments: 58

US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019
Hays County Map "A" Exhibit - Comments



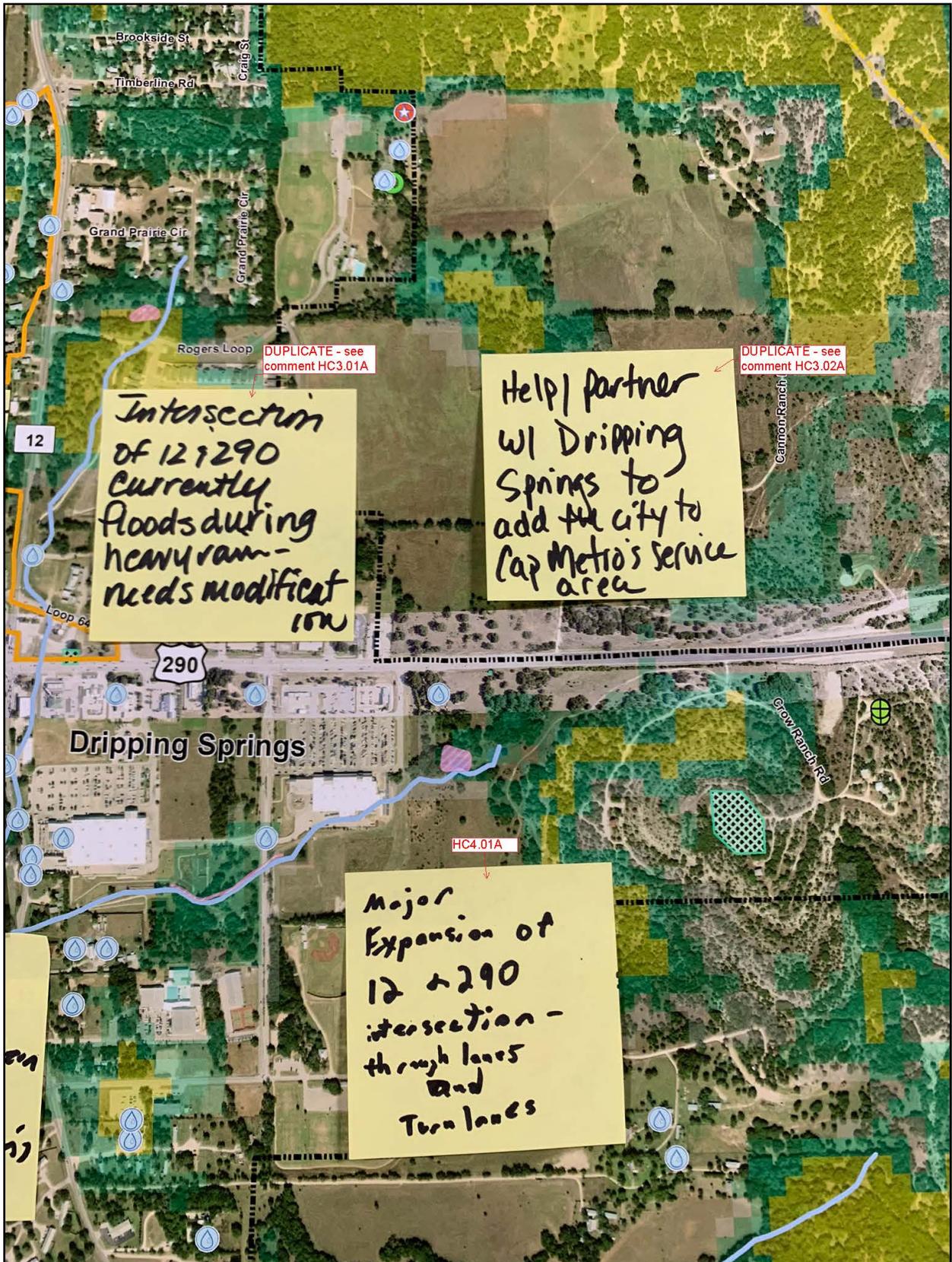
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019
Hays County Map "A" Exhibit - Comments



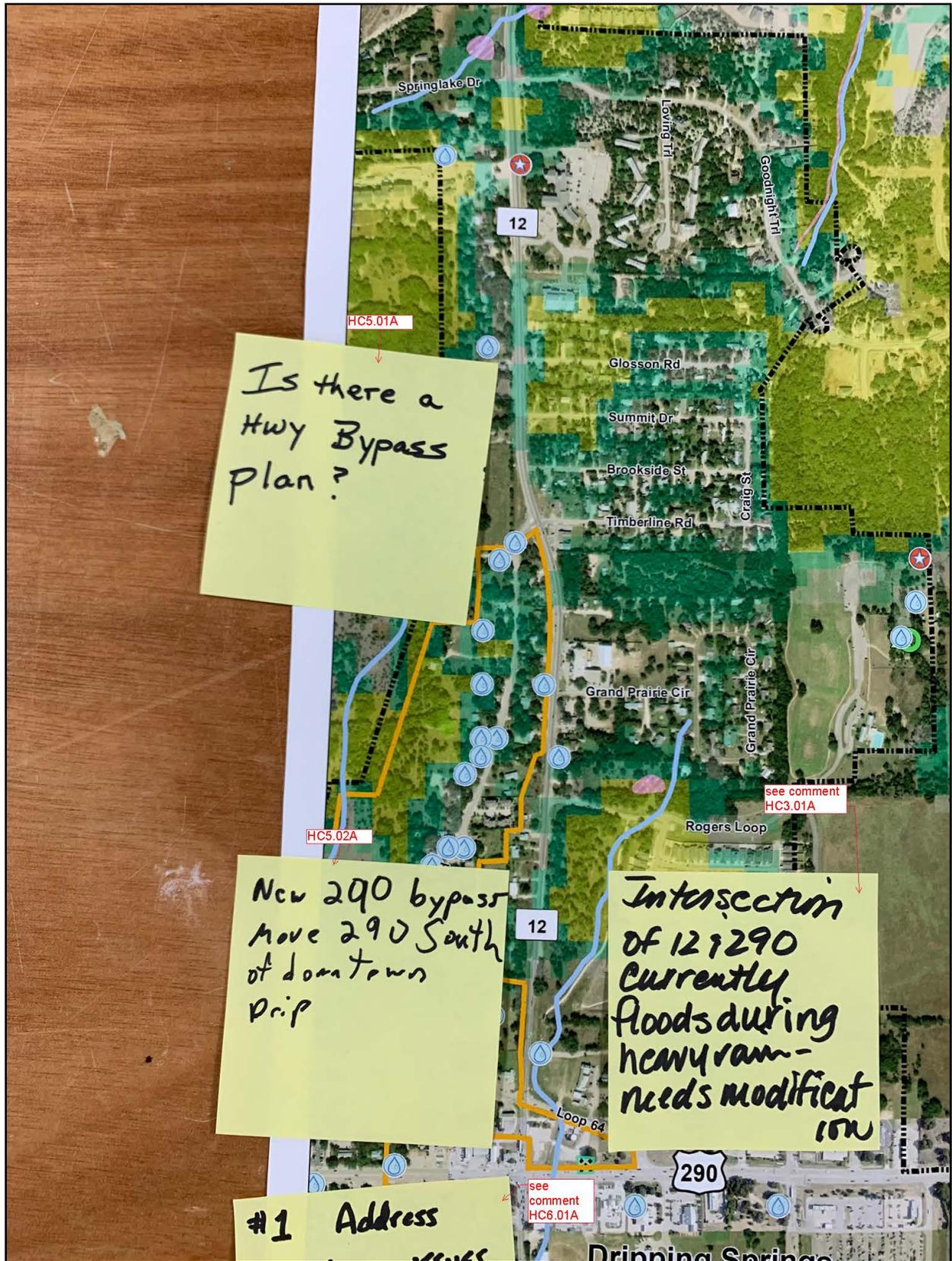
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019
Hays County Map "A" Exhibit - Comments



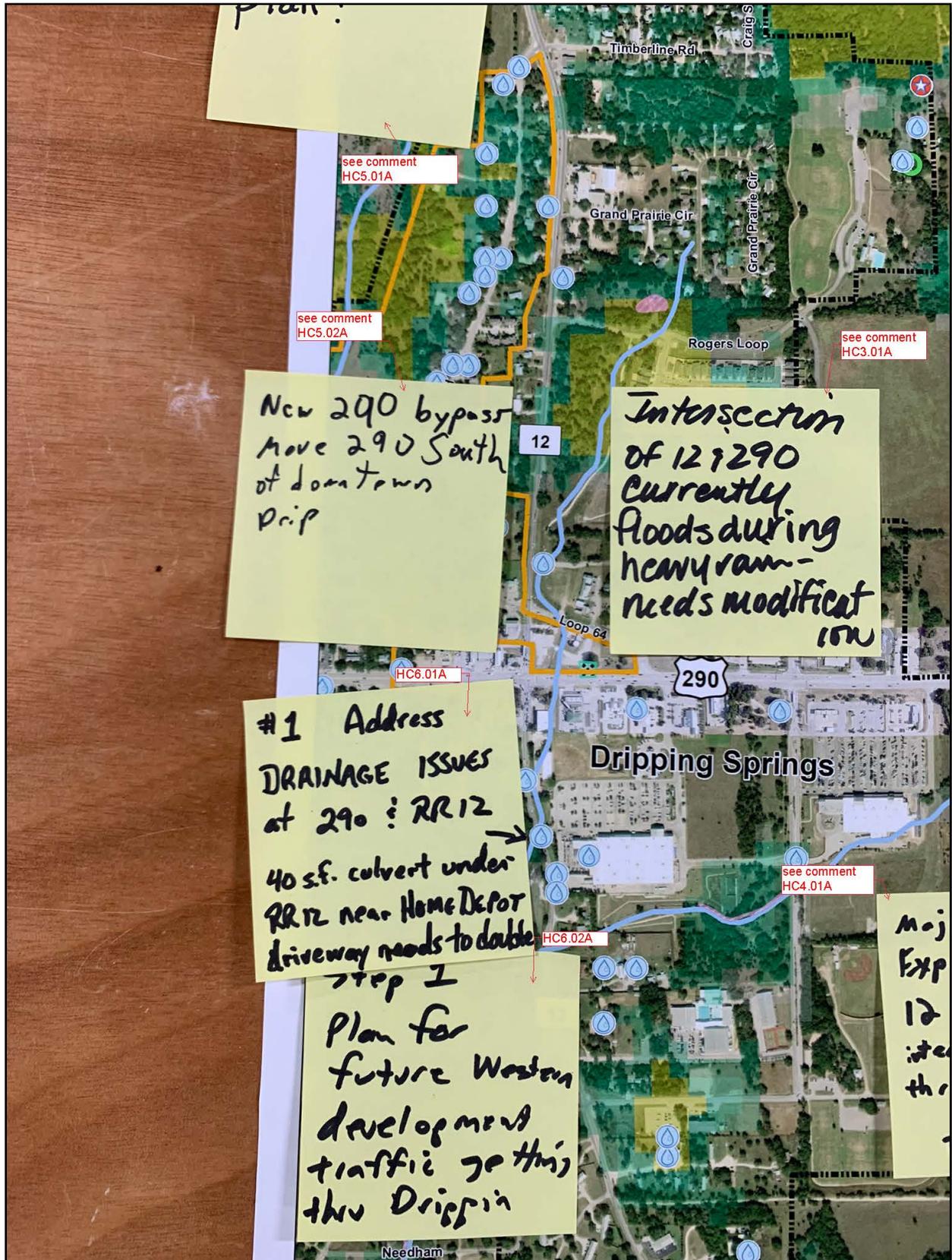
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019
Hays County Map "A" Exhibit - Comments



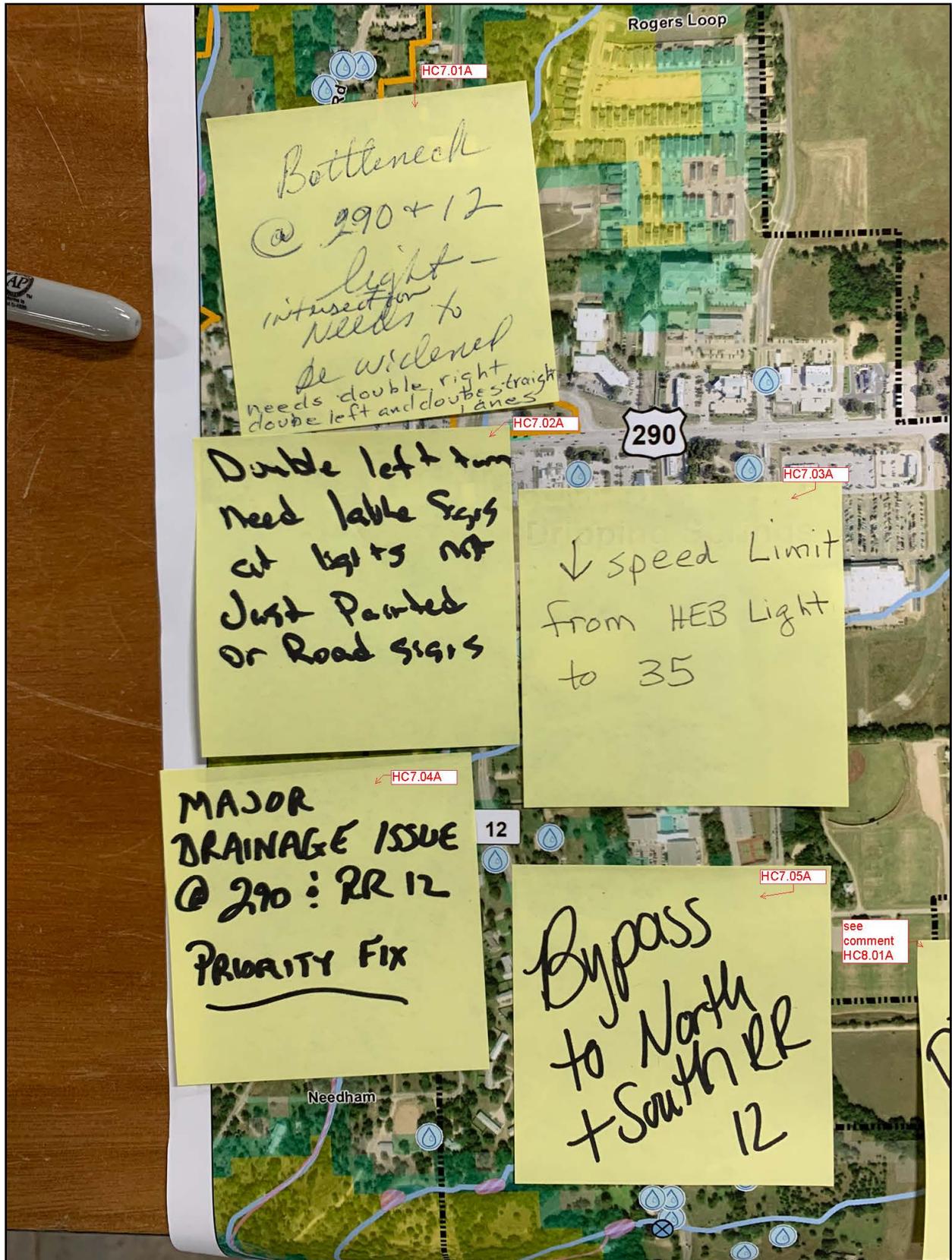
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
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Hays County Map "A" Exhibit - Comments



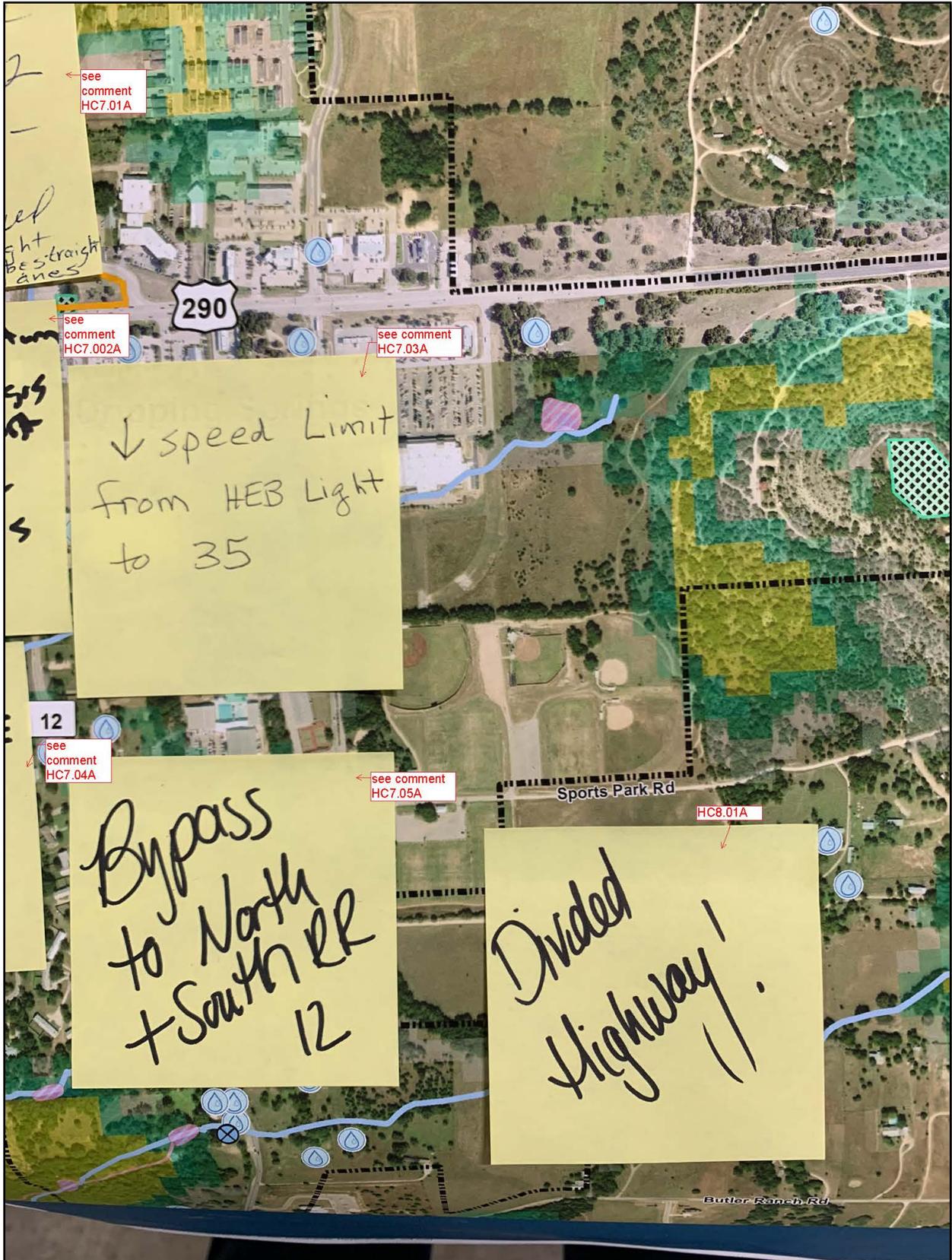
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
 Open House - October 8, 2019
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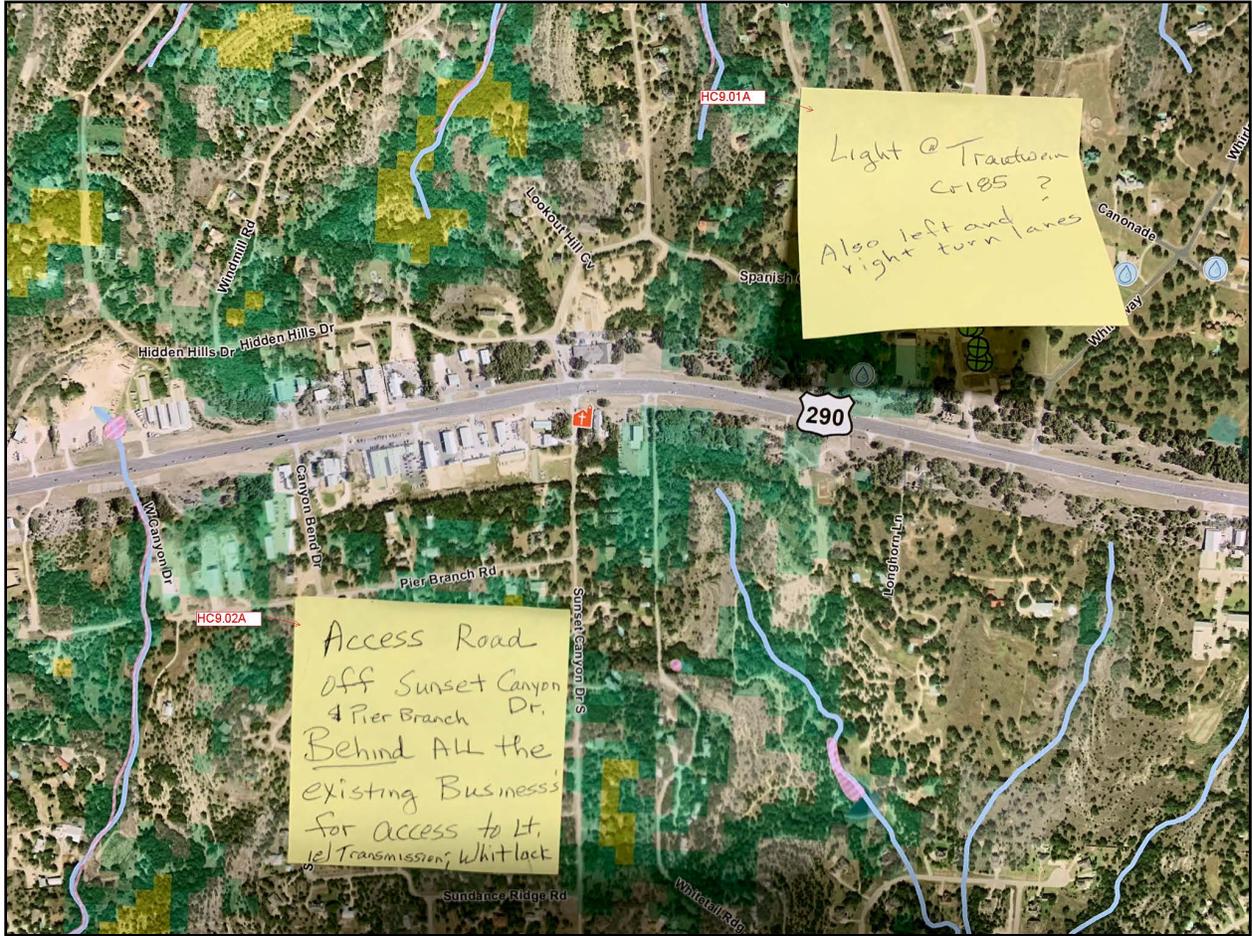
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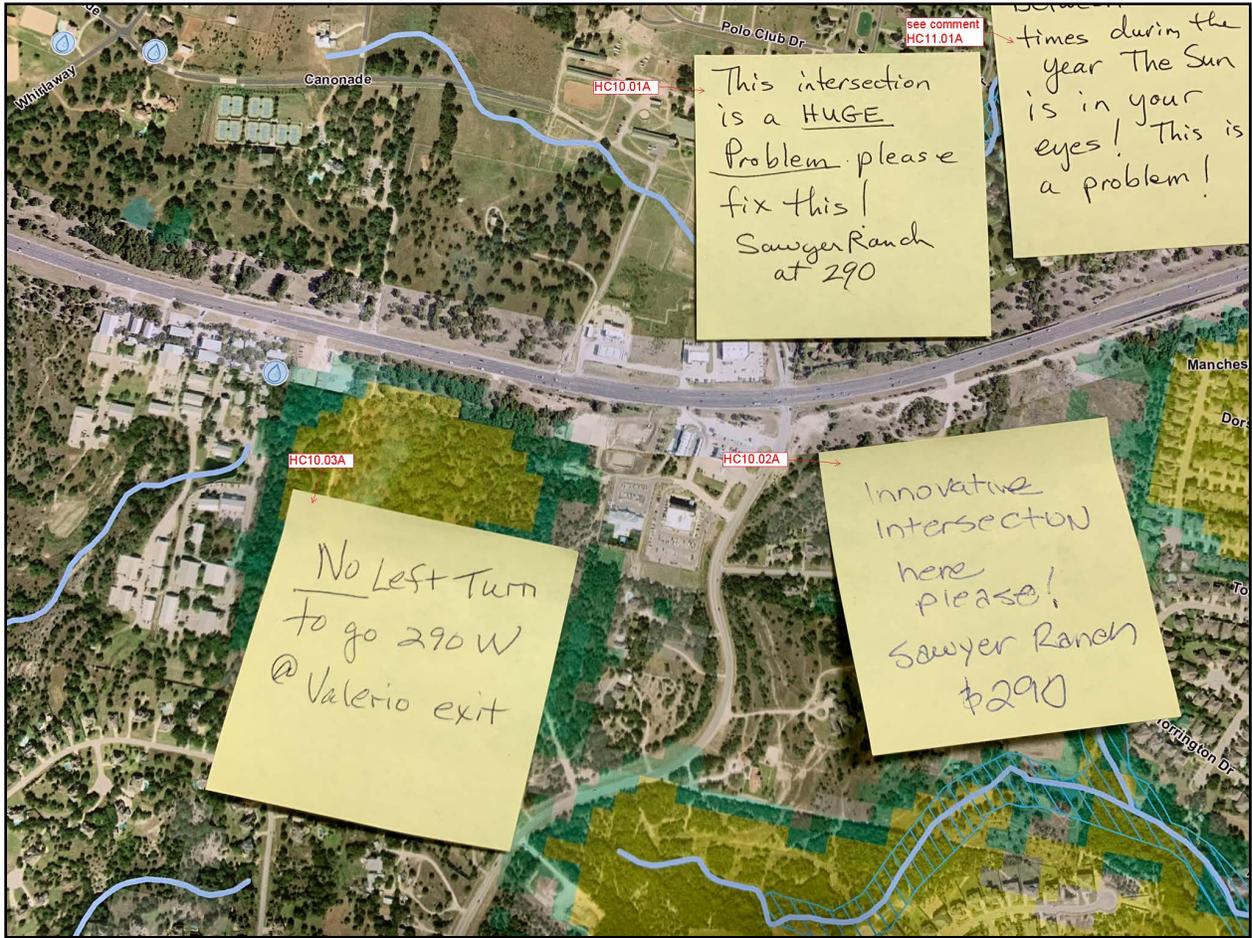
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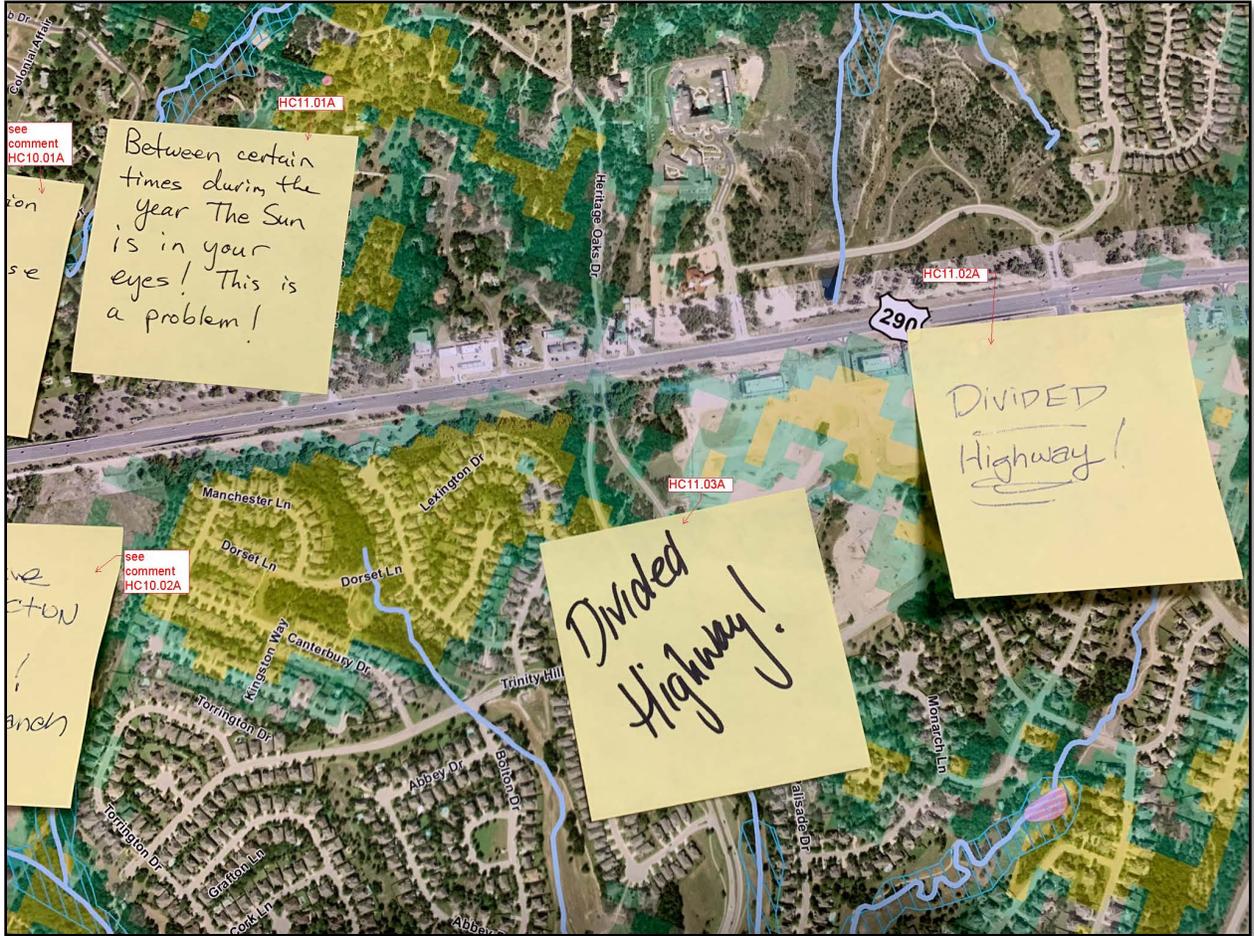
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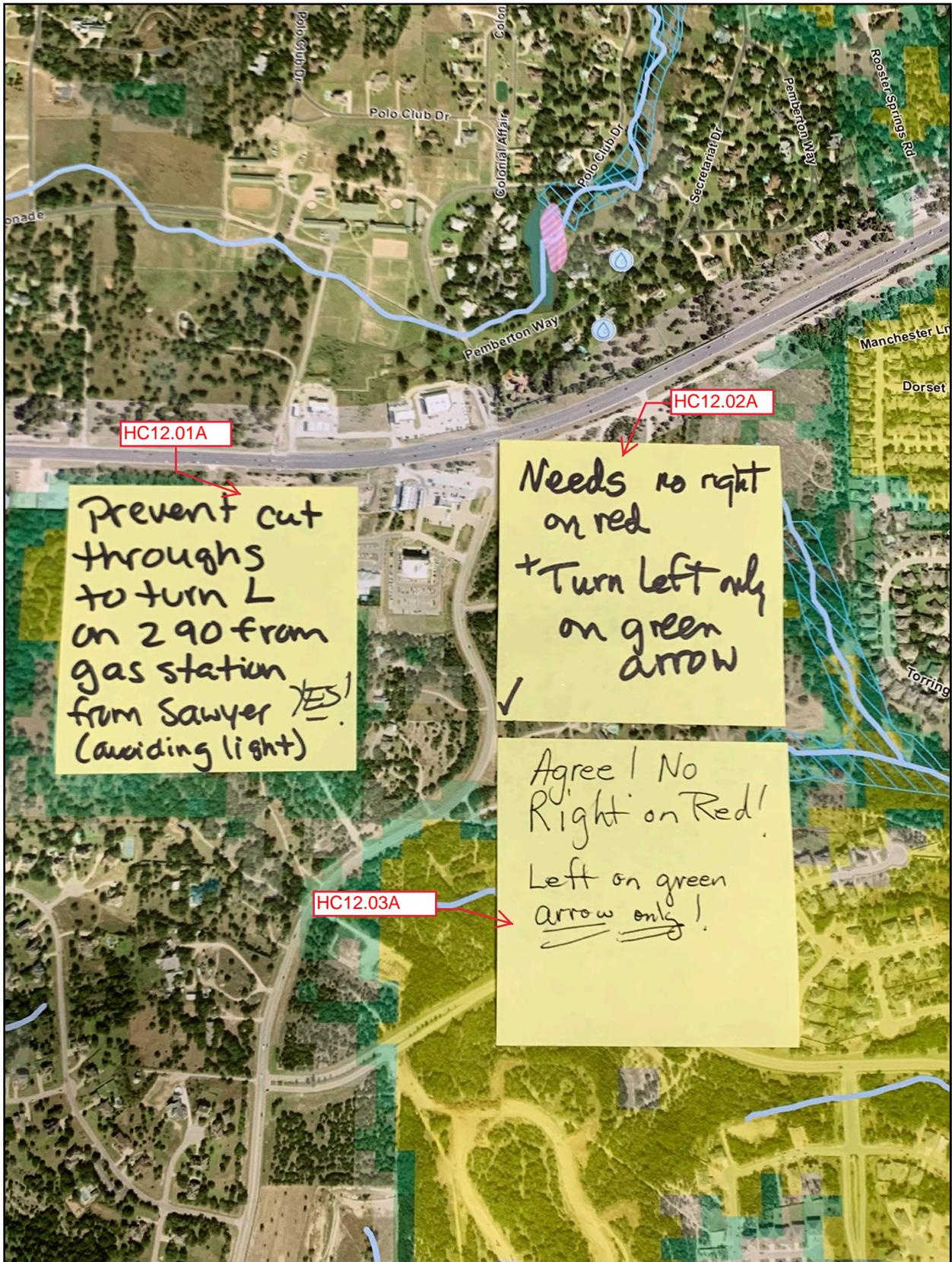
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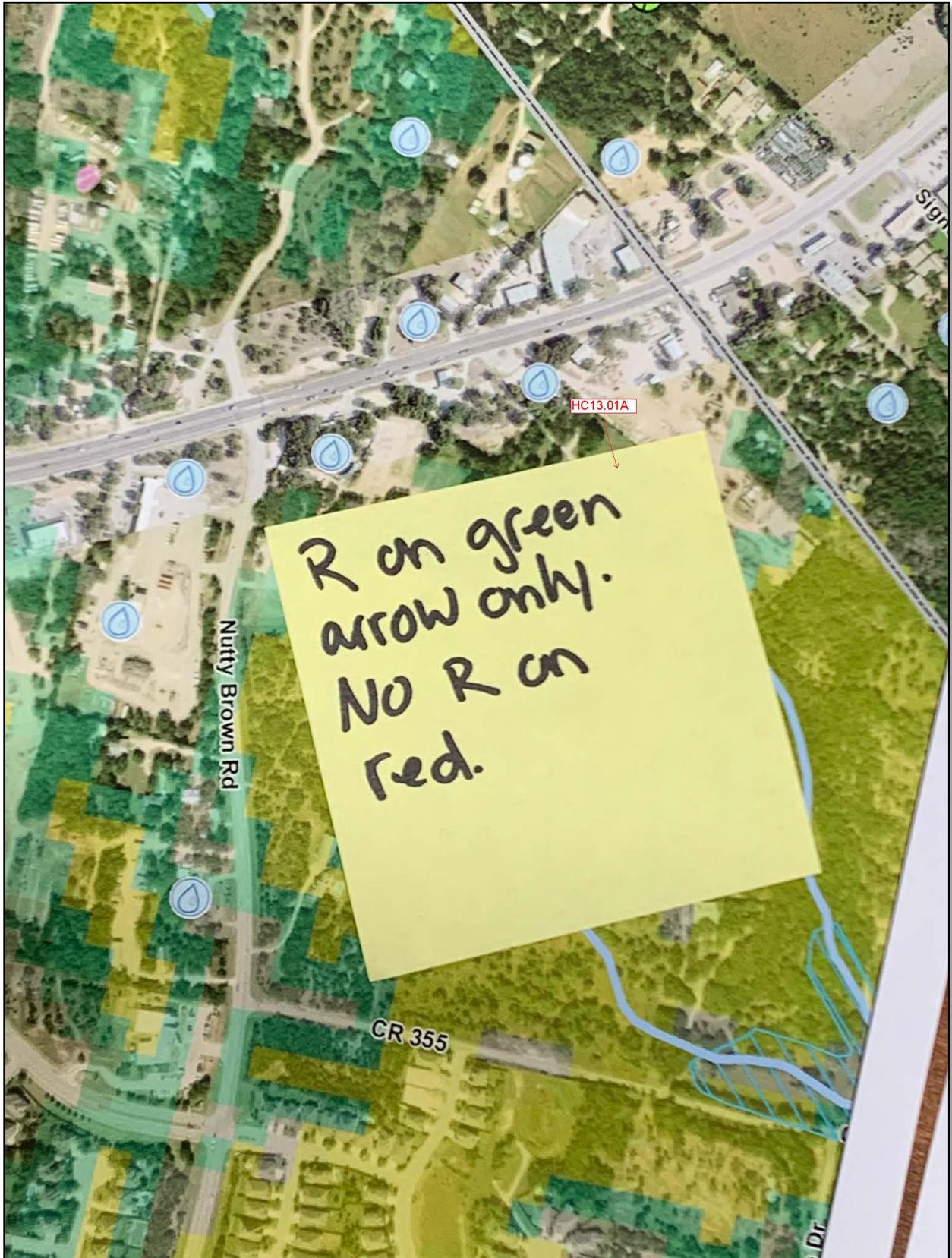
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019
Hays County Map "A" Exhibit - Comments



US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019
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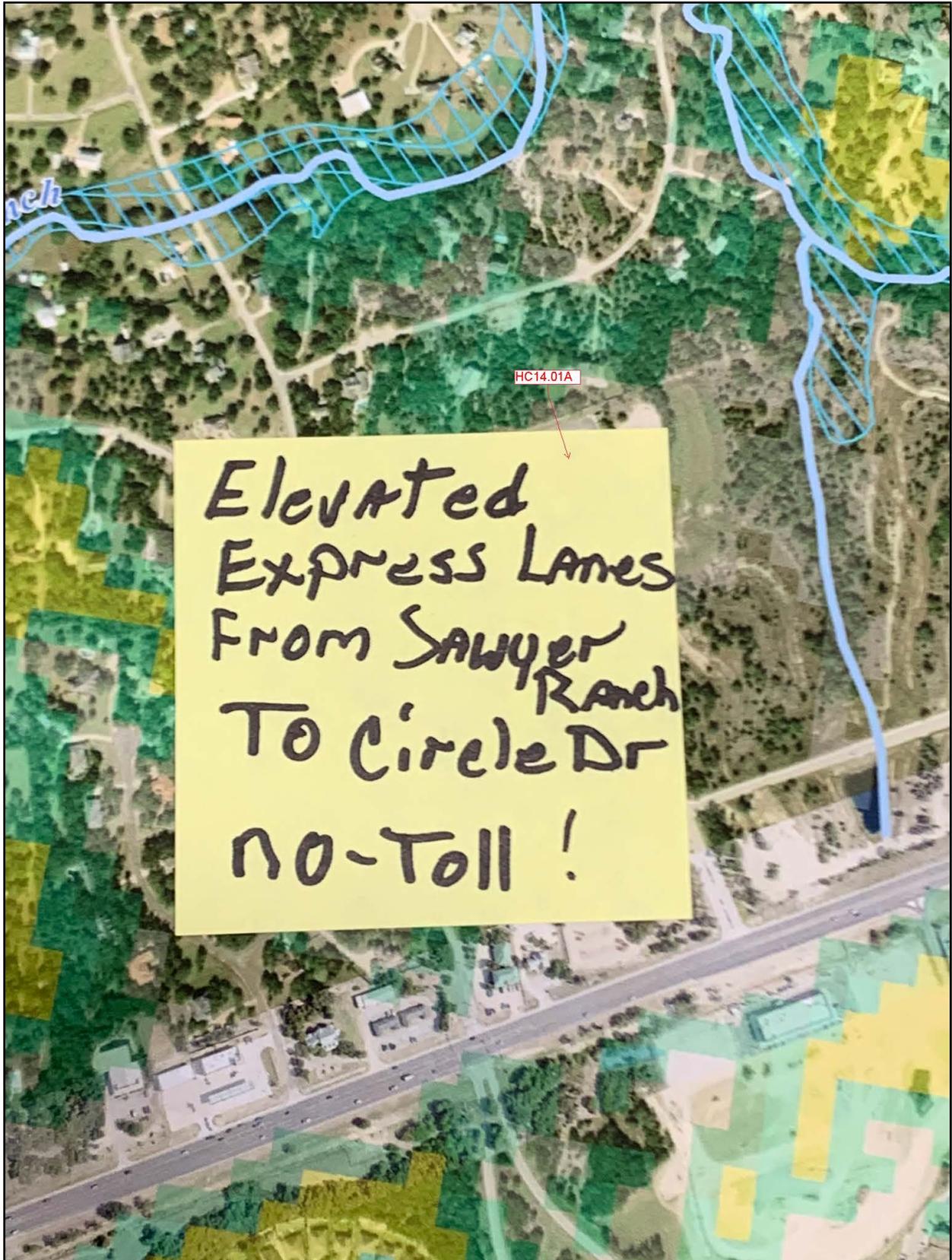
R on green
arrow only.
NO R on
red.

HC13.01A

Nutty Brown Rd

CR 355

US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019
Hays County Map "A" Exhibit - Comments



Elevated
Express Lanes
From Sawyer
Ranch
To Circle Dr
NO-TOLL!

HC14.01A

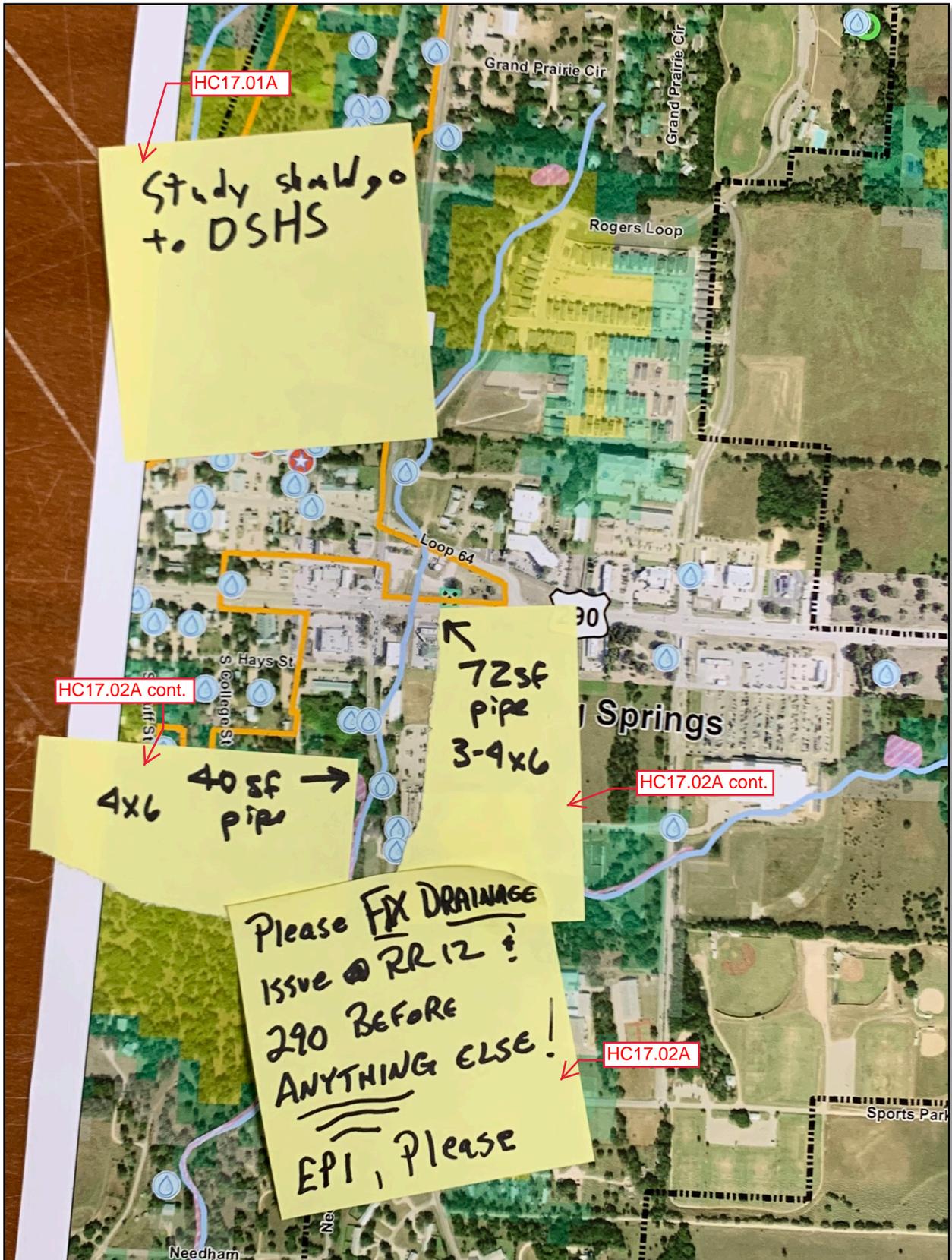
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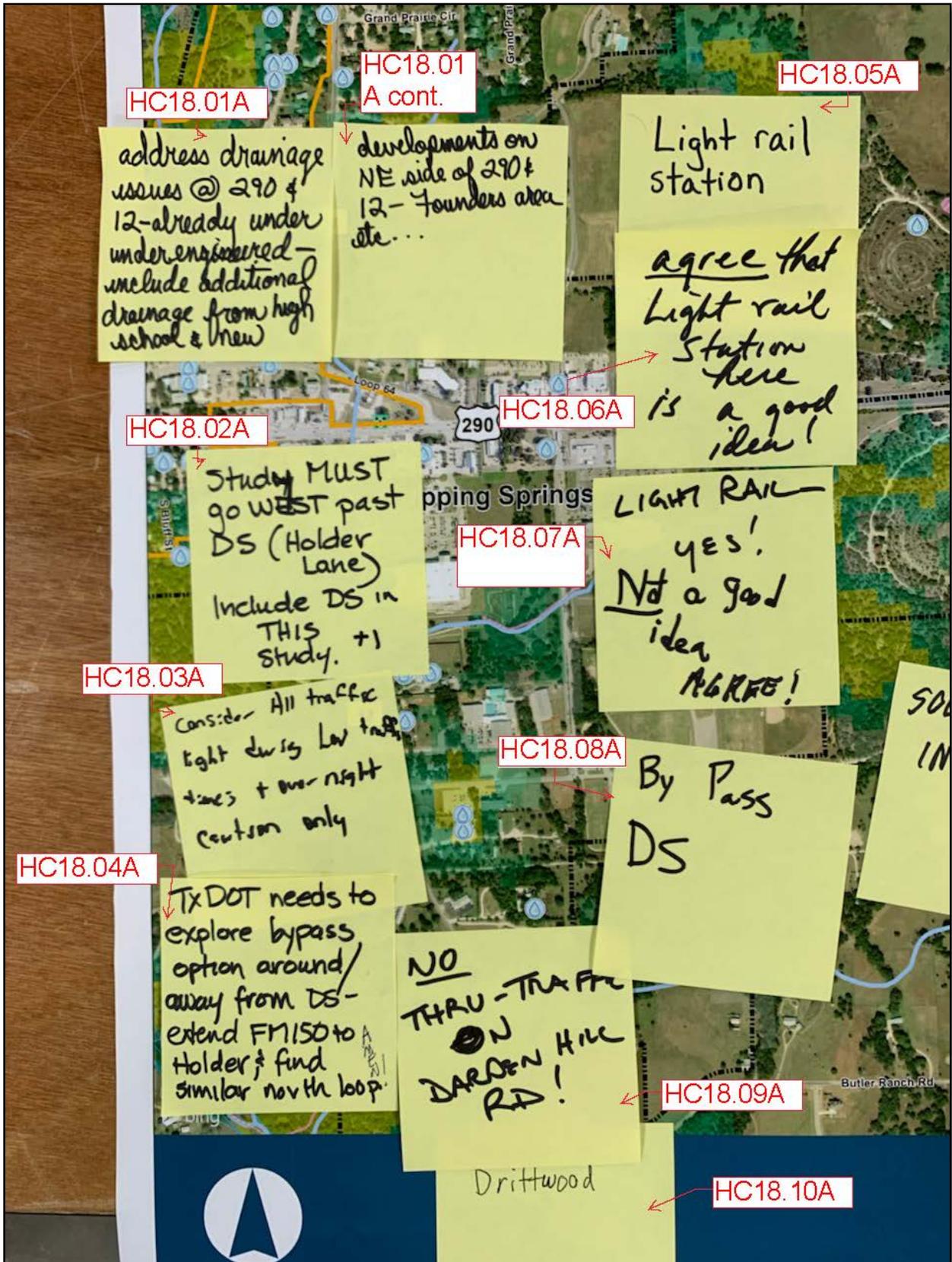
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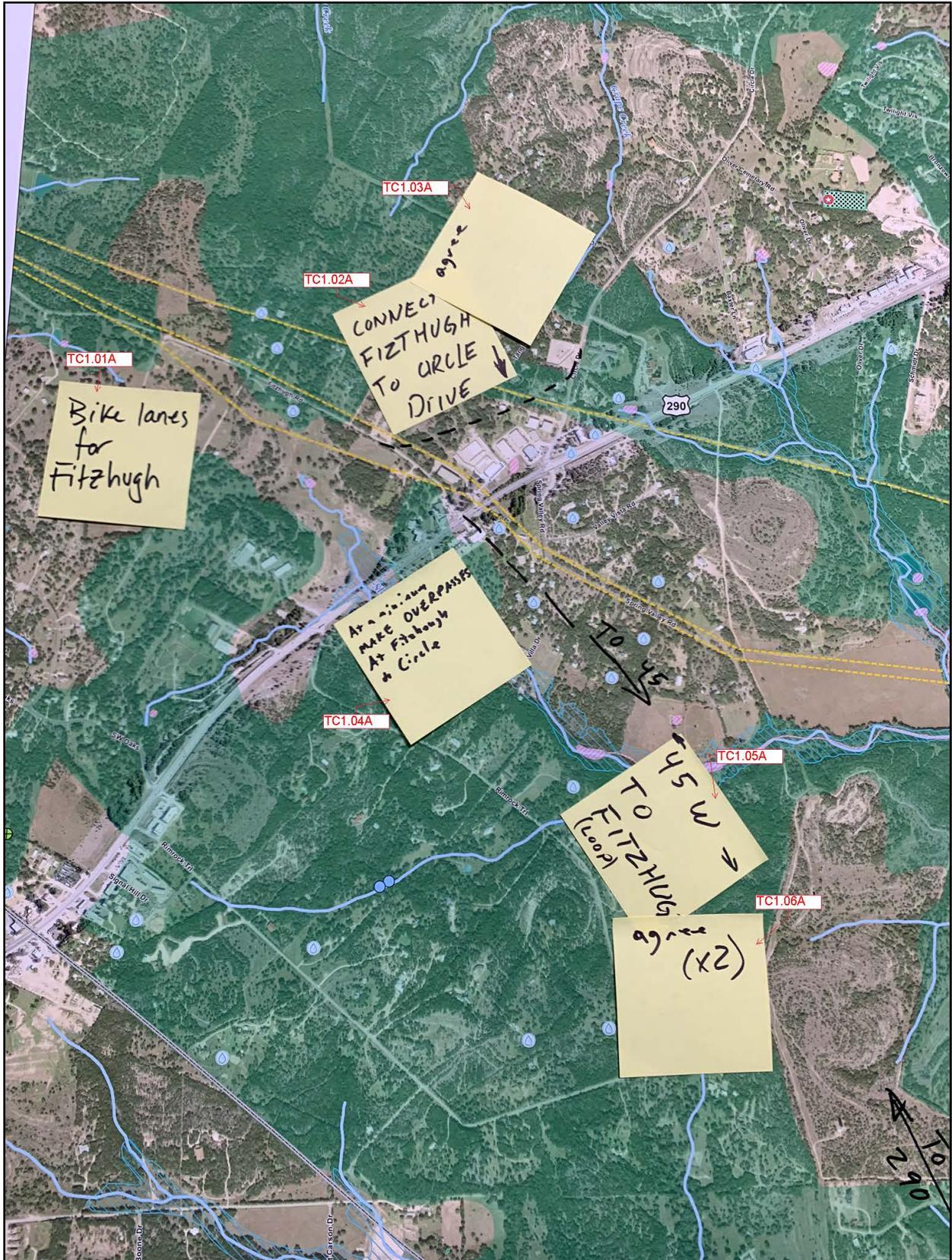
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019
Hays County Map "A" Exhibit - Comments



US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
 Open House - October 8, 2019
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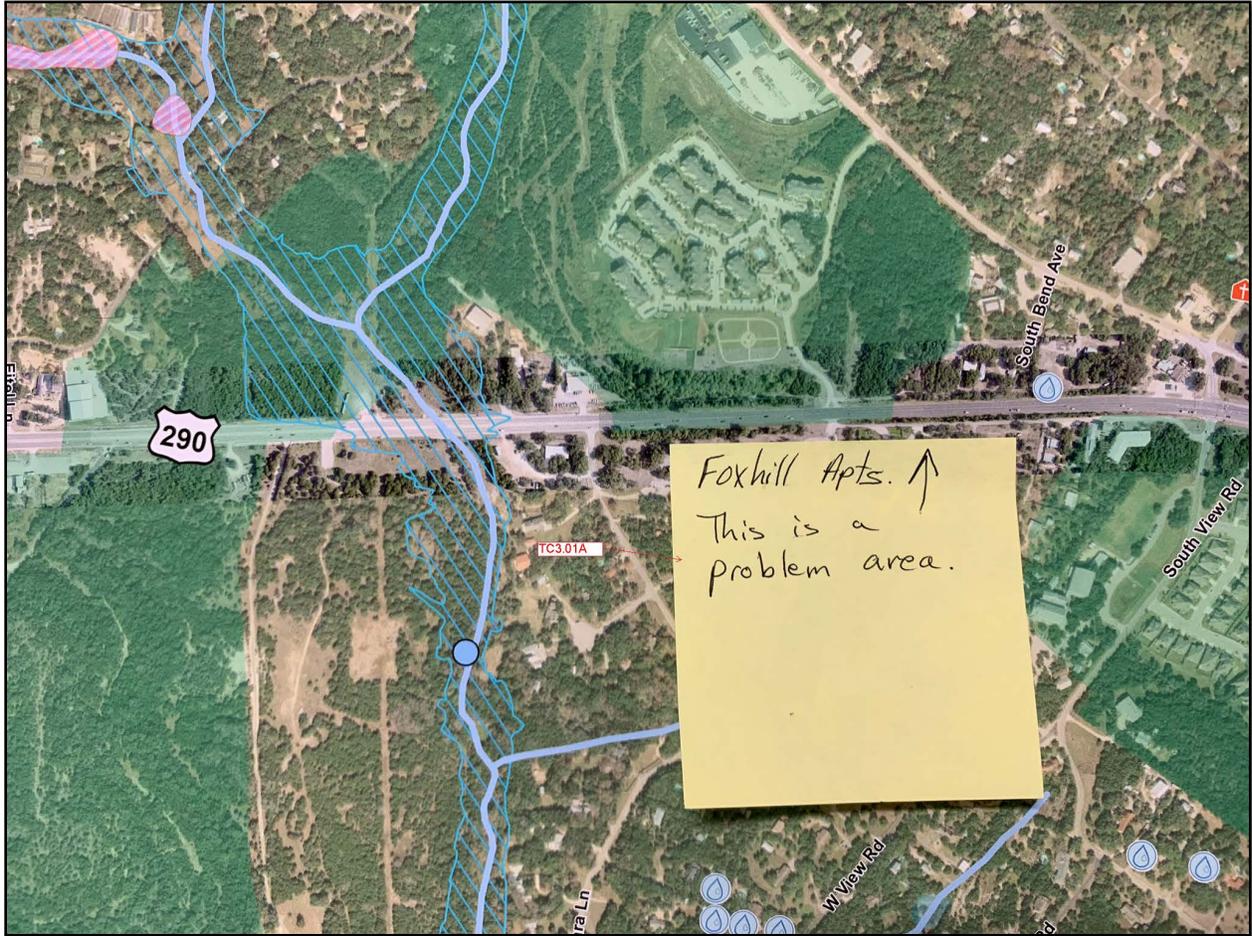
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019
Travis County Map "A" Exhibit - Comments



US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019
Travis County Map "A" Exhibit - Comments



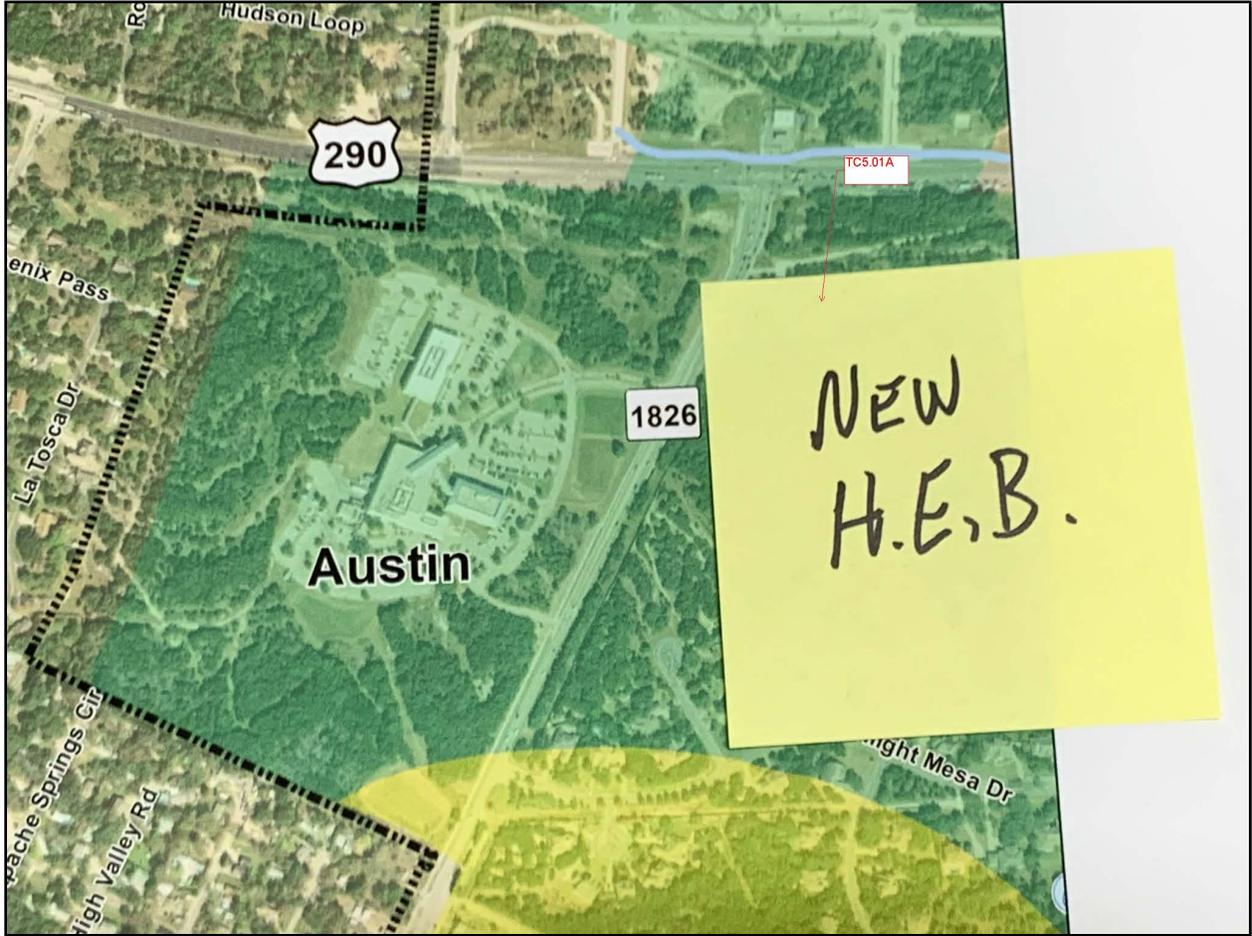
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019
Travis County Map "A" Exhibit - Comments



US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019
Travis County Map "A" Exhibit - Comments



US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019
Travis County Map "A" Exhibit - Comments



**US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 10, 2019 - Map "B" Exhibit - Comments**

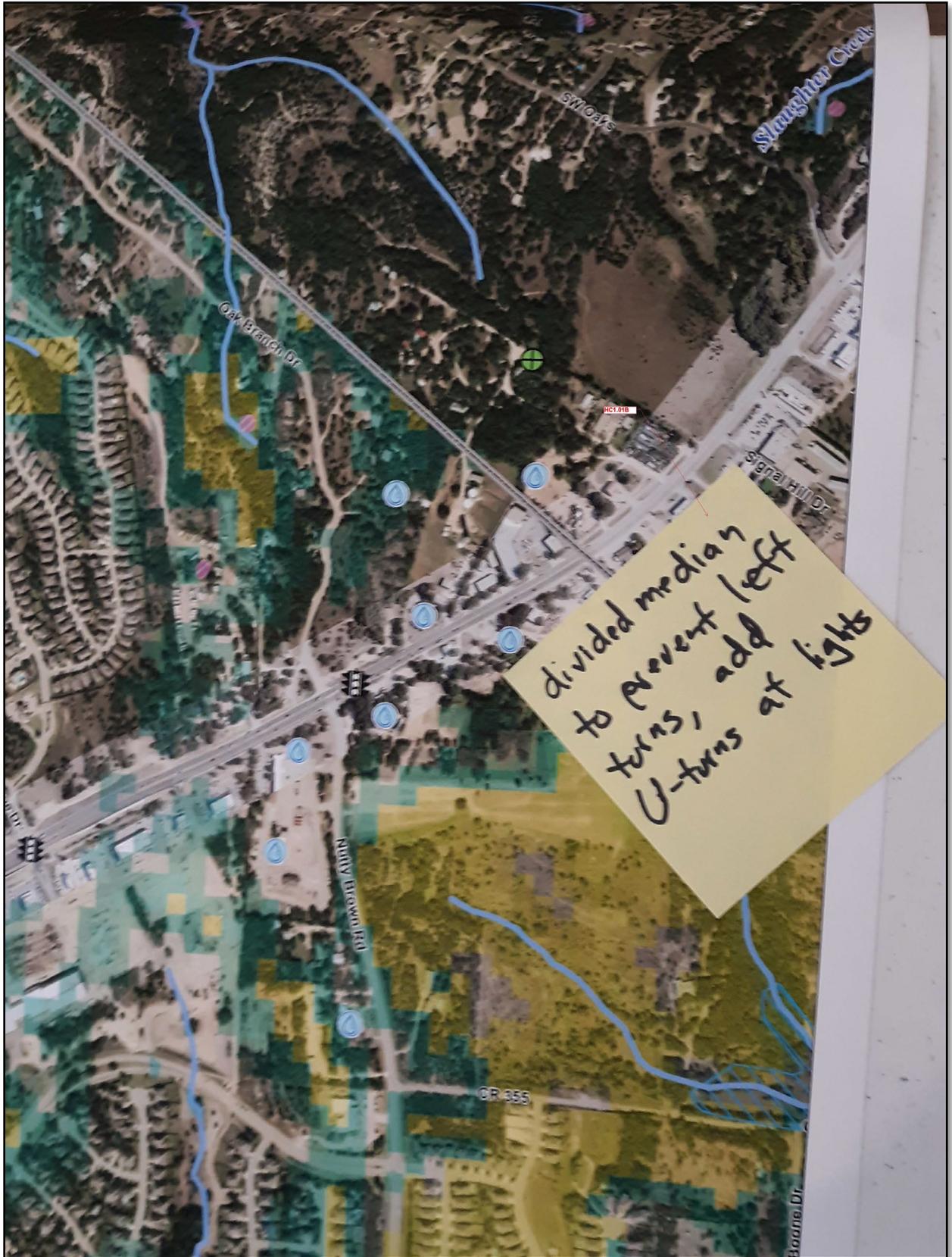
Open House Date	Comment No.	Comment Location on Map	Comment
10/10/2019	HC1.01B	US 290/Nutty Brown Road	Divided median to prevent left turns. Add U-turns at lights.
10/10/2019	HC2.01B	US 290/Sawyer Ranch Road	Need sound barrier wall. Too much noise and sight of traffic at Polo Club subdivision.
10/10/2019	TC1.01B	US 290/Eitel Lane	Large building approx. 25' setback from existing ROW. Do not desire to give up ROW.
10/10/2019	TC2.01B	US 290/Slaughter Creek	Avoid north side of 290 where Slaughter Creek flows.
10/10/2019	TC3.01B	US 290/Fitzhugh Road	Suggest connection - Fitzhugh to Circle Drive
10/10/2019	TC4.01B	US 290/Rock Way Drive	Cement truck spill onto roadway from plant.
10/10/2019	TC5.01B	US 290/South Bend Avenue	Need to re-install "no left turn" into apartments at the right in/right out
10/10/2019	TC6.01B	US 290/South View Road	Blue Frog School of Music plus neighbors, other businesses need access from South View Road turning west from South View.
10/10/2019	TC7.01B	US 290/Geneva Parkway	Check location of tower.

No. of comments:

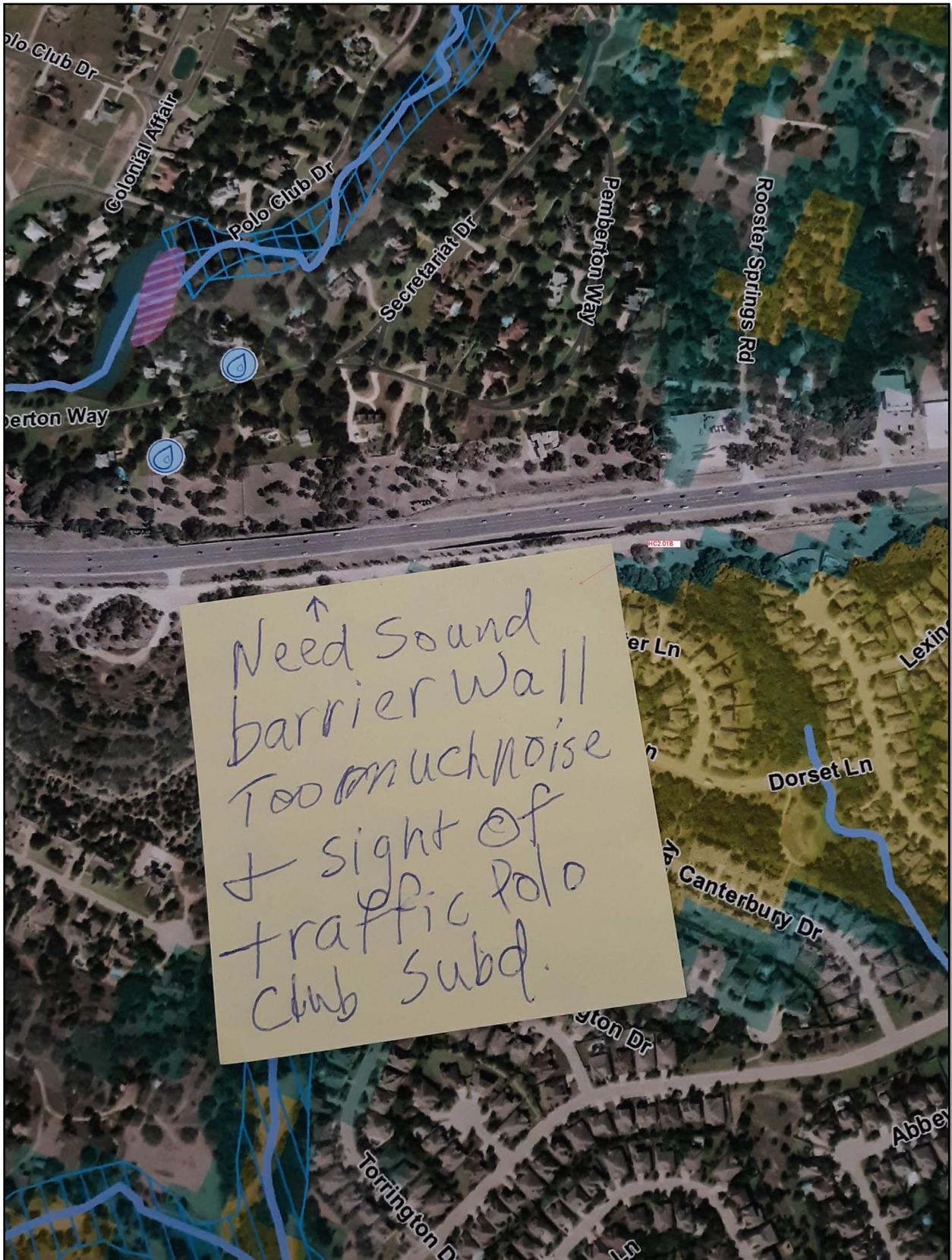
2 Hays County Map B
7 Travis County Map B

Total Map B Comments: 9

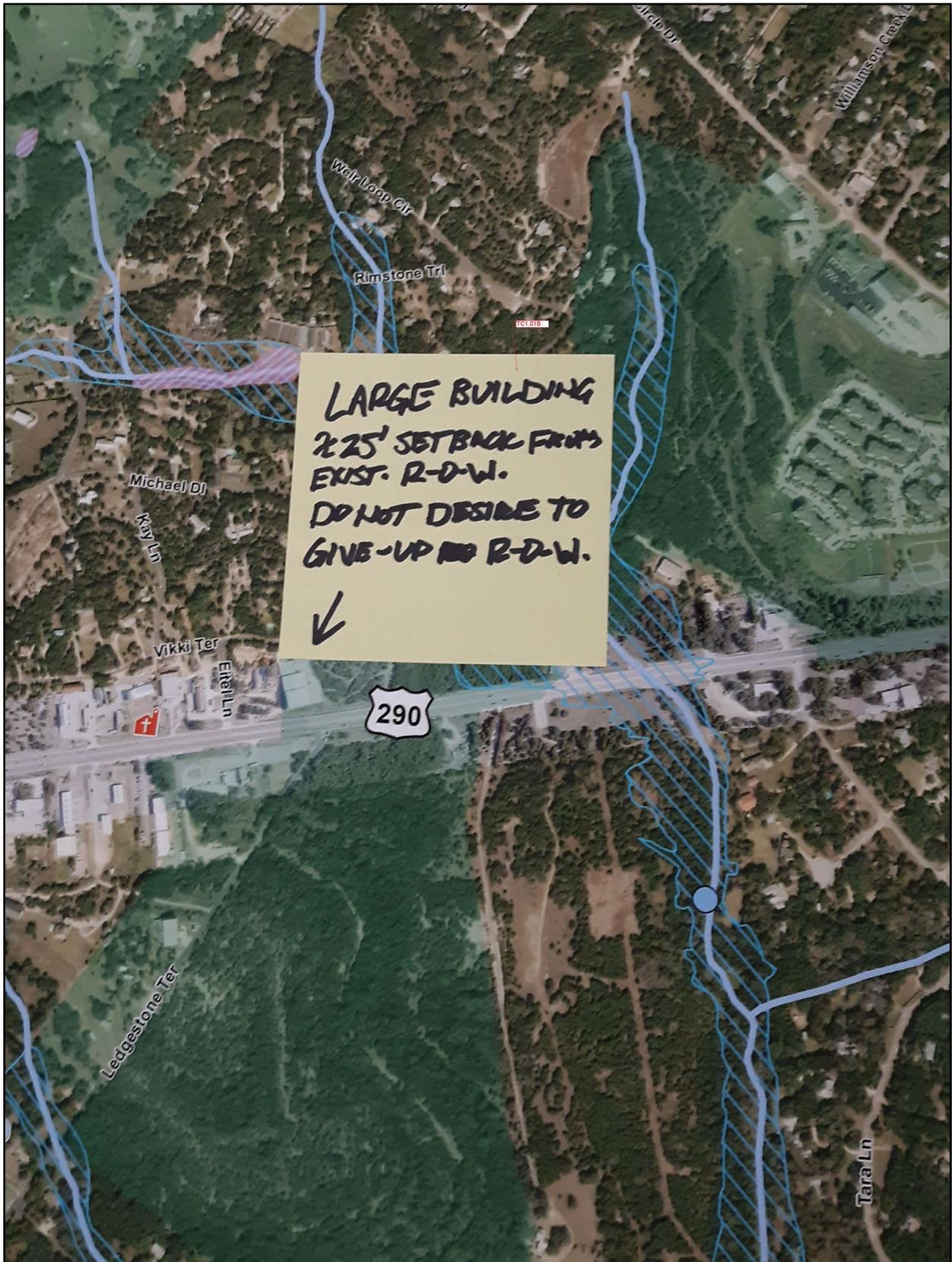
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 10, 2019
Hays County Map "B" Exhibit - Comments



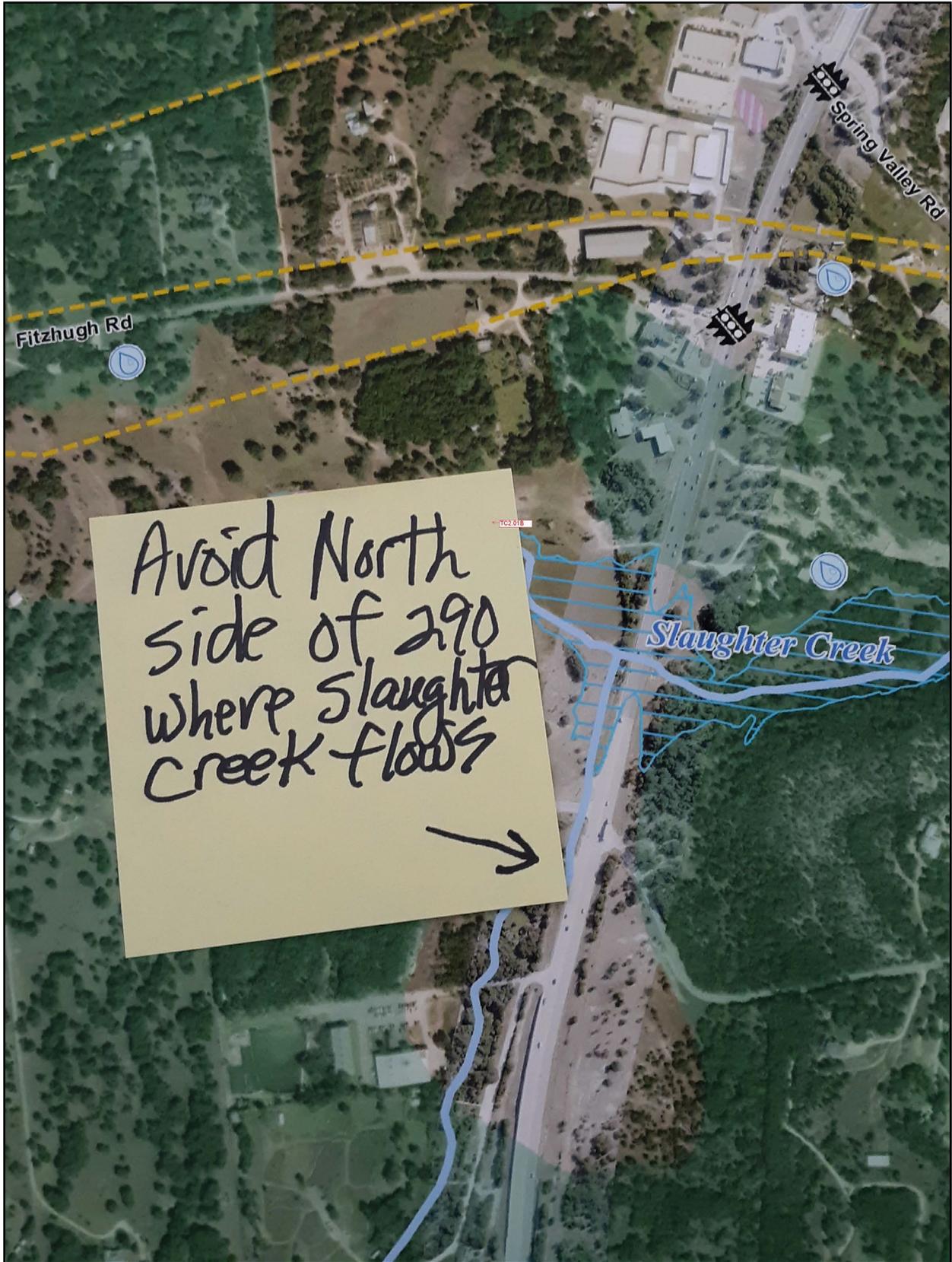
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
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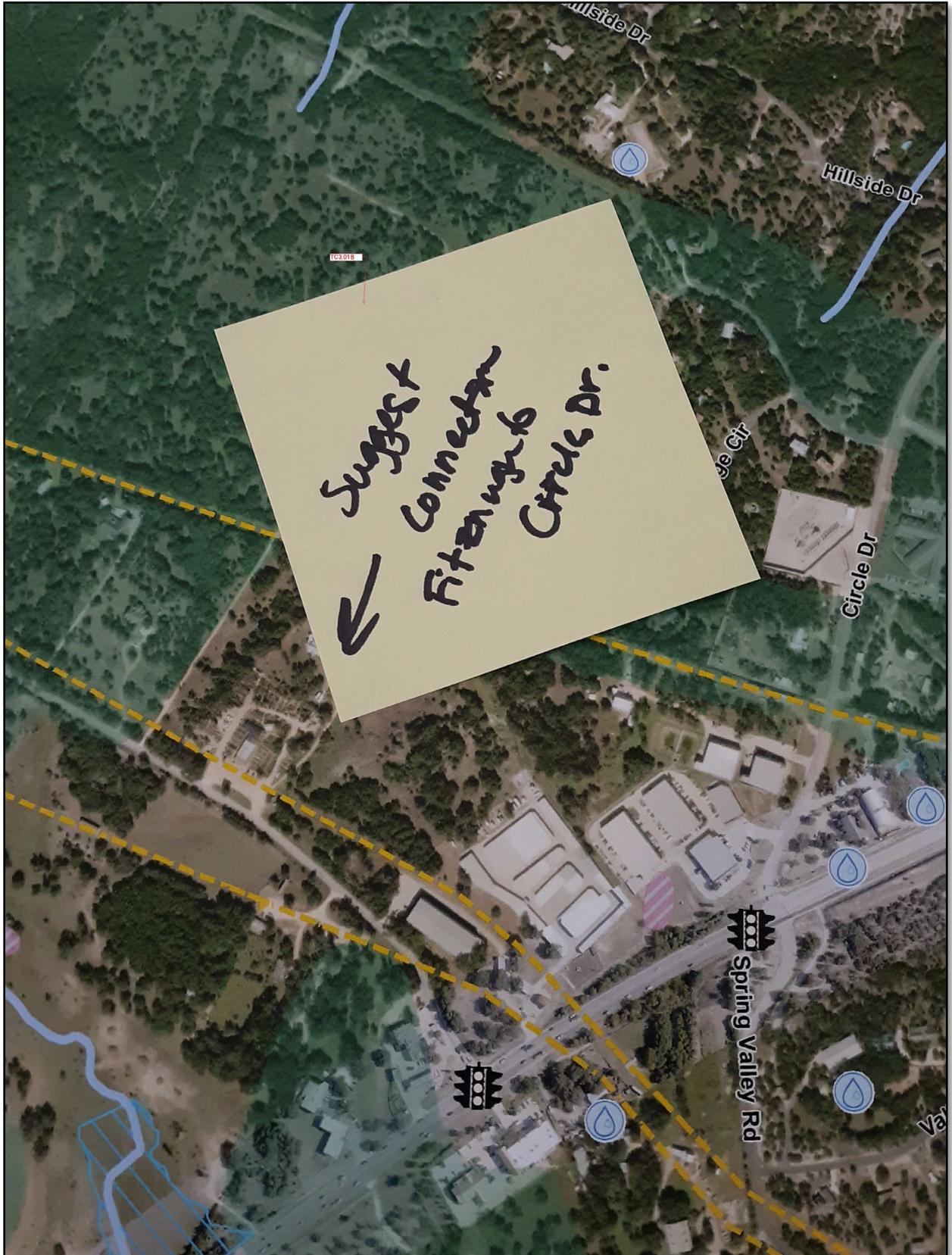
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 10, 2019
Travis County Map "B" Exhibit - Comments



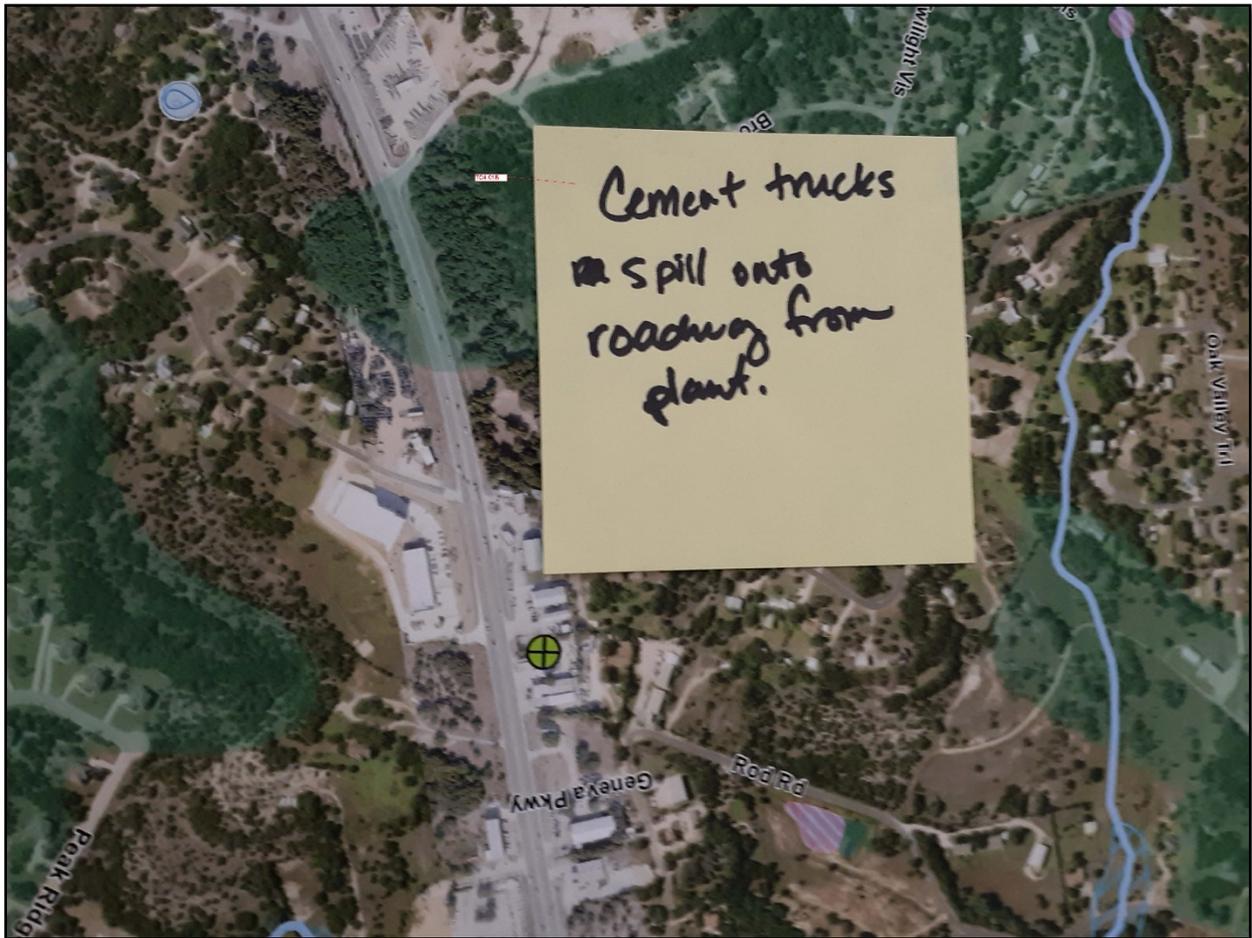
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
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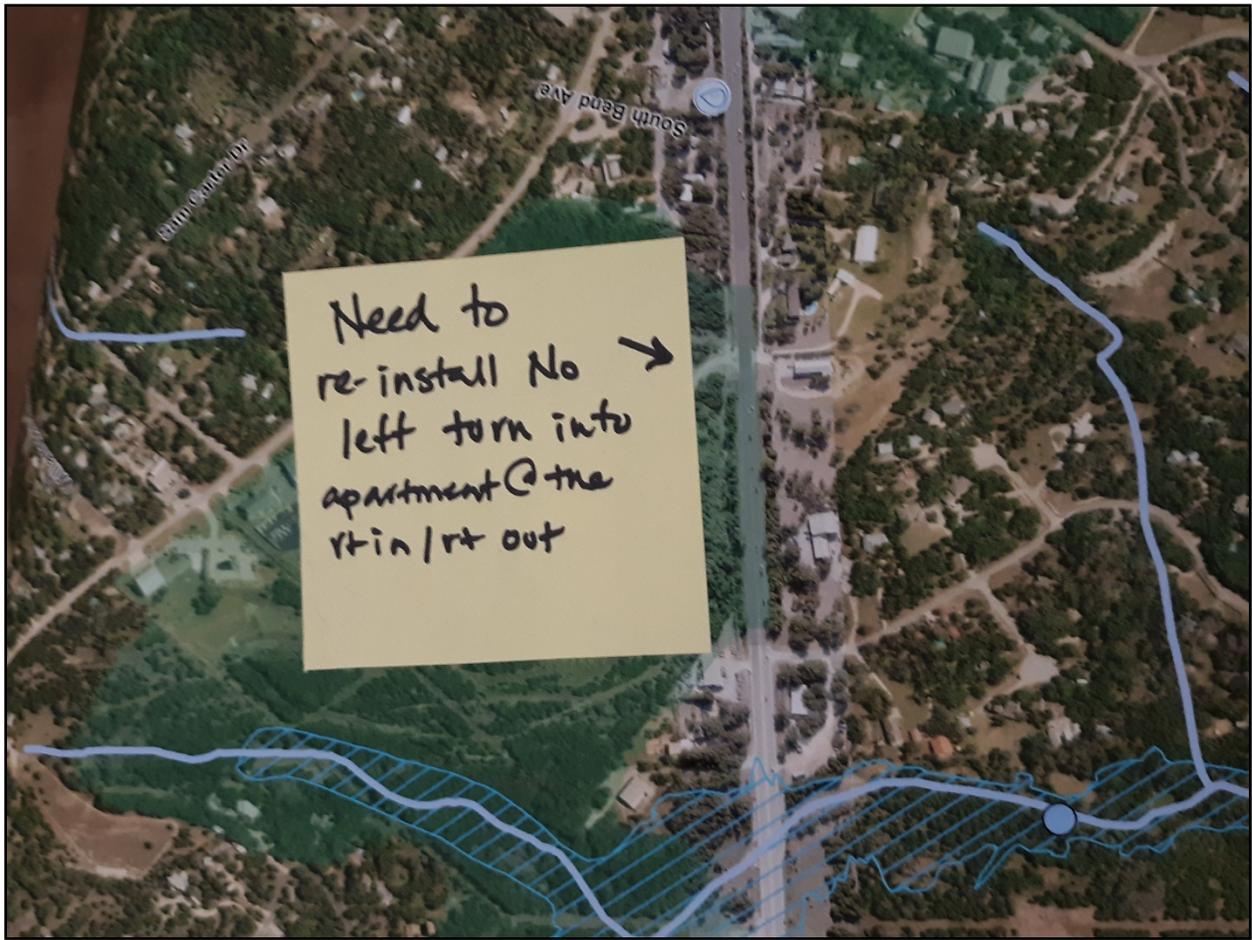
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 10, 2019
Travis County Map "B" Exhibit - Comments



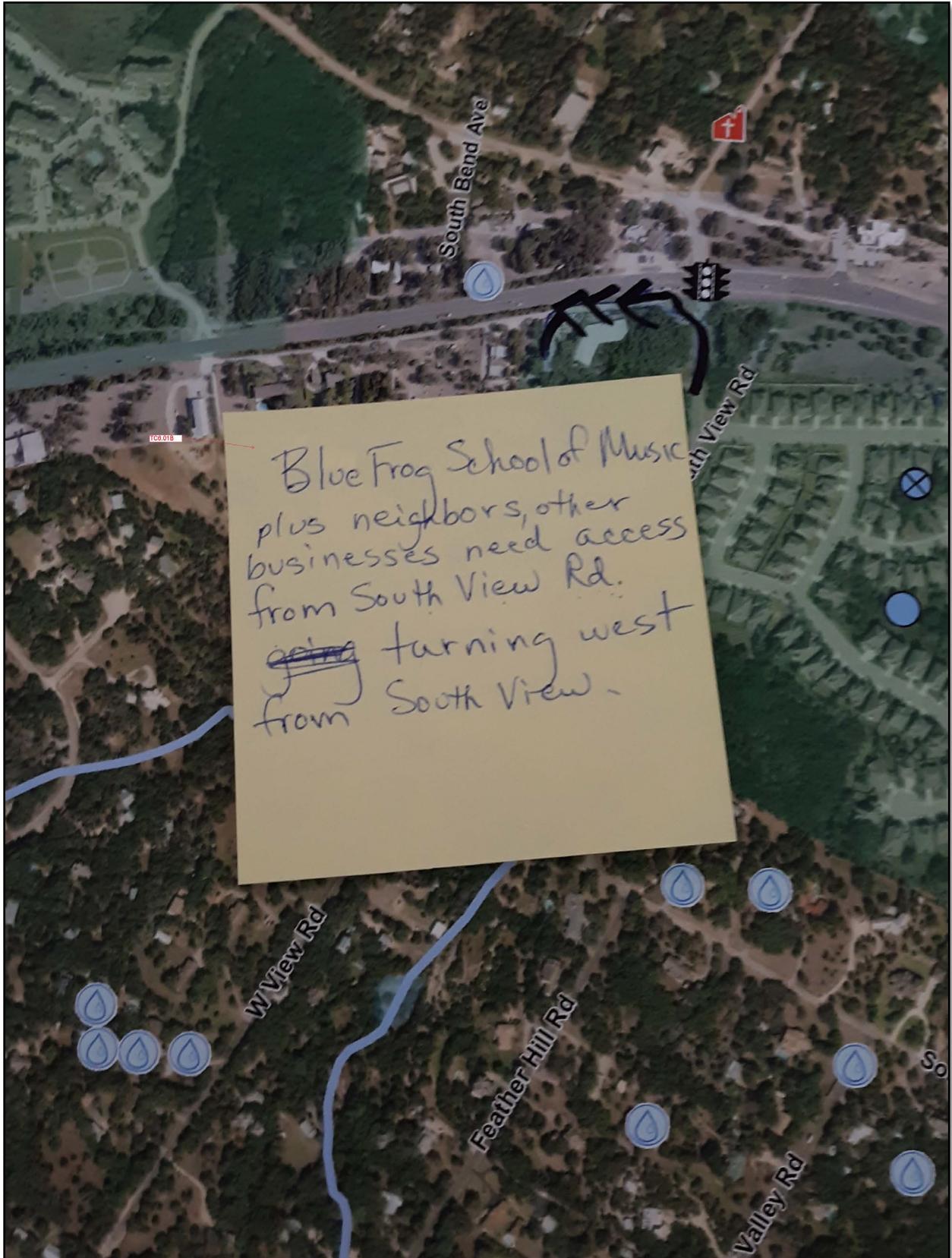
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 10, 2019
Travis County Map "B" Exhibit - Comments



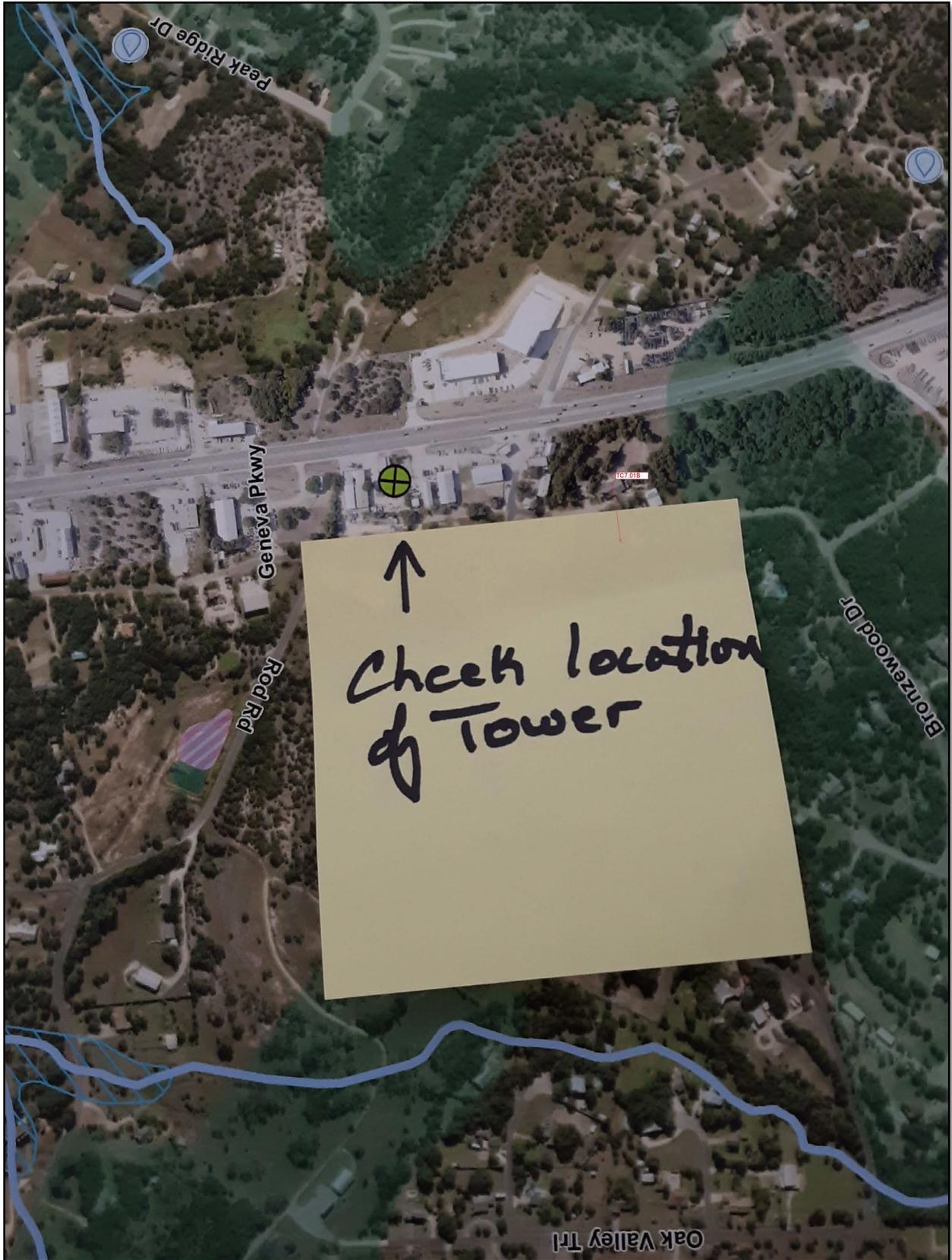
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 10, 2019
Travis County Map "B" Exhibit - Comments



US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 10, 2019
Travis County Map "B" Exhibit - Comments



US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 10, 2019
Travis County Map "B" Exhibit - Comments



E-4

Community Survey Summary

Conducted in conjunction with Open House Series No. 1
Held on October 8, 2019 & October 10, 2019



**US 290 from Oak Hill to Dripping Springs
Planning and Feasibility Study
COMMUNITY SURVEY SUMMARY**

December 2019

**Conducted in conjunction with Open House Series No. 1
Held on Oct. 8 and Oct. 10, 2019**

During the open houses, participants provided input through a community survey which was also available online for an extended time until Oct. 21, 2019. The survey is not a scientific poll. The results only reflect the view of those workshop and virtual participants that chose to participate.

OVERVIEW

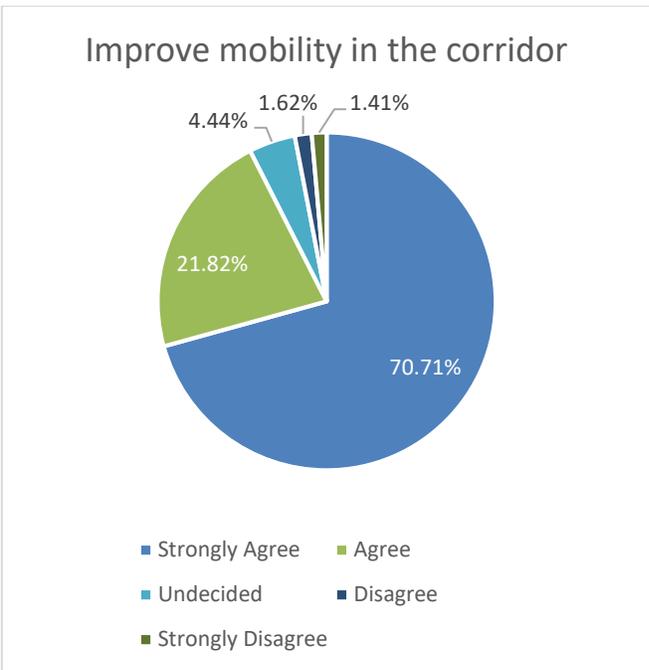
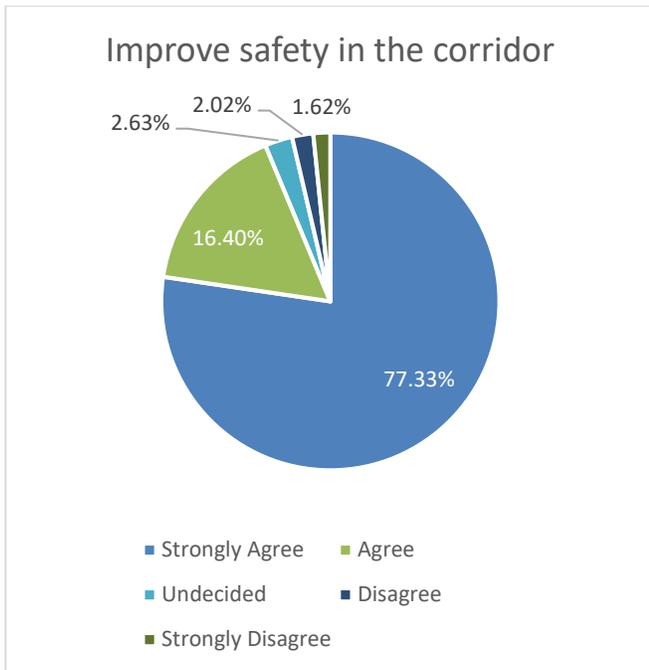
- Between Sept. 16 and Oct. 21, 2019, the team received 521 community surveys. The surveys were received in handwritten format at the open houses and through the mail, as well as online through surveymonkey.com.
- The two primary concerns expressed in the survey results centered on improving safety and mobility throughout the corridor.
- Opinions were varied on how to solve the various safety and mobility issues on US 290 and at times were contradictory. For example:
 - A great many indicated a desire to make it a divided highway with a barrier in the median. Just as many seemed to think US 290 should retain a center-turn lane through the entire study area.
 - The majority who commented on the speed issue stated the speed limit should be lowered, and a minority of respondents felt the speed limit should not be lowered any more than it already has been.
- Timing of traffic signals was also a concern, particularly regarding perceived poor timing of signals in the corridor and suggesting this increases the number of people who run red lights. Also, some people found the yellow lights were too short considering the number of heavy trucks utilizing the corridor who cannot stop in time and subsequently run red lights, resulting in an increase in crashes.
- There is some confusion among drivers regarding the left-turn signals—some people think the solid green means they have a protected left and do not yield to oncoming traffic, resulting in an increase in crashes.
- Nearly unanimous was the statement that Trautwein Road needs a traffic signal on US 290. Also, the grade at which Trautwein Road approaches US 290 is too steep and the public would like to see the grade reduced for multiple safety reasons.
- Sawyer Ranch Road was also mentioned as a dangerous intersection. People felt this has to do with traffic signal timing as well as visibility of the signal from the roadway.
- The addition of right-turn lanes was a frequent comment, at intersections and along the business areas where people have to slow down to a near stop to turn, exposing them to rear-end collisions from behind.
- Many people indicated there has been too much development along the highway, resulting in numerous driveways and cutouts, which are safety issues in this high-speed corridor with limited turn lanes.

ONLINE SURVEY RESULTS

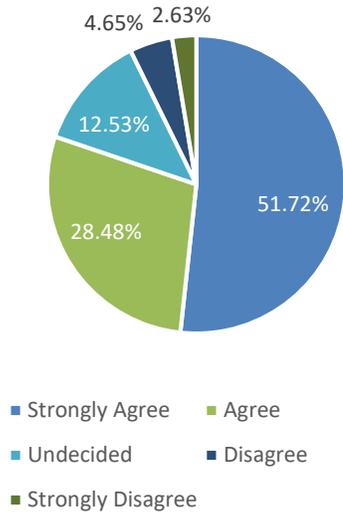
QUESTION 1: (496 responses)

The following are potential goals and objectives for the Planning and Feasibility Study that we would like you to consider. Please tell us if you agree or disagree with each one.

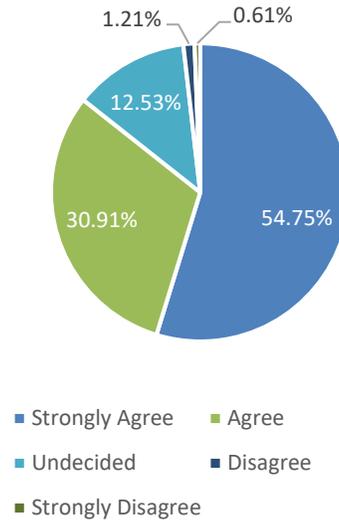
Goal	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree	Total
Improve safety in the corridor	77.33% 382	16.40% 81	2.63% 13	2.02% 10	1.62% 8	494
Improve mobility in the corridor	70.71% 350	21.82% 108	4.44% 22	1.62% 8	1.41% 7	495
Enhance accessibility for residents and businesses	51.72% 256	28.48% 141	12.53% 62	4.65% 23	2.63% 13	495
Improve emergency response times	54.75% 271	30.91% 153	12.53% 62	1.21% 6	0.61% 3	495
Support economic development	25.25% 125	28.08% 139	24.24% 120	13.94% 69	8.48% 42	495
Minimize impacts to the community and natural environment	50.00% 248	28.83% 143	10.89% 54	6.085% 34	3.43% 17	496



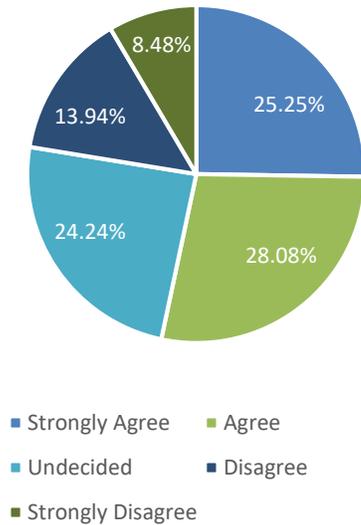
Enhance accessibility for residents and businesses



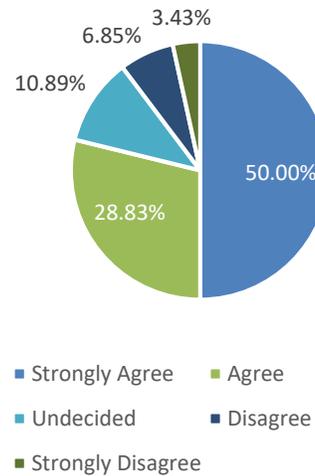
Improve emergency response times



Support economic development



Minimize impacts to the community and natural environment



QUESTION 2: (331 responses)

Please list any other issues that should be considered as goals and objectives for this study.

330 responses to this question were received. Many comments that made multiple points are split up into the following headings.

Design

- ❖ Move traffic from the intersection of FM 967 and FM 1826 to Sawyer Ranch Road and on to Hwy 290.
- ❖ The amount of turns on/off the highway. Extremely unsafe with w/middle turn lane currently. New design needs median and feeder lanes. The 85th percentile is no effective for looking at speed between Circle Drive and Trautwein. Too much merging and lane/highway crossing in this area.
- ❖ US 290 was originally designed as major regional and statewide arterial. Now it has become almost a neighborhood street. There are too many driveways (residential/commercial) being opened onto 290 and the speed limits have been lowered and will continue to drop to protect the public. But there needs to remain some type of expressway out of south Austin to Oak Hill, Dripping Springs, Blanco, Johnson City, and beyond. Will TxDOT allow the same issues to occur on US 290 as did on 183 in Cedar Park and Leander? Or will you solve the problem NOW before it gets any bigger?
- ❖ 3. Look at both short-term & long-term outcomes
- ❖ Improve road hazards: -Sawyer Road intersection -Trautwein intersection -Polo Club needs a light - Heritage Oak needs a right turn lane from 290 onto Heritage Oaks What are you going to do with traffic at 290 & 12? Traffic will be speeding to a stop and then hit the 45 mph at the light at 290 & 12. People will not be happy.
- ❖ Providing divided two lanes in each direction where those turning onto 290 cannot make a left turn onto 290.
- ❖ This study needs to be expanded WEST to include downtown Dripping Springs - otherwise you are dumping "improved lanes" onto old infrastructure. The entire stretch should be looked at in a new way - express highways and access roads. There are TOO MANY driveways for homes and businesses that pull out onto directly onto a STATE highway!!. A few intersections are VERY problematic (Sawyer Ranch Road, Trautwein Road). If we could do EVERYTHING - then light rail down the middle (between Drip and downtown Austin), express lanes and then lower speed access roads/ramps.
- ❖ Right hand turn lane 290 WB onto circle drive at intersection of circle drive and S view rd. Protected left turn green light off circle drive onto 290 EB.
- ❖ parallel corridor improvementthere aren't any!
- ❖ Close/ do not allow left exits onto 290 that are not at a light. We need more right turn lanes for businesses and neighborhoods to get those turning off of the road safely.
- ❖ widen road
- ❖ A solution that will serve the current and future needs of the area for at least the next 40 years should be considered. Anything less that a controlled access freeway will be nothing more than a band aid.
- ❖ 1. No alternate routes around dripping springs. 2. If lights malfunction, back up on RR12 from Wimberley adds time to driving time. 3. Need light at 1826 and 150. Fridays tend to back up the worst for drivers trying to turn into 150 from 1826. Sat in line up to 20 minutes trying to get through.
- ❖ I think if they put in a curbed median all down 290 and put U-turn cut ins every so often it would help. The lights would also need left turn lanes and red arrows. You don't turn left without a green arrow and allow U-Turns. You wouldn't turn left onto 290 out of any driveways. You turn right then do a U-turn at the nearest spot. The problem I could see is people would turn right and shoot across 2 lanes to immediately try to get one of the U-turn spots
- ❖ Supply an alternative to using Circle Drive to Thomas Springs to Old Bee Cave to SW Parkway as a relief route.
- ❖ Once the highway is built thru Oak Hill (Hwy 290 & 71), how will traffic be integrated into Hwy 290 beyond Oak Hill? If something is not done with 290W similar to Hwy 183 North, the traffic bottle neck will just occur further out Hwy 290W. Hopefully this meeting is to address this concern. Thanks!
- ❖ I do NOT think a portion of traffic should be diverted away from 290 onto Darden Hill Road.
- ❖ Center turn lanes in the few areas that do not now have them.
- ❖ Need to improve and relieve congestion. Limited access highway with frontage roads at much lower speeds. Protected right and left turn lanes.
- ❖ This corridor needs to be elevated with frontage roads running alongside. Sooner rather than later so it

won't impede growth and safety.

- ❖ This is STILL a federal highway. It should remain five lanes with no more entrances right onto 290. Business and subdivision entrances and exits should be on side roads, not 290.
- ❖ more turn/exit lanes.
- ❖ There needs to be a freeway that has exits to promote the moving of traffic (2)
- ❖ It needs to be a divided highway with an access road.
- ❖ Underpasses!
- ❖ How to handle downtown Dripping. I suggest something like they did in Bastrop: elevated with frontage rds.
- ❖ Adding wide shoulders or turn lanes for people to use to turn right off of 290.
- ❖ 1. Extend the Planning & Feasibility Study area to include US 290 west of RR 12 in Dripping Springs all the way to US Hwy 281. 2. Establish feeder roads and/or slower speed limits so that residents of neighborhoods in the study zone can safely access US 290 without heavy traffic barreling at them from both directions.
- ❖ Should expand the highway to at a minimum have turn off lanes for those turning right. ideally a fully divided highway.
- ❖ Consider turning HWY 290 into a freeway vs a divided highway. It will be obsolete once completed if built as a parkway.
- ❖ Service roads with on ramps would be nice for slower traffic.
- ❖ Restructuring current roadway to allow better flow to/from businesses along 290 - in particular Belterra Village
- ❖ Make it similar to 360 where you have to turn around to get to your destination.
- ❖ There are no ingress and egress lanes, it's way too hard to get on 290 from local business much less cross into the middle lane then get up to speed. Too many impatient drivers dart in front of oncoming traffic, just not enough time to get up to speed and get in the flow.
- ❖ Traffic congestion needs to be eased with the building of overpasses and access roads for local business and subdivisions
- ❖ Create exit Ramps And entrance ramps Needs to be a highway with a divider (medium)
- ❖ Build a highway
- ❖ Ending the improvement project at RR12 is the stupidest idea ever. The stretch between 12 and the high school is by far one of the busiest stretches of 290. It is clear that the district should plan for a second high school moving forward.
- ❖ Limited access primary highway to after cedar valley.
- ❖ Right hand turn lanes
- ❖ Wider shoulders of road
- ❖ 290 needs a median, this would prevent head on accidents
- ❖ Left and right turning lanes really need to be put in place considering traffic volume. Combine that with getting slower traffic out of left lane and problem solved. Except the soccer moms with nothing better to do than gripe.
- ❖ A divided highway needs to be discussed. The turn lanes are not used properly, and I see so many potential accidents happening due to misuse. There are already too many businesses and turns off this stretch for just a turn lane.
- ❖ Lost in most discussions is the fact that 290 is a US highway. More traffic lights and slower speed limits are not the solution. The new businesses and new housing developments bring plenty of vocal people to the area whose interest is in having Highway 290 function as their neighborhood avenue, connecting them to nearby shopping and entertainment. This is not the appropriate function of a US highway! We need a highway through this area — limited access roads, highway speed limits, and no stoplights.
- ❖ No overpasses in downtown Dripping Springs - make the highway in such a way that traffic can be controlled effectively without any overpasses. Make sure that the highway is also designed in a way that cars can more safely enter and exit the highway - right now it's very unsafe due to the amount of businesses located directly off of the highway.
- ❖ Adding shoulders to increase safety of disabled vehicles and have an area for Police officers to conduct business safely.
- ❖ Limit curb cuts
- ❖ center turn lanes for RR 12 and FM 150
- ❖ No Elevated Roadway! No more lights. If an intersection needs a light, it should get an overpass or an

- underpass and allow traffic to continue to flow quickly.
- ❖ Widen the road. Build a by-pass around Dripping Springs.
- ❖ Fix the problem and stop wasting money on band aid repairs to road surface. The real problem is at Wm Cannon and 290. I have been listening to DOT for 11 years about how they are going to put fly overs in and do all sorts of good things and so far nothing. the 4 million cane changes there are the biggest waste of money.
- ❖ Turn shoulder areas to turn lanes that blend with roads/streets being turn on to. -Intersections like 290 and Sawyer Ranch would benefit from two turn lanes similar to the intersection of 1826 and 290. - Consider turning Fitzhugh into a 4 lane road as an alternate route to the north side of Dripping Springs and maybe even to Johnson City. -Open alternate routes to Circle Dr and 1826 off of 290. Connect Oak Valley Trail to Jim Davis Place. Have the new neighborhood on the south side of 290 connect to 1826. These will create quicker routes to Bee Caves and Buda. -Additional routes to go around the center of Dripping...they are already planned for by the City of Dripping springs.
- ❖ There should be left turn only lanes at all traffic lights.
- ❖ Add shoulders, especially for right turns, which will increase the even flow of traffic and improve safety. Do not make the left driving lane a passing lane only. Since most people on the road do not comply (and sheriff's office has said they cannot ticket for this), it makes it very difficult to get in the left lane when necessary. During rush hours, it makes no sense to make the left lane a passing only lane.
- ❖ Secondly, we have businesses that will be cut off from business should the planners not take into account our community. (area marked on map west of S. View Rd and south of US 290)
- ❖ There are 5 businesses in this area (area marked on map west of S. View Rd and south of US 290) whose customers come primarily from the east. For example, my music school of 200 hundred students. The vast majority of our students come from the schools east of us. The students are primarily in grade school with young brothers and sisters. We want our families to continue lessons with us but we also want them to be safe. There are 12 independent contractors who work at the Blue Frog School of Music. We have 8 teachers who rely on this income. Families unable to reach us will take their business elsewhere. Devastating to Blue Frog.
- ❖ Cost Business. My customers need access to the business (Automotive Specialist Inc.). Access needs to be safe. There needs to be a traffic light at the Southview intersection of our driveway.
- ❖ I am 86 years old. I have a residence and business on a two way access road. If my understanding is correct, there is a plan to make that 2-way access into a one-way access. My place is within 50 feet of South View Rd & 290. Having to go 5 miles out of the way to access my property rather than 50 feet – well seems absurd to me and certainly puts my life and business at risk.
- ❖ I run a business of 50+ clients out of Blue Frog School of Music. The current highway plan would require clients traveling westbound to drive all the way to Fitzhugh to turn around. It would also add 5 miles to my own commute. This will have a serious negative impact on my business. Consider an alternative.
- ❖ As an independent contractor, is my concern that the changes presented in the planning study will have a negative impact in my business. I work at Blue Frog School of Music, which is located at 8649 Highway 290W. All of the families that I work with have very tight schedules. If they have to travel further to reach us, they will be put in a very tough position. I believe that many families will be force to discontinue their lessons putting my business in risk. I can assure you that this is not only my concern, but it is also the concern of many teachers, parents and business owners that will be terribly affected.

Bike Lanes

- ❖ Bike lanes or wide shoulders to encourage bicycle safety
- ❖ If at all possible, please do not put bike lanes along Hwy 290 W where vehicular speeds exceed 40 mph. Although not feasible in terms of cost, please consider separate bike-ways, if warranted.
- ❖ other options in getting to this area, bike trails or walking trails,
- ❖ bicycle lanes that start and stop in the middle of nowhere are ridiculous.
- ❖ Preserve bike lanes, extend them if possible
- ❖ Shoulders that accommodate bike lanes
- ❖ Expand wide / safe bike lanes so we can get some cars off the road. Be a leader in providing safe alternatives to those who would take a different mode of transportation if a viable -safe alternative was offered.
- ❖ Bike connectivity to Austin

- ❖ No bike lanes! No bikes! Too dangerous for vehicles driving at current speeds and winding roads.
- ❖ Bike lanes
- ❖ Possible bike lanes
- ❖ Too many cyclists. Not sure if they can be banned, but people shouldn't be exercising on a US Highway. Also, the Founder's Day activity is ON a US Highway, so it's only a matter of time until somebody gets run over.
- ❖ Eliminate unused bicycle lanes.
- ❖ (See two other comments under mobility that also mention bikes/pedestrians)

Mass Transit/Alternate Transit

- ❖ With so many new homes in our area, and with the number of people moving here from other states and countries, mass transit must take a higher priority in Texas urban centers. Many newly arrived residents have come from other cities where transit is already reliable and well-established. We must do all we can to encourage Texans to use alternative transportation modes or risk becoming Houston.
- ❖ Stop building highways. Build infrastructure for pedestrians and transit.
- ❖ Encourage methods and technologies not just for protecting the environment but improving the environment through, say, ride sharing and use of electrical vehicles including electric buses that run to downtown Austin at times suitable for commuters. *(also repeated under Environment)*
- ❖ Improving mobility should mean more than encouraging more single-occupancy vehicles. Explore ideas for transit, HOV lanes, and transportation demand management to reduce congestion.
- ❖ Public transportation corridor to reduce transit times from Dripping Springs to Austin
- ❖ Bring the Austin Metrorail out to the Y or better yet, close to the Pinnacle or Belterra. Or down the southern extension of Mopac where they just completed that extension down the Buda It can take 30 minutes just to get through Oak Hill. The metro rail has a stop near where I work but I can't use it because I still have to go to the 5th street station to transfer. and by the time I drive to there I might as well go all the way up to where I work.
- ❖ Ways to increase mass transit in those areas. They are some of the fastest growing and we desperately need reliable feasible options to move people from those areas into Austin while reducing the number of fossil fuel burning vehicles on the roadways. Also, reducing the number of cars people are driving (typically alone to work or home) also reduces traffic accidents so increases safety.
- ❖ expand "Park and Ride" mass transit.
- ❖ Public transport
- ❖ Get buses running between Dripping Springs and Austin. Other mass transit options are good as well. Priority/HOV lanes.
- ❖ Provide for other modes of transportation, bike, bus, etc. As it is...cant even walk across with crosswalk.
- ❖ Public Transportation. Work with CapMetro to create a line from Travis County line to downtown Austin
- ❖ Extend CapMetro service to Drippings Springs -Consider HOV/transit lanes

Tolls

- ❖ NO TOLL ROADS! We need more lanes for the heavy amount of traffic
- ❖ Make it a toll road so it is built faster.
- ❖ No Tolls!
- ❖ A toll road or other means of decreasing travel time will have the effect of increased safety as drivers will not feel the need to speed or drive aggressively to get to work or appointments in Austin.

Timing of Stoplights/Elimination of Stoplights

- ❖ Consider, if possible, long range alternatives for intersection improvements along 290 W so ultimately there is a free-flow of traffic without traffic lights every 1/4 mile.
- ❖ Too much time is wasted at stop lights.
- ❖ Elimination of traffic signals
- ❖ Maximizing traffic flow and limiting stop lights. i.e. controlled access freeway?
- ❖ Please time the lights so you do not stop at every light. The yellows are too short to allow proper stop time, especially for heavy trucks or trailers, which travel this stretch often.

- ❖ The timing of the lights. In particular the one at Sawyer Ranch. When approaching at 60.... it turns yellow and then red quickly. You either run it or slam on your brakes making everyone/ everything in your car fly forward even if you start braking as soon as it turns yellow. There needs to be a 'warning' light that you can see farther away or a longer yellow that counts down somehow.
- ❖ I been living out on 290 for over 21years. I've seen the two lane go to four lanes. I've seen the trees removed so the housing could be build because people saw money not what coming. Now we have people coming in that want to move to the county but want the city to come with them. Drippings Spring use to have the only stop light at RR 12 till you got to 1626 it was two lanes. Now you got people who want to lower the speed limit and more stop stoplights. The lights now are not Synchronized but you got people think if they see a green light on 290 well, they think if they slow down it going to turn red on them. Wrong if all the lights were synchronized and there was turn lanes for our side roads and residents there would be less things happening and if people would get off the cell phones and quit texting. It would help. Here at Heritage Oaks we do not have a turn lane the stop light only has turn lights off 290 but one mile west they have turn lanes and turn light signals. Now does TxDOT think adding more lights and adding more lanes. Why make the improvements that make the highway more friendly. You have to do a California put one on top and let existing go the other way. Then ask the people that are coming in from other parts of the county this is Texas we don't need their costly ways here. Do mess with the speed limit it be higher and it was dropped. Now we more housing and more payments being build around us. We all know we have to have progress but these Developers did ask the stat about the load that was going to be added to the existing Infrastructure. As native Texas don't mess with Texas!
- ❖ Improve the flow of traffic during peak hours by controlling access and having traffic signals interact to improve operation
- ❖ Grade separated intersections versus stop lights.
- ❖ better traffic light timing.
- ❖ Improve the traffic light controls to better control the flow of traffic at all hours of the day to minimize drive times
- ❖ Better lighting and timing of traffic signals.
- ❖ Timing / sequencing of traffic lights for better flow
- ❖ No more lights
- ❖ Timing of traffic lights needs to be improved. At posted speed limits (usually 60 MPH) drivers are frequently stopped repeatedly at every light.
- ❖ Traffic lights should be synchronized better to aid in traffic flow.
- ❖ Longer delays in traffic lights from caution to red
- ❖ We need to improve the timing of lights at key intersections to accommodate the traffic flow.
- ❖ Remove lights, make overpasses. Turn the road into a true highway.
- ❖ Get rid of all the traffic signals
- ❖ Minimizing bottlenecks with an overpass or other flow that doesn't involve back to back streetlights.
- ❖ As part of the safety concerns, more traffic lights at intersections should be considered.
- ❖ Number of so many traffic lights on the road and how the signals change randomly.
- ❖ Finding a way to reduce traffic lights to increase mobility
- ❖ and work on the timing of the current traffic signals.
- ❖ Distances between lights
- ❖ Too many stop lights
- ❖ Time lights for better travel time. -
- ❖ All traffic lights should be synchronized to avoid constant fast stops and minimize people running the red lights.

Lighting

- ❖ Maintain night sky with low light levels
- ❖ More street lights.
- ❖ Better lighting and timing of traffic signals.
- ❖ Streetlights or reflectors to make turning into business and streets off 290 more visible at night. Also, signs to remind other drivers to be aware if they are driving with their bright headlights on and how it impedes night vision both for oncoming traffic as well as in the rearview mirrors for drivers on 290.
- ❖ No more streetlights

- ❖ Most of this stretch of road is very dark at night due to adherence to the Dark Skies Initiative program. But drivers, particularly older drivers, need more light to drive safely. I think there needs to be better and more consistent reflective striping to guide drivers in their lanes. This would not involve more actual lighting.
- ❖ retain Dripping Springs Dark Sky Community character

Aesthetics

- ❖ We don't want to see 290 built into a major highway with flyovers etc. it would ruin what people love about dripping.
- ❖ cooperate with the ongoing efforts by Hays County and the Driftwood Heritage Conservation Society to maintain the character of Driftwood.
- ❖ 2. Making it beautiful, and not just a long road of billboards and strip malls.
- ❖ Please no freeways with overpasses. If possible, dig down or keep it flat. We love how this looks country. Please keep true to that. We don't want to start looking like a city. Widen roads, add a middle grass area between the two sides of traffic, but no overpasses please
- ❖ Maintain the serenity we moved here for
- ❖ Please do not make it a concrete jungle.
- ❖ Don't try to change the community for perceived needs. I do not want it handled like Oak hill.

Environment

- ❖ Improve access without sacrificing the environment or the character of the near-Hill Country.
- ❖ Encourage methods and technologies not just for protecting the environment but improving the environment through, say, ride sharing and use of electrical vehicles including electric buses that run to downtown Austin at times suitable for commuters. (*also repeated under Mass Transit*)
- ❖ Save the hill country. More trees less concrete.
- ❖ Minimize impacts to water quality, including surface streams and groundwater.
- ❖ 1) Water supply source and sustainability for new and existing development. 2) Quality and amount of surface water, ground water, and well water. 3) Wildlife habitat conservation. 4) Wildland and native plant conservation.
- ❖ Maintaining the natural beauty of the area.
- ❖ Preserve (not minimize impacts) the natural environment
- ❖ No cutting down trees! No billboards.
- ❖ Limit urban growth. Preserve the appearance of nature.
- ❖ Protecting the environment, especially runoff into the Barton Creek Watershed and other waterways. This is the gateway to the Hill Country, respect this fact and restore surrounding land with grasses, trees and green space to replenish the natural landscape and earth to maintain the beauty of the area and the health of the land. A big-ass flat highway channel heading west is not an aesthetically desirable and pleasing roadway for anyone who lives in the region. Think in 3-D terms visually and 5-D terms for how we live and will function in the years to come. Restore beauty and nature as you sculpt Mother Earth to deal with unbridled development. Engineers can always solve problems to obstacles, but they often overlook the way their work truly effects people in broader and more intimate ways.
- ❖ Pollution is a problem both in terms of the spewing 18 wheelers that belch out all kinds of smoke or carry God Only Knows What kinds of chemicals and the physical light and noise. All of that harms children, there are over 8 schools not 2 miles away from that stretch of 290. And 2 of them *I* know about had to go on lock down thanks to some kinda junk happening on 290 just last week! Imagine how much worse it would be if there were a toxic chemical spill! (not to mention that most of those kids live in homes within 5 miles of 290 themselves...)
- ❖ Low impact development. Using as little impervious cover as possible in non-critical areas. If considering sound barriers, look into alternative Solutions rather than concrete walls. Look at alternative solutions to concrete walls where hillsides are cut into. Leave the area looking as natural as possible. Consider rain Gardens and other low impact development drainage rather than concrete storm drainage. Leave as many trees as possible. Utilize native Landscaping anywhere and everywhere possible, including between the roadway and a sidewalk

Drainage

- ❖ As the owner of the large building on the north side of the existing highway, I do not desire to have right-of-way taken from me. My building is in the Geneva Estates subdivision. The topography throughout the proposed highway (within Travis County) drains from the north side to the south side. Therefore, cutting into the north side for additional right-of-way would be more costly than cutting into the south side for right-of-way acquisition. I would like to see any additional right-of-way acquired taken from the south side of the existing right-of-way.
- ❖ Improve drainage at 290 & RR 12 (see comments)
- ❖ 1. Drainage issues
- ❖ Flooding issues resolved

Noise

- ❖ I live in the Polo Club subdivision in Hays Co. (Sawyer Ranch Road & 290). My lot backs up to 290 and the noise level from traffic is very loud. Also, traffic view is unattractive. Need a sound barrier wall.
- ❖ Noise is already an issue.
- ❖ Keep noise down
- ❖ NOISE (and light), I live about .5 miles away from 290 along that stretch and have lots of trees, etc. screening etc. I can still hear the dump trucks. Honestly, the road goes dead at night, there's no one on it, but if you make that a main through fare, it's going to be noisier and brighter at night, And that's BAD.

Speed

- ❖ Safety, safety, safety, enforce speed limits.
- ❖ Possibly reduce speed for traffic, enhance and improve traffic flow.
- ❖ Lower the speed limit.
- ❖ Speeds should be reduced through the entire study area. There are now too many businesses, residential entrances and increased congestion to allow a 60 mph limit. I would reduce it to 50 mph.
- ❖ Speed limits need to be lower. It's scary dangerous when I have to make a left turn while pulling out of a business. Sometimes I think it is safe to go, then a car comes along going 60 or more.
- ❖ Reducing speed limit,
- ❖ Possibly lowering speed limits through this corridor as well. The accidents are fatal at such high speeds, and being a straight shot from East to West, the sun rising/setting seems to affect vision.
- ❖ reduce posted speed
- ❖ Reduce speed limit between Trautwein and Fitzhugh to 45 mph. The "85th Percentile" method recommended in the TxDOT manual is totally unsuitable for speed regulation in a rapidly growing community like Belterra and will always result in a recommendation to reduce the existing speed limit by 5 mph because 80% of drivers will obey the posted speed limit. In addition, the methodology is NOT statistically based since it only considers the speed of ONE vehicle per quarter mile studied. Go check the TxDOT procedures manual and you'll see that this is correct! What ELSE can be done to reduce the speed limit to 45 mph and reduce fatalities to zero?
- ❖ Reduce speed limit to 55 mph
- ❖ Cut the speed down.
- ❖ Lowering the speed limit. Making roadways wider just makes them more unsafe.
- ❖ Do not lower the speed limit
- ❖ The speed limit should be reduced along this area of 290.
- ❖ Reduce the speed limit.
- ❖ Reduce speed limit and enforce.
- ❖ The speed limit of this section of road needs to be reduced. The traffic levels have increased enormously in the last two years. As a result, combined with the central lane issues, there has been far too many preventable road accidents. 45-50 mph is plenty.
- ❖ Speed limits. Very few adhere to posted speed limits.
- ❖ Turning left from businesses onto 290 is scary! Slow down the traffic.
- ❖ decreasing speed in a non-superficial way
- ❖ Speed is critical. 55mph would be a better option
- ❖ Lower the speed limit, have better signage for speed limits and have red light camera's

- ❖ Speed, safe driving
- ❖ Raise the max speed to 65
- ❖ Speed limit
- ❖ Do not lower speed limit - very important to be able get into Austin within a reasonable time period. Improvements should be planned accordingly
- ❖ Increasing allowed speed
- ❖ Dangerous speeds and serious accidents along 290. Please lower the speed limit
- ❖ Far too many accidents in heavily populated area. Speed limits should be reduced as well as other measures to transform sections of 290 from a freeway to a residential road.
- ❖ Reduced speed limit
- ❖ The speed limit is too high with all the intersections and lights in this area. Please lower the speed limit, so drivers can safely stop. There have been at least nine accidents in the two years I have lived off 290 and Sawyer Ranch intersection. Drivers run the lights all the time because they are driving too fast.
- ❖ Don't decrease the speed anymore
- ❖ Speed limit
- ❖ put the speed limit back to 65.
- ❖ Feasibility of reducing speed limits through populated areas with multiple intersections. Analyze current traffic flow and compare to historical numbers. Forecast projected population and traffic numbers. Analyze numbers of construction and transport trucks due to inability to slow for lights at current speed limits.
- ❖ Do not reduce speed
- ❖ Speed. With the many entry/exits for businesses & subdivisions, the speed is too high & there are too many wrecks/deaths along the corridor. The center lane, used by drivers from both directions, creates a head-on collision probability.
- ❖ Find a way to help decrease accidents without changing the speed limit
- ❖ Lived here since 1997. Thank you for safety upgrades thus far. Please DO NOT reduce the speed limit. I miss the 65 MPH limit.
- ❖ Lower speed limit might help too.
- ❖ NOT lowering the speed limit
- ❖ Do not lower speed limit
- ❖ Reduced speed limits from Belterra to past the DS high school. 45 or 50.
- ❖ Anything possible to keep from continued speed reductions.
- ❖ Speed limit
- ❖ Reduce speed in business areas only. Safety is paramount. As it is right now, 290 is not a safe place to be at any time of the day.

Safety

- ❖ Make this portion of 290 much safer
- ❖ Make it safer walking areas for residents, safer left and right turns for residents
- ❖ Need more safety improvements- too many crashes, and I believe many attribute to the reckless driving by construction workers.
- ❖ Safety primarily
- ❖ Added Safety in this corridor is paramount.
- ❖ Make Traffic flow safe and Easy
- ❖ Safety should be the goal.
- ❖ Improve safety and traffic flow. Get rid of middle lane, install dividers
- ❖ The accident rate, including the fatality rate on this section of Hwy 290 has gone up in the last 10 years I have been living in this area. Decreasing this should be the main objective.
- ❖ We need safety measures implemented immediately. There should not but a middle turn lane the entire length of the road. Please put a temp barrier in place.
- ❖ Safety and commute time
- ❖ I need to feel safe leaving my neighborhood.
- ❖ There needs to be a barrier to protect from head on collisions and Force people to turn only at lights
- ❖ SAFETY
- ❖ People die on 290 far too frequently.

- ❖ Safety and congestion relief!
- ❖ Safety should be the #1 priority along this corridor. There are too many accidents and deaths on this stretch of 290.
- ❖ The safety of residents who have to enter 290 from a street with no lights or merging lanes. Crossing the highway from Southwest Oaks can be very dangerous.
- ❖ Safety. Safety. Safety.
- ❖ Areas where most accidents occur and speed limit on 290.
- ❖ Reduce accidents
- ❖ Most important issue is safety.
- ❖ Safety!
- ❖ Above all, increase safety of corridor.
- ❖ Safety needs to be paramount
- ❖ Safety of making turns onto 290 when there's no traffic signal help.
- ❖ Safety should be number 1 concern and priority.
- ❖ SAFETY - SAFETY - SAFETY of left turning traffic both leaving and entering 290!!!
- ❖ Safety is the main issue. We hear sirens almost daily.
- ❖ Reducing accidents on US290 near Belterra
- ❖ Safety should be your number one priority.
- ❖ Make it safer please.
- ❖ Safety, visually attractive, safety, safety, safety
- ❖ Compared to my neighbors, I am new to the neighborhood. I move here 30 years ago. My neighbors have been here at least since the 70's and one since the 50's. We are an aging community with numerous medical needs. I hope that in your survey you will take into account those individuals when planning our road. Presently our two way road to our homes and businesses brings emergency vehicles to us easily. With the proposed one way access, emergency vehicles are currently only a mile or so away. They will have to travel 5 MORE MILES in total to turn around further west on 290 in order to access our neighborhood. (area marked on map west of S. View Rd and south of US 290)
- ❖ We also want our customers to get to us safely. (area marked on map west of S. View Rd and south of US 290)
- ❖ EMS Response time. There are many elderly and children in this neighborhood. There is now a fire station about a mile up on this hill. Response time for emergencies is very fast. Cutting off access at Southview Rd will cause a major delay in emergency services to us.

Mobility

- ❖ Mobility is already easy except at rush hour 12/290 intersection.
- ❖ Commute times into Austin and back to Dripping Springs
- ❖ mobility/transit to/from Austin is my biggest issue...I feel like with that worked on a lot of the other things would improve
- ❖ Improve flow of traffic
- ❖ Traffic congestion during rush hour.
- ❖ Mobility for pedestrians and cyclists should be a priority. It supports all of the above listed goals and objectives.
- ❖ Improve traffic flow and from downtown, and provide a robust alternate route to the Bee Caves area as well that does not rely on trans versing "the Y."
- ❖ When we add highways, all we do is shift the bottleneck to the merging point.
- ❖ 1. To clarify, when you say "mobility" I would like to see more focus on accessibility via bike and walking paths, especially for those subdivisions that are close to (Polo Club, Ledger Stone, Blue Sky Ranch, Highpoint) but not directly connected to the Belterra Village (to enable walking and biking to this area vs. having to always drive).
- ❖ Increase vehicle volume flow
- ❖ Improve traffic flow.
- ❖ Keeping traffic on 290 moving at a safe, but reasonably efficient, pace.
- ❖ Mobility is most important. The road is becoming too congested and as lights get added, it only increases frustration.
- ❖ Making Connectivity to Houston and San Antonio a priority

- ❖ I think the main objective is to increase mobility. If this is increased, everything else should fall in place.
- ❖ Improve (reduce) amount of time it takes to traverse the corridor
- ❖ Improve travel times to Austin.
- ❖ decrease transit times from RR12 to 1826

Trautwein intersection, Sawyer Ranch Rd intersection, and others

- ❖ We live within that corridor and notice particular safety issues with no turn lane on Circle Dr./S. View Rd. Also, lots of accidents between Sawyer Ranch Rd. and Trautwein. Perhaps a traffic light at Trautwein would help slow people down?
- ❖ Potentially a light at Trautwein
- ❖ Need a light at Trautwein and 290
- ❖ The intersection of 290/Trautwein is such a hazard - especially when making a left hand turn to go eastbound onto 290. There have already been numerous fatalities in that intersection. I fear for my life daily making that left turn and have a 15 year old who will be driving in the very near future. The thought of him having to navigate that turn terrifies me!
- ❖ Also, a traffic light should be placed in front of Trautwein Road and 290. Very dangerous intersection.
- ❖ looking for better and safer access from Trautwein Road
- ❖ A light at Trautwein and 290. Widen shoulders so there is enough room for a car to pull to the side that is turning
- ❖ I think there should be a stop light on the corner of 290 and Trautwein. There is ever increasing traffic there and it is too hard to get out. Someone is going to get killed.
- ❖ IT is all about safety. We keep seeing deaths on 290 and Sawyer ranch as well as at Trautwein and 290
- ❖ Speeding up the project to install a light at Trautwein and 290. Creating more turning lanes for retail areas.
- ❖ Minimize likely T-bone accident sites such as Sawyer Ranch/290
- ❖ The resident who enter and exit Hwy 290 from Tara Lane, need an east bound merge lane and a longer left turn lane when coming from Austin.
- ❖ The passage from Circle drive to Tara Drive heading West is incredibly unsafe. The speed limit is 60, but when cars go through a green light at Circle, some hit 70 mph. There is no median between traffic at this stretch and cars turning in to Tara create a hazard. This is the same from cars turning on to Tara heading East with no median at the street. There was a major wreck at this intersection this year because of how unsafe it is. Major improvements are needed here to preserve safety of the businesses in the area and homeowners that live in the Ashley Oaks neighborhood.
- ❖ Check the stop light at HWY290 and Bell Springs. People trying to turn east onto 290 during school times cannot. There needs to a protected left or there will be more terrible accidents here. People taking crazy chances because they have waited to turn left for like 10 minutes.
- ❖ Countless fatal accidents at intersection of 290 and Sawyer Ranch road. Extremely dangerous
- ❖ Why are there so many wrecks at Sawyer Ranch Road and 290? Visibility is an issue at this intersection along with speed and poorly timed lights. Many people run red lights at this intersection because they are going too fast to be able to stop in time. Left turning cars have difficulty seeing oncoming cars due to lane placement. Right turning cars also have visibility issues due to lane placement(can't see around oncoming cars/cars in turn lanes and think the lane is clear). How many more people have to be killed or injured before a change is made to this intersection?
- ❖ Left turn safety. Length of left-turn lanes (290 & Sawyer Ranch road in particular
- ❖ Sawyer Ranch Road and 290 West intersection should only be turn left on green arrow. No yield option on green.
- ❖ Improving safety at Sawyer Ranch Road
- ❖ Traffic calming. I own a house and another property on 290W at South West Oaks. It is very dangerous to try to turn left out of the neighborhood. Been a few fatalities there over the last few years. Stop Lights would be good.
- ❖ Improve sawyer ranch road and 290 intersection. Too many accidents!!!
- ❖ All left lane turns at lights should have a dedicated "turn on green arrow ONLY" It confuses people who think they have a green go light not realizing oncoming traffic ALSO has a green go light.
- ❖ traffic light and minimizing the grade at Trautwein and 290 and also a flashing light on 290 and corner of Fitzhugh at each end of Trautwein to warn of flooded low water crossing.

Law Enforcement

- ❖ More enforcement of highway laws.
- ❖ Finally, more patrols enforcing the Move Over laws- if the passing lanes are free, there is somewhere to turn in to in the areas where there are no lights to allow you to turn- such as the shopping center where Summer Moon Coffee is.
- ❖ and increase visibility of law enforcement
- ❖ HCSO seems to stop passenger vehicles for frivolous reasons when there are trucks cutting off cars at unsafe intervals, running red lights/stop signs, and speeding.
- ❖ It's not speed, it's distracted drivers. The area is not prepared for this growth.
- ❖ Enforce distracted driving
- ❖ Speed People jumping red lights More enforcement Too many fatalities
- ❖ Have more controls for speeding vehicle's and people that continue to run red lights!
- ❖ Entering and exiting the highway at high speeds. Trautwein is awful Enforce not getting into the left lane when there is a solid line. Example going west on 290 approaching Nutty Brown Enforcement of speed limits! Using the slow down signs help some
- ❖ have Hays PD patrol more frequently.
- ❖ Stop distracted drivers
- ❖ Semis and large rock haulers/dump trucks speeding excessively and constantly running red lights. This is a real, everyday problem.
- ❖ I guess this could fall under safety, but increase the number of officers along 290 whether Sheriff or DPS so that they are visible to the public and they will stop speeders.
- ❖ Improving the unbelievably poor driving standards that is essentially why we have all the accidents. Until you fix that then you are just playing with the issue
- ❖ There is nothing wrong with the 60 mph speed limit like many suggest. The majority of the accidents are because of red light runners. There needs to be a bigger police presence positioned out of site to catch red light runners. There needs to be a bigger consequence such as a \$1,000 fine for the 1st incident and then a 30 license suspension for the 2nd offense and 6 months for the 3rd and so on. I've sat at the red light on 290/Sawyer Ranch Rd and almost every time someone runs the light. And it's not going through it at the last second. It's like you can count 1001, 1002, 1003, 1004, 1005 and they still run the light.
- ❖ Increase present of law enforcement would make a big difference. Actually, ticketing drivers for running red lights. Cannot tell you how many times I've been seen this happen with law enforcement sitting really got there.
- ❖ Implement measures to stop running of red lights which cause most accidents.
- ❖ People always speed on these roads.
- ❖ Review and study current TXDOT accident report of causes of accidents on 290 (i.e. distracted driver, cell phone, impaired driver, etc.), safety of leaving and wait times to get out of local business parking lots, obstacles on side of the road (i.e. bicycle or stranded vehicle, wreck), emergency vehicles getting to an emergency with stand still traffic.
- ❖ Ban any vehicles with visible emissions. Enforce left lane for passing only and blinker usage. Seriously, actually enforce these. Strictly.
- ❖ Increase LEO patrols
- ❖ Add legally binding traffic signs and get police and sheriff departments involved and ticket the MANY drivers who regularly use any now available left turn only lanes as passing and merging lanes. This one thing would prevent so many serious and deadly accidents.

Construction

- ❖ At planning study roll-outs, provide proposed ROW acquisition maps and provide discussions of construction phasing with temporary traffic control. Consider future expansion of underground utilities (movement from aerial to underground) with existing below-grade utilities.
- ❖ No construction on this should start until the 620 and 71 intersection project is completed. Intersection of 290 and Route 12 is already backed up. Do nothing to increase until solved. Need right and left turn lanes.
- ❖ Construction Noise pollution especially overnight. Removing the homeless camps in the area.

- ❖ Will be important to make the transitions as safe and smooth as feasible near Oak Hill as new highway is built. Neighborhood roads will be affected as drivers seek alternative routes during construction that will impact on/off activity on 290. Steps will need to be considered at these "intersections" that may not have lights or other deterrents for slowing traffic.
- ❖ How to accomplish the goals in a shortened timeframe to reduce impact on local business and commuters.
- ❖ Execute as soon as possible
- ❖ Moving forward as soon as possible.

The Y at Oak Hill

- ❖ Get the Y fixed first that a bigger mess than 290 West.
- ❖ Please open up more lanes, the traffic on the Y at Oakhill is horrendous regardless of what time of day it is. It is even worse during peak hours. There is so much land, two lanes is not cutting it. There should be more lanes to open up the highway and lessen the traffic.
- ❖ Please don't create any new bottlenecks. My commute already takes way too long. Removing the bottleneck at the Y in Oak Hill doesn't look like it is ever going to happen.
- ❖ Big trucks going very fast—we need help with this with all the building in the area. The slowness at the "Y" and all the accidents at 290 and Thomas Sawyer Ranch Road-all need help!
- ❖ They need an overpass at the Y to alleviate traffic congestion. Whoever designed the current configuration did not adequately address the problem and designed a very poor roadway. A big fat waste of taxpayer's money and time.

Development

- ❖ 2. Number of approved developments - residential & commercial that will have an impact on traffic burden over the next 20 years
- ❖ Concerned about the new entrance to apartment complex just west of Hays Country Acres Road. West bound traffic in center turn lane to enter Flores Restaurant, Kirby Springs Ranch and Stay & Play will overlap eastbound traffic trying to turn left into the 80 unit apartment complex. Once east or west bound vehicles enter the center turn lane they may lose the ability to exit causing a head on collision in the center lane. The apartment complex entrance could have easily been moved west about 1/2 mile. Shame on TxDOT planning, not a matter of if but when a fatality will occur.
- ❖ 290 can't handle all the residential development. There are so many new subdivisions and apartment buildings going up and the volume of traffic has more than doubled the last few years.
- ❖ Consider the potential impacts of future economic and residential developments along the highway
- ❖ Also planned growth rather than just allowing development for development's sake. We don't need another convenience store/gas station or storage unit.
- ❖ No more development!!
- ❖ Limited access freeway. Less new developments, no more new businesses and neighborhoods.
- ❖ Development should be limited until roads are expanded.
- ❖ Making new businesses create a service road would help

Capacity/Growth

- ❖ The more highways, the more cars. Have you been to Houston?
- ❖ Handling long term growth.
- ❖ If the objective is for Hill Country growth plan ahead for that advancement and consider the growth in vehicle traffic BEFORE it gets there
- ❖ Provide enough right of way to support future growth to the West of Dripping Springs
- ❖ Plan and start now before traffic gets much worse. With over 40k+ homesites planned for Dripping Springs and surrounding areas the time to act is now. Let's not wait till grid locks impacts all. Build roads ahead of the curve to help prevent accidents and congestion. Plan for a 20+ year growth model not a quick fix.
- ❖ Do not expand highway capacity or otherwise take steps that will facilitate sprawl. Install exit and merge lanes only!

- ❖ Considering future growth and not only current needs... making a lasting modification that will not need to be revisited for a long time
- ❖ Expand to freeway to accommodate current and future growth
- ❖ To consider future growth, not wait until the roads are so over-capacity before you begin to address situations like this.
- ❖ Better planning for the volume of traffic from side streets and business areas. Make the businesses pay for all costs for better highway/road access - lights- anything for the increase in traffic that the businesses will cause
- ❖ Forethought during planning to how the corridor will grow and change over the years as population and traffic increase. In other words, anticipate future needs/issue beyond what needs to be addressed today.
- ❖ Reducing traffic.
- ❖ Please take a long-term view of this project. The growth in this corridor is well above average in Texas.
- ❖ Handle the ever increasing flow of more and more vehicles.
- ❖ Vehicle capacity increase. This is the highway between two cities. The population depending on this roadway is increasing at an astonishing rate, and the road should plan for the current congestion as well as the future growth. The speed should remain the same, and the room for movement should be increased.
- ❖ Primary objective should be increase traffic efficiency and decrease congestion.
- ❖ Congestion is the main goal
- ❖ Infrastructure to match population growth
- ❖ Future increase in populations and building
- ❖ Traffic and the fact that the roads are not keeping up with the amount of traffic that are using them.

Other

- ❖ N/A or None or No comment at this time. (16)
- ❖ Limiting ground cover and wells drilled for landscaping and limit those drilled where access to LCRA is available.
- ❖ Keep animals in e area protected,
- ❖ You have denied me access to my house and all emergency services, especially ambulance service and fire protection. I have had two heart attacks both which I required ambulance being called. Do I need to get a lawyer or contact ACLU?
- ❖ All covered in previous question
- ❖ Funding considerations
- ❖ OMG. we are still "discussing". This is a 20 year old serious problem. ANALYSIS PARALYSIS. This is why Austin will also be a B~List city.
- ❖ Limit possible school zone restrictions in order to move traffic. Maintain safe distance between opposing center lanes.
- ❖ Quality of paving material on 12 is sub-par. NO cheap materials please!
- ❖ Alleviating traffic congestion without utilizing neighborhood and community streets as relief roads.
- ❖ Don't want Blue Ridge areas being a cut through road as I line in Butler Ranch. Most likely will make Butler Ranch private neighborhood so Blue Ridge Does not become a main road to cut through. Ample small children live on blue ridge safety and traffic are major concern
- ❖ People tend to forget this is a major highway and cannot be compared to HWY 71 (Bee Cave). What works (ed) for one does not mean it will work for the other. My point is the study needs to be done without comparing anything to 290 because there is nothing like it.
- ❖ Signs in advance of each intersection to alert drivers which streets are coming up. The corridor is busy with heavy traffic and having a sign that says "XYZ road at next intersection" would be helpful and reduce accidents.
- ❖ Clear brush from wider easement to deter deer crossing.
- ❖ Designs that PREVENT homeless camps - and PREVENT both under structure and intersection sleeping and pan handling
- ❖ 3. Assuring the people who live close to retail areas of development on 290 are not negatively impacted (i.e. light pollution, and ideally helped, by the development and growth taking place.
- ❖ Please consider changing the name to drop the word "Highway" from Highway 290 to better reflect what

it is. Perhaps "290 Street" or "290 Road" would be more accurate/appropriate than "Highway 290".

- ❖ Ordinance to reduce homeless camps
- ❖ Alternate routes for efficient travel through the corridor. An accident or incident closing 290 creates a mobility disaster for local residents and through traffic.
- ❖ Western Route at sunset during particular times of the year is blinded by the sun setting straight ahead.
- ❖ Alternatives to having to use 290. What if there was a road from where TX 45 ends at 1826 that allowed 45 to continue to 290? That would probably offload some traffic from the Y.
- ❖ All work on any other projects should stop until I-35 is funded and made a reality. How is it that TxDOT has so much money and is building major projects in rural areas and can't fix I-35?
- ❖ Implement one speed limit for all of Fitzhugh Road, install a light and the corner of Fitzhugh and Trautwein. Install speed bumps on Fitzhugh between Crumley Ranch Road and RR 12.
- ❖ Impact fees
- ❖ Driver education
- ❖ Improve maintenance of roadbed and shoulders

QUESTION 3: (396 responses)

Please let us know any current concerns you have about safety and mobility on US 290 from FM 1826 to RM 12. Be as specific as possible.

395 responses to this question were received. Many comments that made multiple points are split up into the following headings.

Design

- ❖ It needs to be a divided highway.
- ❖ Roads needs to be divided highway with barrier. No other place we've lived has roads where people drive 60 mph+ with only a painted line preventing a head-on collision.
- ❖ People attempting to pull out onto 290 pose a hazard to themselves and others. The road is now too busy to allow vehicles to turn directly onto the road in both directions while vehicles are traveling 60+ mph in both directions. The number of accidents, fatalities and near fatalities demands change.
- ❖ Need expressway past Henley
- ❖ As a volunteer Fire Fighter, I worked multiple fatal accidents on that stretch of 290. It's almost always at intersections. Need more of a freeway type access
- ❖ There's too many direct accesses onto a highway that carries this volume of traffic. This problem will undoubtedly continue to get worse as the 290 corridor continues to grow.
- ❖ 1. There needs to be a separation of traffic going in opposite directions (turn lanes are to be one direction only and dividers & unused space in place between opposite directions whenever possible). 2. There should be limited access to left turns across Hwy 290 from driveways and small side streets.
- ❖ Minimal separation between opposite directions of traffic and high amount of traffic turning in front of oncoming traffic not at stop lights.
- ❖ The non-divided highway allows for major head on collisions. Making turns across traffic to enter the highway is extremely dangerous and should be avoided.
- ❖ There needs to be a freeway with exits that prompts the moving of traffic all through this corridor through oak hill
- ❖ Need to have a raised median or barrier of sorts to avoid head on collisions.
- ❖ The lack of a barrier between the opposite lanes and ability for people to turn anywhere is a huge concern. The speed is fine if there was a barrier. Multiple fatalities is not okay!
- ❖ Needs a proper divided highway
- ❖ No barrier between middle lanes.
- ❖ The "median" should have some sort of bumps to further specify entry and exit out of it. Too many people are using it as a prolonged turn lane and/or passing lane causing an extreme hazard.
- ❖ There needs to be a SOLID median to head on collisions ARE NOT POSSIBLE. NO left turns unless turning from a major intersection or light.
- ❖ Merging from Belterra Dr. to 290E (taking a right) is dangerous as some new drivers do not realize that the "middle" lane of 290 (because there is a right-most lane that enters Belterra and ends there) becomes the right lane of 290. There could be a merging lane as we take a right from Belterra Dr on

290E that can avoid confusion there.

- ❖ Overpasses would address both primary issues, safety and mobility. It is a normal occurrence for motorists to run red lights at high rates of speed.
- ❖ Lots of traffic. This part of US 290 should be like a real highway/expressway. Too many people living out here now.
- ❖ Too many points of entry - especially for turning left
- ❖ Many entrances/exits to businesses on both sides of the road. This is no longer a typical highway since people have to turn with very little room to slow down and few turns lanes into business areas. I think it needs to be re-classified and speed addressed.
- ❖ US 290 needs to be widened to two more traffic lanes, one in each direction plus access/exit ramps rather than perpendicular intersections.
- ❖ This area needs overpasses or a system of limited left turns like San Antonio did on HWY 281 on the north side of the city. There are too many entry points onto the highway, not enough lanes for all of the traffic and lower the speed has done nothing.
- ❖ This section of roadway needs to be a freeway.
- ❖ Make it a true highway. The people pulling onto the highway cause the most issues here, not the speed.
- ❖ Needs to be a divided highway.
- ❖ The oncoming and outgoing traffic needs to be divided. Also, at the stop lights there needs to be protected island at turning lane.
- ❖ Frankly you need to have a whole other road or system or something for the through traffic so they don't try to run you over when you slow down going into Dripping Springs or try to turn on to your road.
- ❖ The roadway is horribly dangerous. I believe a divided highway with median would be helpful.
- ❖ 290 should be a divided highway (concrete or grass median). It is nearly impossible to safely turn left onto 290 from a side street or business without a light.
- ❖ Sight lines from intersections should be improved or intersections should be eliminated with overpass and access roads
- ❖ No median or divider making it very dangerous especially in inclement weather.
- ❖ Again, the highway at this point should be divided. Unfortunately turn lanes are used as merge lanes and often unsuspecting people are almost in accidents everyday due to this misuse.
- ❖ No feeder roads. Intersections w/ lights should be overpassed. Developers who build out should pay for build out for safety. School busses should not stop on highways. Transition to Hwy 71 should be a flyover. Austin is the 11th largest city with archaic highway systems that are dealt w/ in a reactive manner. Get some loops, get lights off highways, get feeder roads, get left hand turns fed under over passes. There is really just too much to list, we need a grownup highway system not s small town.
- ❖ There are way too many driveways and side roads accessing 290. Limited access and a divided highway would be much safer
- ❖ Blue Frog School of Music has 200 young families who come to us for lessons. They come from the east of us. Presently they come to us via turning left onto South View Road from 290 and immediately turning right onto a two way access. Many of our families come from the South View area. Given the new proposal for a one way access road in front of our properties, those families will no longer safely be able to reach us. What was a simple turn will become a 5 mile drive on a freeway. That is unless we can figure out something else. (area marked on map west of S. View Rd and south of US 290)

Bike Lanes/Pedestrian Access

- ❖ Bike-ways at Belterra Village are causing problems -
- ❖ You need to hear cross walks, walking trails, and stop improper left had turns from causing accidents. Apartment complex has a no turn but I see residents make left hand turn at 290. You person has already died we don't need anyone else too. There is no walking/biking along 290, you have no other means to enjoy this area aside from cars why???
- ❖ The shoulders are very narrow, not suitable for cyclists.
- ❖ Lack of side-walks. Lake of proper bike lanes. No noise barriers. Not enough vegetation.
- ❖ Bicycle lanes that NO ONE uses and that are dangerously placed and start/stop/discontinue in odd places.
- ❖ Bicyclists anywhere on that section of US 290 are in mortal peril due to several factors: 1) Vehicular traffic affects the surrounding air causing both outbound winds and trailing suction. Bicycles encounter

sudden strong gusts both away from and toward the traffic lane. With a line of fast traffic this can happen over and over. 2) Bicycles in the between-traffic lanes near ACC and Convict Hill are easily hidden by surrounding traffic causing traffic merging into the right lane to risk running over them. [Fortunately, these shockingly dangerous bicycle lanes are almost never used.] Another critical issue is the relationship between speed and yellow-light interval. At 60 or 65 mph a fully loaded heavy commercial vehicle has little chance of stopping before the red light. A third issue is the need to address left-turn access along this stretch of road. Turn lanes have alleviated some of the problem but there are still areas where drivers turn left across double yellow lines or stop in a travel lane to wait to make a left across oncoming traffic.

- ❖ Bike lanes are inconsistent.
- ❖ Corridor is difficult to navigate as a pedestrian and cyclist. A shared use path should be added along the whole corridor to accommodate pedestrians and cyclists.
- ❖ I would like to bike and/or walk a short distance to shops, however, there is only a short bike lane near Deep Eddy distillery and only on the westbound side. I have seen a couple of people walking West on the eastbound side. Pedestrian and bicycle access is important to remember during growth to help preserve the natural beauty of the area.

Mass Transit/Alternate Transit

- ❖ Establish transit service from Dripping Springs to Austin. Currently there is nothing that provides such a service.
- ❖ No public transit options.
- ❖ HOV lanes or something to reduce the stop and go traffic and constant speed reductions after every major accident.

Timing of Stoplights/Elimination of Stoplights

- ❖ 2. As development explodes along 290, more and more traffic lights obstruct traffic flow. This is a major artery, so reduced speeds are not the best solution - especially if Oak Hill freeway is completed, allowing bottleneck to move west. Is it possible to make 290 limited-access all the way to Dripping Springs?
- ❖ Timing on existing traffic lights is horrible. -Mighty Tiger Drive at 290 has left turn lane on all day and evening. It triggers and no cars are in the lane - sensors need repair.
- ❖ Too many accidents - recommend the following: 1. Add traffic light at Trautwejn intersection 2. Only allow left turns on/off 290 on green arrow (seems like too many people cannot discern when to safely turn left on/off 290, which has caused many accidents 3. Increase time between red lights /green lights transition to allow for extra time for drivers who don't stop for red light.
- ❖ Speed limit is unsafe with current traffic levels, more stoplights are needed to allow entry and exit from neighborhoods
- ❖ Get the lights synchronized so you don't have a stop and go traffic jam. Know more lights it bad Enough trying to go into Austin the Y is the biggest hole up. The lights before the then the y are stop and go. If 290W 71 went and connected to the four lanes in Oak Hill it be a great help. Don't mess with Texas. Just try and get fixed.
- ❖ To move traffic along better, it would be great to have the lights timed well. As it stands, often times just as a group of cars gets going, they are stopped up by the next light, making commute times significantly longer.
- ❖ My only safety concerns are the number of lights. When I moved to Drip I could get into Austin in 20 minutes, now it takes 45 minutes. More lights equal more time on the road and more speeders because it takes longer to get to where they need to be. Why not make 290 a major highway with entrance / exit ramps and no lights. Lowering the speed limit on this section of 290 will just make more speeders and not solve anything.
- ❖ More stop lights. But, again we really need freeway with access roads.
- ❖ Need more streetlights / ways to slow down "speedsters"
- ❖ Traffic signals a few feet away from each other act independently,
- ❖ Eliminating stop lights and left/right turn movements onto the main travel lanes.
- ❖ Intersection lights that remain red when there is NO ONE driving through the green lights; through lights that are poorly synchronized.

- ❖ The amount of red lights, while they are extremely important there are too many red light runners.
- ❖ Traffic light at Nutty Brown Road seems to always create a bottleneck. Maybe change timing and/or add eastbound turn lane with greater capacity and/or protected turn.
- ❖ Very specific and careful traffic light control.
- ❖ there are too many traffic lights which are routinely run.
- ❖ Large number of stoplights prohibits easy mobility.
- ❖ There are too many lights now too - please don't add any more
- ❖ I notice that the majority of accidents are at traffic light intersections. Fewer lights would improve mobility and safety. Consider more frontage roads and fewer intersections with stopped vehicles.
- ❖ Why can lights not be synchronized at Fitzhugh and Circle? Do dumb to wait at one, start and then wait at the next one too. All the time. - Yellow to red at Belterra is TOO SHORT (hence all the death there). - Eastbound left turn arrow onto Sawyer Ranch Road is WAY TOO SHORT, often requiring a wait of five or six light cycles on 290 with your doors literally being blown off by passing cars and trucks. Why don't you guys come out and try it. See if you like it.
- ❖ Traffic lights need to be synced better.
- ❖ Traffic light synchronization (mentioned above). Cars running red lights frequently.
- ❖ Improve / coordinate timing of traffic signals to enhance flow of traffic along 290 to reduce speed up and stop occurrences.
- ❖ Lights need to be in sync so that traffic flow is better functioning.
- ❖ Apparently short timing of yellow lights causing issues with larger vehicles (tractor trailers) stopping in time; I've seen far too many blow red lights even as they've tried to hit the brakes
- ❖ Too many traffic lights cause people to get frustrated and run the lights or to speed.
- ❖ Traffic calming. Too many accidents - fatalities. Especially at 290W at South West Oaks prior to Nutty Brown Road. Slow the traffic down or put in stop lights.
- ❖ It is not safe. Far too many wrecks and people have died. We need more light transition times for anyone turning left at a light. All left turns from intersections should have a protected green arrow. There should be no left turning unless at a light. Too many folks playing chicken with their life and others by trying to cross oncoming traffic to make a left. This move is far too dangerous especially going from 0mph to 60mph road.
- ❖ Lights at intersections have a confusing left turn system. It should only have a "turn on green arrow ONLY sign". Too many master planned communities & retail strips with too many drivers on the road at high speeds trying to turn. The entire stretch of 290 should be 45 mph. Build frontage roads if you want to keep 290 at 60 mph
- ❖ Adding a bunch of stoplights impedes mobility. This is NOT always the answer - look at the issues at Circle Drive & Fitzhugh - two stoplights in < 1/4 mile. Backs up traffic horribly in the evening. Timing of lights is important as well. There are 3 lights within 1 mile at Nutty Brown/Belterra Village/Belterra.
- ❖ Too many light
- ❖ 1. Inconsistent left on green arrow at traffic lights. Some lights left turn yields on flashing green. Some lights left turn delayed green.
- ❖ Lights are timed badly. Example: going West bound, West Circle Dr light turns green and the light at Fitzhugh turns red. And red light runners are an issue
- ❖ I do not believe decreasing the speed limit or adding lights will increase safety - it will only add to aggressive driving.
- ❖ The traffic light at Sawyer Brown and 290 is timed too fast to stop without pushing hard on the brake while going the speed limit.
- ❖ To many traffic lights.
- ❖ Lights not being on any kind of timed structure cause frustration.
- ❖ Traffic signals slowing everything down due to mistiming
- ❖ The timing of the traffic lights had increased the average commute time, which also increases the number is drivers speeding and running red lights.
- ❖ No stop lights on the highway. Have people merge and turn around on underpasses. Make underpasses immune to congregation or encampment...
- ❖ 1. There is a new signal west of 1826 on 290. This signal should be adjusted so that it does not automatically change, but rather only when a cross traffic vehicle approaches. This same approach should be used for the new signals, especially during off peak hours, servicing the Belterra shopping center.

- ❖ Since lights are not synchronized on 290, 60mph traffic repeatedly has to stop at lights for cross traffic. Extreme driver vigilance is required throughout the corridor.
- ❖ I keep hearing rumors of a massive elevated roadway with tolls, similar to 290W from 360 to congress. ALL we need is an extra lane each direction, and lights to stop being added at every cross street. If an intersection needs a light, then build an overpass (or underpass) to allow the traffic to cross the highway and merge on. Stop adding more lights at every cross street! All that does is STOP traffic from moving.
- ❖ Need more stop lights at heavily used access roads (i.e. McGregor Road and Martin Road) .

Lighting

- ❖ Commercial lighting in places is very distracting.
- ❖ 5. I don't know who has jurisdiction, but there are several businesses which have signage and/or area lighting, which is way too powerful, making it difficult for oncoming motorists to see. For example, the businesses on both sides of 290 west of Tara Lane (Pawn Shop and Auto repair shop on north side of 290 in particular)

Right Turn Lane/Center Turn Lane/Left Turn Lane for Business Access

- ❖ Need more turn lanes to get to businesses, more stop lights at intersections
- ❖ Center turn lane,
- ❖ Center turn lane all the way from 1826 to 12.
- ❖ Needs right turn lanes
- ❖ The main issue I see every day is people turning right into businesses or roads which causes drivers behind to slow down and dart left. There are many places where there is no right hand turn lane or shoulder. I believe this could be a rather easy and simple fix to mobility and safety.
- ❖ Lack of planning access from businesses to highway - very little use of one drive for multiple businesses
- ❖ See above answer. Yellows are too short which encourages red light runners. People turn out in front of others- ingress & egress lanes would help tremendously. Please make a plan for left turns- assigned spots for U-turns, connecting shopping centers to lights, dedicated lane- I'm not sure what the answer is, but there must be a plan in place. Also, make kids go back to driving school. Why are parents who can't drive well or who did not learn to drive in Texas teaching their kids to drive? I sent mine to driving school because I know I do not know the driver's manual well enough to teach it.
- ❖ The CLT lane should be completed to the east end of Circle Drive. Currently there is no CLT lane west of Circle Drive. Go ahead and take the ROW needed. It will be more expensive later on.
- ❖ No turn lanes and speeding
- ❖ I think if they put in a curbed median all down 290 and put U-turn cut ins every so often it would help. The lights would also need left turn lanes and red arrows. You don't turn left without a green arrow and allow U-Turns. You wouldn't turn left onto 290 out of any driveways. You turn right then do a U-turn at the nearest spot. The problem I could see is people would turn right and shoot across 2 lanes to immediately try to get one of the U-turn spots
- ❖ There are too many businesses and side streets with direct access to US 290. This creates unsafe situations with vehicles entering and exiting the highway. However, we do not need more stoplights as that further contributes to congestion. We need solutions that increase traffic flow along 290 while improving safety.
- ❖ Lack of right turn lanes make the right lane dangerous.
- ❖ Turning vehicles in right lane.
- ❖ Vehicle traffic exiting from local businesses and vehicles making right turns into business's in 60 mph traffic.
- ❖ Lack of Rt turn exit road
- ❖ Lack of turn lanes
- ❖ Lane separation. Center lane is very treacherous. Vehicles making left turns across moving traffic are a real danger.
- ❖ Cars crossing traffic from businesses and from streets without lights. They are in danger as they cross traffic. Cars that speed and those that tailgate.
- ❖ Turn lanes to allow vehicles to safely turn into businesses, currently with no right turn lanes it is very unsafe since traffic is flowing at 60 mph but the car turning right is almost stopped. Install concrete

- center median barriers except for turn lanes to help reduce head-on collisions.
- ❖ Center lanes for opposing traffic are dangerous at night.
- ❖ See item 2 which said, "Center turn lanes in the few areas that do not now have them."
- ❖ Right turn access to prevent rear end collisions.
- ❖ Unsafe left turns onto 290 from any side street without a signal. Trautwein is especially bad.
- ❖ 2. There are some areas that need separate right hand turn lanes into other roads or subdivisions.
- ❖ High speed limits with multiple red lights and turn offs with no designated right turn lanes or exit lanes. Also, middle turns lanes to turn across oncoming traffic.
- ❖ turning movement lanes are non-existent, and access control to many driveways exist now and more probably coming
- ❖ Turn lanes for traffic exiting highway. People STOP to turn, causing accidents. Even at 30 -40 mph it's dangerous.
- ❖ Safety is my number 1 concern because this part of 290 is one of the most dangerous roads in the country (deaths per mile). Remove the center left turn lane of DEATH. It is unconscionable to allow such a confusing concept to exist on a road where speeds are in excess of 60mph. I don't think there is any other place on earth that allows this kind of dangerous maneuver
- ❖ Entering and exiting businesses in Cedar Valley is very precarious turning rush hours.
- ❖ Need center turn lane the entire length of 1826 to 12. Need right turn lanes into all subdivision entrances.
- ❖ Wider and more lanes are not the answer. A simple turn lane in the middle should be enough to address turning safety. More stop lights on a highway are not the answer either.
- ❖ People are merging with traffic from local street disregarding traffic speed. Left turns from middle lane causing accidents.
- ❖ One of the biggest concerns is the how allowing the left turns at any point on the hwy. The center lane is being used for not just making left turns but to travel during high traffic times causing potential head on collisions. Also, people making left turns from driveways take risk getting into the center lane.
- ❖ I have contacted the county commissioner about my concerns. The middle turn lane is a death trap.
- ❖ Make shoulders big enough to get all the way off the road when turning into all driveways off 290.
- ❖ The center lane needs to be better divided with either a real median or with at least markings denoting who can use the lane. Too many people use it as an acceleration lane or go into it way too early for a turn increasing had on collisions.
- ❖ Getting into traffic flow on 290 turning left leaving from HEB and other businesses is so dangerous.
- ❖ Make it 2 lanes right past Henley as the bottle neck through Dripping Springs and beyond is far too dangerous. No overtaking causes accidents. People use center turning lanes to overtake causing really bad accidents.
- ❖ Cars back up and need for turning lanes.
- ❖ Sometimes making left turns (in either direction) feels very dangerous.
- ❖ People turning left across traffic
- ❖ Difficulty leaving businesses making left-hand turns due to speed and the number of vehicles on 290.
- ❖ I live off 290 on Tara Lane. When I come home from work it is increasingly difficult to make a left turn into my neighborhood due to traffic heading into Austin from Dripping Spring.
- ❖ One safety problem seems to be left turns onto or off of 290 at any point where there is no light. Limited access highway with overpasses, an extension of the coming Oak Hill Parkway, would be ideal. But if that is too expensive, then a hard center divider would eliminate dangerous left turns. The major intersections would then need improved U turns to access the opposite side. Full-size shoulder lanes for right turn entrance/exit would also be helpful.
- ❖ Several areas are of concern, some include the following: Access to businesses such as McCoy's or Dry Cleaners or going Postal is difficult because there is no lane to turn off onto. Traffic is going 60+ mph and you need to slow down to zero take a right with no turn or breakdown lane. Exiting Trautwein onto 290 is very dangerous, many near misses. Several drivers run red lights and there have been several accidents at Sawyer Ranch Rd and 290. Volume of traffic out of Sawyer Ranch Rd has increased significantly takes multiple lights in the morning for drivers to get onto 290. There is no right turn lane leaving Sawyer Ranch Rd drivers get blocked if one car needs to go across to CVS or Polo Club. Accessibility out of some businesses into 60 mph traffic is very dangerous.
- ❖ There's one section with no left turn lane which makes me nervous. I wish the entire stretch had a left turn lane to add a buffer between the opposing traffic.

- ❖ Travis county portion has no center turn lane - no buffer between opposing lanes. That's nuts.
- ❖ There is no center turn lane after circle drive but before Eitel lane (across from the fox run apartments) people who are turning left going westbound create dangerous traffic situations with no turning lane forced to stop on 290 while waiting to turn. Same goes for turning left going eastbound toward Austin.
- ❖ middle turn lanes should not be allowed to be used for merging into traffic every intersection should have a dedicated lane to turn right from which is longer than 200ft
- ❖ Lack of right turn lanes.
- ❖ The allowance of left turns from businesses where another exit would allow a traffic signal protected turn
- ❖ Center turn lanes and shoulders are necessary to get on and off 290 without fear of being hit by other cars.
- ❖ The middle turn lane is insanely dangerous. We need designated turn lanes with medians.
- ❖ Far too many accidents at the entrances and intersections around developments.
- ❖ drivers do not understand how to keep the left lane for passing only and it creates safety issues by other drivers weaving in/out between cars; turning left onto 290 from anywhere without a traffic light is a true safety issue when there is moderate to heavy traffic; there is no right turn lane for drivers exiting off of 290 for most intersections - which creates sudden stoppages with drivers going 60+.
- ❖ - The 290 entrance to Fox Hills Apartments entrance (hello, there is NO TURN LANE eastbound and no turnout westbound) is a DEATH TRAP in both directions. People come to a complete halt turning left. Westbound drivers DO NOT EXPECT A VEHICLE TO BE STOPPED IN THE LEFT TRAVEL LANE. Who allowed this??? Access should be from Circle Drive ONLY since there is NO TURN LANE either direction. Sheesh.
- ❖ Folks coming on or off face fast traffic.
- ❖ Access to businesses and residential streets without a right turning lane is very dangerous when the traffic is going 60 behind and around you. Too many accidents in front of Southwest Oaks. Many people enter the center lane to turn left or right to soon because so many businesses to access and high speeds.
- ❖ Adding right turn lanes into streets and businesses would greatly help the flow of traffic in the right lane and avoid cars weaving in and out of slow and fast lane. And, please put a middle turn lane in those parts of 290 that don't have one - all in Travis County I think.
- ❖ Many entrances/exits to businesses on both sides of the road. This is no longer a typical highway since people have to turn with very little room to slow down and few turns lanes into business areas. I think it needs to be re-classified and speed addressed.
- ❖ There are no ingress and egress lanes, it's way too hard to get on 290 from local business much less cross into the middle lane then get up to speed. Too many impatient drivers dart in front of oncoming traffic, just not enough time to get up to speed and get in the flow.
- ❖ More turning lanes, with the upcoming growth additional lanes
- ❖ Unprotected left turns are creating serious safety challenges as well as delays.
- ❖ not enough right hand turn lanes especially through Cedar Valley where there are business right off the road. People jump into traffic unsafely on a daily basis.
- ❖ No right turn lanes into businesses. Need a median to stop left turns out of businesses and into businesses except at certain safe spots.
- ❖ 2. No dedicated turn lane for right turns 3. The center turn lane is hazardous - daily I see cars from both directions attempting to turn but nearly hitting one another in the center lane.
- ❖ Right hand turn lanes (so people are not turning right in moving traffic lanes) and medians with only protected left hand turns would increase safety.
- ❖ No turn-specific shoulder-lanes - you can't come to a complete stop in the right lane of a highway without it being dangerous; people shouldn't be able to turn left, crossing 290, without a turn lane; the left lane for fast cars doesn't work because there are too many cars and people just start weaving in and out; WAY too much construction and big the big trucks that go with it.
- ❖ Speed limit is too high for the area. There is no center median/divider - many of the accidents (fatal) have been from cars crossing over center line. Center lane as a shared turn lane for cars entering from both directions at 60+ mph is insanity.
- ❖ There also needs to be an access road or right turn lanes. It's very hard to stop when a vehicle in front of you turns right and you are traveling at 60mph.
- ❖ Two lane road and the speed at which cars drive. Accessible turning into communities safely.
- ❖ There are no right hand turn lanes, thus traffic in the right lane must almost completely stop for anyone turn off 290 into businesses or roads causing congestion and unsafe driving practices (last minute lane

changes or traveling in the left lane while not passing to avoid having to slow down for people turning right.) No center divide or center lane from circle drive (Graceland) to fox hill.

- ❖ Very difficult to get in and out of businesses that are off 290. Difficult to make left hand turns out of businesses.
- ❖ Business and residential access
- ❖ We would like more turn lanes into neighborhoods
- ❖ Left turn lanes
- ❖ Very difficult to turn in/out of commercial areas on 290 with such a high speed limit.
- ❖ No turning lanes, left and right, on many portions, are causing major issues.
- ❖ The center turn lane is dangerous in the areas where more than one business has driveways. Two spots come to mind...Cedar Valley and downtown Dripping (like by the Sonic and Home Depot). Too many cars going all different directions and using that center turn lane. Lots of close calls in that lane.
- ❖ Difficult to get on and off from businesses.
- ❖ Safety- center median!! Limit left hand turns and if a collision happens hopefully stop head on impacts
- ❖ People turn across traffic, making left or right turns across traffic over double yellow lines. Need bigger turn lanes and physical separators to enforce the traffic rules and avoid crashes.
- ❖ As the corridor grows, will be many more entrances adding to risk. Left turns need to be at controlled locations only.
- ❖ Difficulty making left hand turns
- ❖ Concerns regarding safety: the amount of impatient drivers making poorly timed left hand turns out of roads and driveways onto 290.
- ❖ At 60mph and many businesses along 290, with no (wide) shoulder or right turn lane, it is very scary to slow to a safe enough speed to turn right into businesses-without the fear that someone coming up from behind at a lethal speed will rear-end your vehicle. The speed limit needs to be lowered in higher density areas, as well as turn lanes added (I am specifically thinking about an area in Cedar Valley that has a row of businesses and no shoulder or turn lanes to get into said businesses). There also should be several places where a left turn across traffic is so dangerous and risky it should not be allowed.
- ❖ The biggest concern I see, besides the increase of volume of traffic between Dripping and Austin, is the middle lanes and their uses. I see too many people using the middle lane as an “acceleration lane” once the merge onto 290. This needs to be stopped as the likelihood of head-on collisions keeps going up. The other thing I have observed is people pulling out onto 290 and/or turning off of 290 without realizing they are cutting in front of traffic that is moving 60mph. I don’t think the solution is decreasing the speed limit, but awareness of the fast moving traffic.
- ❖ There are many businesses located directly off of the highway right now. Cars then enter these businesses, slowing down to 15-20mph on the highway, which is dangerous. Then cars exit these businesses and drive across the highway to turn the opposite direction. I do not believe that this highway should allow any vehicles to drive across the highway - we need some sort of divider or median. It's very unsafe as it is now with the population increasing.
- ❖ 2. When 290 was last improved, TXDOT failed to add a right turn only lane at the intersection at Sunset Canyon (in front of Baptist Church). The lack of a proper turn lane is quite confusing and hazardous.
- ❖ 6. When 290 was widened, adding a center turn lane, the arrows in the lane indicate it is OK to turn left into the business entrance immediately west of the signal at Sunset Canyon. The eastbound left turn lane should be re-painted to allow left turn only at that intersection and left turns should not be allowed going west bound on 290 immediately west of the intersection. This is a head-on collision waiting to happen. Also, those businesses entrances on the south side of 290 should be designated as right-turn only.
- ❖ No right turn lanes into business for acceleration/deceleration. People driving/passing in the center lane.
- ❖ There should be entrance and exit lanes for all business's located on 290. Having driveway entrances and exits is very unsafe.
- ❖ Turn lane safety due to speeding and inattention of drivers
- ❖ No 2 way left turn for all of 290
- ❖ Center turn lanes

Environment

- ❖ Environmental impact of watersheds. This community utilized water wells and harvests tai water.
- ❖ More development = many more cars. Huge impact on environment.
- ❖ Too many trucks spewing dangerous exhaust.

Drainage

- ❖ The drainage at HWY 290 at RR12 needs to be reworked / size increased. This area floods during heavy rains and blocks traffic and floods adjacent buildings. This should be a priority improvement.

Speed

- ❖ Speed vs increased access via new driveways. The answer is NOT continuing to allow new access and continuing to lower the speed. There needs to be an EXPRESSway.
- ❖ The volume of traffic has grown to the point that the speed limit must be lowered and laws enforced.
- ❖ Lower speed limits.
- ❖ see question 2 which said, "Possibly reduce speed for traffic, enhance and improve traffic flow."
- ❖ The speed limit needs to be considerably reduced- especially the area from Nutty Brown to Jack Brown Cleaners.
- ❖ speed limit in certain areas
- ❖ High-speed road with poor turn lanes and blind intersections without stoplights.
- ❖ Speed limits should be better marked and increased enforcement of those limits should begin. For example, west bound in the vicinity of Granada Hills the limit appears to be 45 mph. However, east bound it is marked as 55 mph. Speeding on 290 is rampant.
- ❖ Unsafe passing - Drivers at high speeds-
- ❖ See above response. Particular areas of concern. (S. View Rd/Circle Dr, Sawyer Ranch Rd. to Trautwein) Speed limit.
- ❖ Speed. Slow drivers in left lane. Large truck traffic.
- ❖ Reducing the speed will not cause an impact. I drove into Austin a few weeks ago and set my speed control at 63. At no time did I approach a vehicle where I had to slow down because someone was traveling slower than 63.
- ❖ I think there are too many stretches of 290 without stop lights and drivers can get their speed up too high.
- ❖ There are multiple fatal accidents in this corridor every year. Speeds need to be drastically reduced. This area needs a bypass.
- ❖ Posted speed is too high. Should be 55mph. Too much traffic (congestion) for current road.
- ❖ As stated in response to Q2: find a better method than the "85th Percentile" method to set speed limits.
- ❖ Speed limit and drivers running red lights.
- ❖ I try not to drive on 290. The speed limit is too high for the volume of traffic, traffic lights and driveways, roads, etc. along the road.
- ❖ Speed limits on the existing road are too high.
- ❖ The speed limit is too fast considering the growth. It's extremely dangerous to slow down to pull into businesses or pull out onto 290 and accelerate to 60 mph so quickly.
- ❖ Lower the speeds.
- ❖ The speed limit should be reduced anywhere it is 60 mph to 45 mph and consider even more safety improvements between Trautwein Rd. and Oak Hill.
- ❖ 1. Slower drivers do not stay in the right-hand lane. MANY times I am stuck behind a slow driver in the left-hand lane going at least 10 miles below the speed limit with no one in front of them, and only one car beside them going their same speed in the right lane.
- ❖ Speed limit should be reduced to 45 or 50 due to increased business and residential turns.
- ❖ Speed limit is too high - lights change and people cannot stop in time and they jump re lights.
- ❖ Speed is a huge problem on 290.
- ❖ I've lived here since the 1980s, and I commute to/from downtown Austin for work. I don't support lowering the speed limit on Highway 290. I support building medians and access roads to prevent people from turning across the highway in front of people driving the speed limit, causing fatality accidents. I also think there should be a minimum speed limit that should be enforced to keep traffic moving.

- ❖ If we have the right ways to enter and exit 290 then the speed is okay
- ❖ Cars driving slow on the inside lane (passing lane).
- ❖ Also, concern is speed and those not observing the posted speed limits.
- ❖ SPEEDING
- ❖ The speed limit is too high for the number of stop lights and driveways (residential and commercial) that are on 290. It's no longer a highway in this area and should not be called such. "Highway" gives an expectation for speed, and so many businesses where drivers turn makes following left lane passing rules impractical. 60mph becomes 65mph+ and people rush to make lights and cannot safely enter traffic without a light. Wrecks are so frequent at 290 and Sawyer Ranch Road... There are already 2 schools on Sawyer Ranch with more in the works going in on Sawyer Ranch and Darden Hill. This intersection is only going to get busier.
- ❖ Highway speeds with lights are a recipe for disaster. My children were hit at 290 and 1826 because an RV traveling at highway speeds couldn't stop in time for the red light.
- ❖ Too many accidents and speeding
- ❖ The speed limit is too fast now that there are so many businesses and subdivisions are along the road. So many entering and exiting without stop lights from and into 70 mph traffic.
- ❖ 1. Unsafe speed limits. Residents of neighborhoods in the study zone (e.g., folks who access US 290 from Ledgestone Terrace & Rim Rock Trail-Travis Co., Trautwein Road-Hays Co.) can't safely access US 290 because of heavy traffic barreling at them from both directions.
- ❖ I don't advocate lowering the speed limit - its people not paying attention as they drive. Nothing that this study will do to solve that problem.
- ❖ The speed limit is too high for an area that has surrounding homes and businesses. I've seen way too many accidents, and close calls, in the past 3 years. Specifically, by individuals trying to enter 290.
- ❖ Please do not lower the speed limit.
- ❖ Lower speed limit or possibly build medians.
- ❖ The current speed limit of 60mph seems a bit high making it very difficult and scary to access 290 from side streets and business without the use of traffic lights. Also, school buses stopping directly on 290 to pick up and drop off children seems insanely dangerous. By the time approaching cars reach where the traffic has stopped for the bus, it seems everyone is slamming on their brakes to also get stopped. With such a high speed limit, it seems like a multi-car pileup waiting to happen and children exiting or entering the bus on the side of the road getting severely injured.
- ❖ Also reduce speed to 55 from Nutty Brown to the Y
- ❖ Speed
- ❖ The speed limit is too high
- ❖ Dangerous roads and high speeds. There are too many accidents and loss of life that can be prevented with better highway speeds and patrol.
- ❖ The speed limit is too high on 290 between 12 and Circle Drive
- ❖ Please don't lower speed limit, this will make travelling this corridor much worse. I think your study will find most accidents would not be reduced with a lower speed limit
- ❖ There should be a warning sign on westbound 290 that the speed is going to drop to 45 mph. Many people don't realize that.
- ❖ Merging traffic from businesses takes too long to reach hwy speed.
- ❖ I feel that the speed limit is too high for the amount of traffic and unprotected turns in this area. There are equal if not a higher population than in the town of Dripping Springs that are turning in and out onto a 60 mph road. In town the speed limit is 45.
- ❖ Speed limit needs to be reduced
- ❖ Reduce speed limits east and west of the Nutty Brown intersections due to people entering and exiting businesses along 290.
- ❖ Lower 60mph speed limit to 55mph.
- ❖ The speed limit is too high - at 60mph, most are going 65-70mph. A quote in an article about an accident stated the speed limit was 55mph. They need to be better informed. Also, the lights should not have unprotected turns. It seems a lot of people are trying to beat the light or the next car by being able to turn left on green or flashing yellow. Once the green left turn arrow is done it should be red until the next turn.
- ❖ Lower speed limits through Cedar Valley.
- ❖ Speed limit reduced or must turn in arrows only from traffic lights.

- ❖ The speed limit is too high for the traffic levels and no shoulders in some areas to pull over for emergency vehicles or avoid an accident.
- ❖ Number of accidents and injuries. Speed limit is too high for areas with increased traffic due to development.
- ❖ Speed limit
- ❖ In the name of “safety” 290 from RM 1826 to RM 12 has seen more lights put up and heavy police presence ticketing speeders. This creates artificial clusters of vehicles which ultimately make the roadway more dangerous. By allowing traffic to actually flow we’d likely see increased throughput on the existing roadway with fewer instances of driver frustration, road rage, and likely accidents. Raise the speed limit rather than artificially suppressing it from the true 85th percentile and enforce “stay right” laws.
- ❖ 3 big issues: #1 large loads, lots of oversized or large loads move through this area and despite it being 4 (to 5) lanes, traffic can back up for MILES when they do. #2. traffic lights vs. speed, those big heavy rock haulers? they run the red lights ALL the dang time. At 60 MPH (and lets be honest, most of them will do 65-70) it's hard to stop with my passenger vehicle when the light turns yellow but will be red before I'm through the intersection, and the dump trucks, cement trucks and rock haulers don't even try. And it's hard to start, so esp. in areas where there are 2 or 3 traffic lights in a cluster, traffic gets very backed up and slowed as soon as there's one in each lane, which brings me to
- ❖ Speed limit is too low.
- ❖ Prospect of a lower speed limit is wrong.
- ❖ Speed limit is too high, and it is difficult for residents along the 290W corridor to enter the highway.
- ❖ Vehicles turning onto 290 is dangerous when traffic is moving 60 mph. Slower local traffic is affecting commute times for people coming to/from Austin.
- ❖ Speed on the entire stretch should be reduced.
- ❖ Speeds are too fast. Too much traffic for capacity. Long lines of traffic can develop quickly.
- ❖ High speed limit in sections with several turns from businesses and residential streets or driveways with too few lights. Many areas have the possibility of cars getting into the turn lane from opposite directions.
- ❖ 6. There has been a lot of talk about reducing the speed limit in this corridor. I am not expert in such matters, but I hope that such a reduction is being given a careful review. Over time, traffic counts will continue to go up, and it might be safer to reduce the speed limit uniformly rather than allow a defacto reduction to occur, causing some drivers to drive more aggressively because the posted limit is too high to accommodate the safe flow, but they think they are entitled to the higher (posted) speed.
- ❖ Reduced speed at the Belterra retail village area.
- ❖ Reducing the speed limit to 50 could help with reducing the severity of the accidents, there is too much traffic to be 60 mph.
- ❖ Need to lower speed limit...many using turn lanes to pass vehicles
- ❖ There needs to be a lower speed limit. There are few shoulders and few turn lanes.
- ❖ Current speed limits don't allow for sufficient stopping times when lights change, resulting in yellow lights turning too quickly into red.

Safety

- ❖ Cars need to safely exit and enter onto the highway. Median needed. Lanes should not be crossed. Turning only at red lights when turn is allowed.
- ❖ This segment of US 290 has frequent traffic fatalities. To improve safety, left turns should be restricted to intersections with protected lefts only. A barrier in the center of US 290 would save lives by preventing vehicles from crossing or drifting into oncoming traffic.
- ❖ Shoulders are narrow, or non-existent -
- ❖ Santa Fe, New Mexico has interesting solutions to suicide lane accidents. See Cerrillos Road, Santa Fe.
- ❖ I travel this path multiple times a day and it’s absolutely terrifying. I’m afraid of distracted drivers, excessive speed, and potential for others crossing the middle line (into oncoming traffics). When my children are with me, I often take longer routes to avoid 290. Especially at Sawyer Ranch Road - I don’t know exactly why it’s so bad there, but those accidents are the stuff of nightmares!
- ❖ The number of accidents and deaths on this stretch of Hwy. 290
- ❖ School bus safety; steep driveways in a few areas impede safe ingress/egress; look at a Parmer Lane style design vs full controlled access which would adversely impact businesses.

- ❖ I've traveled this road for nearly 13 years and it has become the most unsafe highway I have ever driven. I'm scared to drive on 290 and try to avoid it at all costs.
- ❖ This area is very dangerous with multiple fatalities
- ❖ It's way too dangerous to drive. I avoid it when possible.
- ❖ It's overcrowded with too many access points. Aggressive drivers make right turns on red to turn onto east bound 290 is causing near misses that don't get recorded
- ❖ Safe access on and off of 290
- ❖ Distracted drivers on phones. Highway surfaces not properly maintained for changes in elevation, especially during high rains, causing accidents.
- ❖ Again, it's not speed, it's distracted drivers as much as speed. Texting, not paying attention. Be careful about helping businesses to the point you're not helping citizens.
- ❖ The road is extremely unsafe. But speeding is NOT the main problem. The problems are people running red lights, people making right turns without using the shoulder to decelerate, people failing to use turn signals, and driving slowly in the left lane. When the road was resurfaced a couple years ago, why didn't the resurfacing extend to the full width of the old shoulder. It looks like someone decided to save money by leaving out a roll of blacktop. That full shoulder is crucial to right turn deceleration.
- ❖ Widen shoulders so there is enough room for a car to pull to the side that is turning
- ❖ It's a terribly dangerous road because of the combination of no median, high speeds and access points every few feet.
- ❖ Current concerns regarding the safety and mobility on US 290 include improving traffic conditions.
- ❖ with the increased traffic and intersections with stoplights vs an actual freeway, terrible accidents happen
- ❖ Turn in/driveways every 50 feet. Speed limit is too high. Too little patrol/too many unsafe drivers.
- ❖ Very dense traffic, high speeds and blind turns. Low visibility at night. Many accidents.
- ❖ 1). Safety 2). Traffic flow 3). Needs to be a freeway
- ❖ Head to head collisions. Safety is a HUGE issue.
- ❖ Have seen an uptick in accidents, especially severe ones, along this corridor. Don't know if it is due to more distracted drivers, more business access to highway or just more speed.
- ❖ High speed limits coupled with unprotected turns across traffic in several spots along the corridor greatly diminish safety. We just moved to the area and we've heard about more accidents and fatalities than is reasonable (not that any number is reasonable, but this is beyond the pale). Many people in this area, including us, avoid 290 unless it's absolutely necessary. I hate feeling scared any time our family, which includes young kids, travels somewhere on this stretch of road. Yes, accidents happen everywhere, but it is reprehensible to have the data we have about 290 and continue to delay action to make passage safer.
- ❖ Entire corridor is currently accident prone and thus dangerous for drivers as well as for the residents.
- ❖ Shoulder is small, it's tough to turn in and out of businesses along the route because cars are driving fast and it's a hill.
- ❖ It is very dangerous to turn left across traffic on 290. Because of the high rate of speed and because drivers do not obey signals, 290 is very hazardous.
- ❖ excessive amount of accidents on that stretch of road
- ❖ Excessive speeds, no buffer zones and no shoulders
- ❖ Streetlight. Vehicles entering and exiting 290. Cars going below speed limit Number of vehicles. The middle turn lane used as a merge or passing lane.
- ❖ Cars driving too fast, unsafe turning lanes, lack of barrier between east and west lanes
- ❖ Motorists need to be very careful when entering HWY 290 from side roads.
- ❖ Traffic is so dangerous!
- ❖ It's really all about safety of a major highway with 60 mph limit having an extremely high number of driveways along both sides. Cars making questionable left turns in front of and cars pulling out of driveways into 60 mph traffic. It's insane and fatalities are happening.
- ❖ High number of crashes and fatalities. Distracted driving. Extremely long commutes despite short distances.
- ❖ It will never be safe as long as there are hundreds of individual driveways feeding onto the highway, school buses stopping in a lane of traffic on a US highway (criminally stupid), and stoplights every couple of miles that are hidden by hills and curves. Putting in more lights and lowering speed limits only causes more traffic backup through the area. A driver not familiar with the bizarre setup is likely to be surprised

- ❖ to top a hill at 60 mph and see a long line of cars stopped at a red light in the lane ahead.
- ❖ Right turns on red should not be allowed onto hwy 290. Similarly, ONLY left turns on a solid green arrow should be allowed. I have lived in the area for 12 years and have seen MULTIPLE incidents where people almost got wiped out doing these types of turns.
- ❖ 7. There has also been much discussion about the directive to stay in the right hand lane and use the inside lane for passing only. I think that policy is totally unworkable given the number of cars on this stretch of road. A policy of "slower traffic keep to the right" would be much more prudent. We should all be able to use both lanes at will to keep traffic moving optimally. Thank you for your consideration. You have an awesome responsibility and are doing a fine job.
- ❖ I try to avoid it. Ugly, too fast, unsafe
- ❖ Narrow lanes and aggressive drivers.
- ❖ Our elderly in this community need to be easily accessed by the emergency medical systems. (area marked on map west of S. View Rd and south of US 290) One of our neighbors literally aged out this past spring. One gentleman has had several heart attacks. The other gentleman on the other side of me is severely diabetic. Both are well into their 70's. For an emergency vehicle to drive 5 miles out of the way to get to us when they are presently literally across the street a mile or so away, is just wrong.

Mobility

- ❖ 2. Combination of commuter and commercial traffic on a road that really isn't able to accommodate the increase in both types of traffic
- ❖ The current highway design was likely meant for a smaller volume of traffic than is currently happening. The highway has become a major corridor for traffic moving west from Austin. That traffic expects a high speed unencumbered highway. Thus, they use this stretch of road as if it were a freeway. However, the highway runs through residential areas and small town business, which require a slower more careful traffic corridor. The number of serious accidents has increased dramatically because of the conflict in needs.
- ❖ Want better traffic flow
- ❖ Mobility is by far the biggest issue on this stretch of highway. Safety is not a major concern - with the exception of one or two weather-related accidents caused by slick roads, every accident in the last 15 years could be prevented by drivers being aware of their surroundings. Increasing traffic and an increasing number of independently-timed traffic signals have drastically increased commute time from dripping to Austin and back.
- ❖ Speed is not the true safety concern here. Distracted driving is the real safety problem. An increase in streetlights or a reduction in allowed speed will turn the area into a residential street. This is a highway that transports the majority of working residents in the area into Austin and is the only highway between Austin and Dripping Springs. Less stoplights, a center median, and increased lanes where possible will be an actual step towards a realistic future.
- ❖ Increase flow and safety without sacrificing mobility or speed limit
- ❖ My concern is that there are SO many new ingress/egress points granted. With the number of traffic lights between RR12 and RM1826, we get large bunches of vehicles being released at one time from any given light. Those trying to get out from a side street with no light, often take chances just to get on to 290 because they have to wait so long for traffic to clear. Also, the continued use of the left lane by those not passing other cars is maddening. I seldom am able to get anywhere without encountering the person who "is going the speed limit and you all should too" attitude in the left lane.
- ❖ The time it takes to reach Austin has increased year after year. In that same time, more cars are on the road and more lights are installed. A more direct path to Austin would help those majority of cars that just want to get to work in the morning and home in the evening. Many of us have been here since there was no light in Dripping Springs. Adding more stops and decreasing speeds just adds more frustrated drivers. More time on the road also adds more distracted driving. If you have 3 hours on the road daily, you are going to call/eat/get distracted more easily due to the sheer amount of time you no longer have available at home due to your commute. Hopping on the toll lanes does not increase accidents because you just basically fly home. Plus, you are going at speeds that do not allow for any distraction. I would pay extra for my whole family to use a dedicated toll lane to get into Austin because I feel it would be safer.

Trautwein intersection, Sawyer Ranch Rd intersection, and others

- ❖ I feel there should be a no right turn on red at 1826 and 290.
- ❖ 1. Eitel Lane provides one of only two exits from Geneva Estates neighborhood. When turning right onto Eitel from westbound 290 now, there is very little room to pull out of the way of 60 mph traffic. The paved shoulder is too narrow and rough to allow turning traffic to move out of through lanes. Can a right-turn lane, paved, be added at that point?
- ❖ 1. Intersection at 290 & 12 has traffic flow issues and drainage issues that lead to unsafe driving conditions
- ❖ See comment #2 regarding Sawyer Ranch Road & Trautwein, Heritage Oaks & Polo Club. Comment 2 read : Improve road hazards: -Sawyer Road intersection -Trautwein intersection -Polo Club needs a light -Heritage Oak needs a right turn lane from 290 onto Heritage Oaks What are you going to do with traffic at 290 & 12? Traffic will be speeding to a stop and then hit the 45 mph at the light at 290 & 12. People will not be happy.”
- ❖ Sawyer Ranch 290 intersection is very dangerous. Crashes occur weekly. Also, left turns across 70 mph traffic are a free for all and create particularly deadly T-bone impact collisions for riders.
- ❖ Circle drive turnout timing and line up pull out size is too small and too short during rush hour. At 290/12 from Wimberly turnout to get to high school too short and the mercer turnouts onto 12 then onto 290 not long enough to prevent traffic snarl at 290/12. Time for flyovers????
- ❖ need a light at Trautwein and 290
- ❖ 290/Trautwein - incredibly steep grade turn in/out from Trautwein, it's apparently illegal to turn left onto the middle lane but the speeds are way too dangerous and traffic way too congested for someone to turn across three lanes into oncoming traffic. Need a right turn (protected) lane, need a right turn (egress) protected lane. Too much traffic for a small country road.
- ❖ Trautwein and 290 intersection is dangerous without a light and dedicated turn lane
- ❖ 290 at Trautwein is dangerous
- ❖ Numerous accidents at US 290 and Sawyer Ranch Road. That intersection in particular needs study
- ❖ Traffic exiting Trautwein (coming South) and heading East on Hwy 290. As traffic on 290 increases, this maneuver is becoming increasingly dangerous.
- ❖ Where Trautwein meets 290 is so incredibly dangerous with multiple fatalities already. The grade is dangerous, as well as playing Frogger as we try to go left on 290.
- ❖ Traffic light should be placed in Trautwein Road and 290. Actually, additional lights such as in the Cedar Valley area.
- ❖ The intersection of 290 and Trautwein Rd also known as Hays County Road 185 needs improvement. It needs a light pole at the intersection for better visibility at night. A stop light would be very helpful along with a full turning lane off of 290 onto Trautwein. Also, on Trautwein getting on to 290 a right turn lane and a left turn lane would help.
- ❖ Trautwein intersection with 290. Needs stop light and re-grading of slope.
- ❖ The intersection at Trautwein and 290.
- ❖ A light at Trautwein and 290.
- ❖ Desperately need turning lanes and a light at Trautwein
- ❖ We need a light at Trautwein and 290. Every morning is a near death experience if you are turning left (east).
- ❖ Access on and off Trautwein from 290 is very dangerous. Please improve the Trautwein intersection for traffic flow and safety
- ❖ Trautwein is very dangerous. Lots of traffic turns there daily. Needs a light. And that crazy hill at the stop sign is ridiculous,
- ❖ I have to turn left off Trautwein onto 290 during rush hour from my neighborhood, crossing multiple lanes of traffic. With the high speed limits, it's treacherous every time. We need lower speed limits or turning lanes near busy intersections.
- ❖ Traffic trying to enter 290 from the north or south must cross oncoming traffic if they want to turn left. Many near misses, drivers get frustrated and enter the center turn lane - not good!
- ❖ Traffic light is needed at 290 & Derecho Drive and restricted ingress/egress to businesses adjacent to that intersection.
- ❖ The portion between the Circle Drive intersection close to Austin (near / at the Waldorf school) and about one more mile out towards Dripping has far too many accidents which just do not make any sense - needs to be studied AND at the same Circle Drive traffic light – traffic inbound to Austin at 3:00 to

4:00 is a scary thing - those self-righteous idiots from the Waldorf school pick up their kids and pull out from the red lights in front of highway traffic making a right turn .. they simply DO NOT CARE ... inbound traffic freaks out - slamming on the brakes and swerving to avoid ... A SOLUTION is to change that light to a NO RIGHT TURN ON RED ,, that might have an effect on these careless drivers

- ❖ The left hand turn lane for Tara Lane for traffic travelling west on 290 is too short. The presence of a school at Southview Rd (Waldorf School) has exacerbated morning traffic into the Ashley Oaks neighborhood via Tara Lane for drop off and pick up through a lot owned by Waldorf School in the Ashley Oaks neighborhood. Between the hours 7am-8am, and 3pm-4pm this intersection receives traffic load assigned to commercial properties.
- ❖ Tara Lane. Circle Drive to Tara lane has no median and a very short turn lane heading west. Heading East, there is no median to turn right in Tara.
- ❖ We live on Rugged Earth Drive, which is close to 290. The business growth that has taken place near the 290/Sawyer Ranch Road intersection has had negative effect on the street (ugly water drainage cement installed, flooding, mud and trash run off from recent construction). The most recently rejected proposal to install another gas station on the intersection was concerning, since it would have added additional traffic to that already busy intersection to add yet another gas station within site of 2 others. The traffic continues to increase with the new school. I ask for a more proactive approach to the development of the 290/Sawyer Ranch road intersection corner that has yet to be developed. That includes considering what might benefit the community, but not significantly increase the traffic on that corner. This is an increasingly dangerous area, especially for young drivers.
- ❖ The intersection at 290 and Sawyer Ranch Road needs to be studied and a complete redo is in order. The access points are over taxed and it is very dangerous
- ❖ Current restrictions in Belterra Village cause people to make "use of U-turn" since no left can be taken. With the signal structure at Nutty Brown/Belterra Drive and at Ledgestone, there is plenty of time to make left. Since you shouldn't, many are either doing it or making right then immediate U-turn. Left hand turn on green should be added to these intersections that don't have also
- ❖ 1. The Fitzhugh road to Circle Dr (west) 290 intersections. Road is crumbling & current repairs on 290 are unacceptable. Need a turn Kant into Fitzhugh, westbound on 290. The Fitzhugh road connection to 290 is a terrible, 1 lane-ish mess
- ❖ There needs to be a protected arrow for all turns into or off of 290 in this area. For example, cars during left out of the Ledgestone neighborhood or from Belterra Village only have a green light and it's a blind turn with the hill on the opposite side.
- ❖ Hwy 290 between 1826 and RR12 is no longer a "highway". It cannot handle "highway speeds" of 60 MPH. due to number of stop lights. It should be treated as a boulevard/parkway with a median and significantly reduced speeds(think 45 MPH). As stated above: Why are there so many wrecks at Sawyer Ranch Road and 290? Visibility is an issue at this intersection along with speed and poorly timed lights. Many people run red lights at this intersection because they are going too fast to be able to stop in time. Left turning cars have difficulty seeing oncoming cars due to lane placement. Right turning cars also have visibility issues due to lane placement(can't see around oncoming cars/cars in turn lanes and think the lane is clear). How many more people have to be killed or injured before a change is made to this intersection?
- ❖ Intersection of 290 and Sawyer Ranch road is a disaster for some reason. I would say left turn on green arrow ONLY (before oncoming traffic has a green). Many deaths and accidents at this intersection.
- ❖ The intersection of 290 and Sawyer Ranch Road is very dangerous and multiple accidents happen there. It would be great if safety improvements could be made.
- ❖ Intersection at Sawyer Ranch Road needs attention also to reduce the number of wrecks.
- ❖ People attempting to make the light and others turning is cause for rethinking the traffic light pattern. There should be no turns on red and only lefts on green arrows! This is for sawyer ranch and 290.
- ❖ intersection of Circle Drive / Southview / 290 needs help! Needs a right turn lane to Circle Drive from 290, and from Circle Drive to 290 westbound. The line of cars on Circle Drive in rush hour can be 30 deep, prompting people to enter 290 at uncontrolled and dangerous locations.
- ❖ Intersection of Trautwein and 290--grade too steep, need light.
- ❖ The Y at 71 and 290 is terrible, and always backed up. However, the problem goes East of William Canon to the U turn lane just past Patton Ranch road. Traffic cannot flow until this light is removed or turned into a flyover or underpass. Having 100 cars stop at a red for four to do a U-turn is the main problem with this entire bottleneck. Once you pass William Cannon, it should flow straight into an

expressway.

- ❖ Intersection of Sawyer Ranch Road and 290.
- ❖ Light at 290 and Belterra. People coming from east turn left into Belterra at the same time east bound traffic turning into Ledgestone near old Trudy's nearing come head on several times. How can this be fixed?
- ❖ 3. The grade level and lighting at Trautwein and 290 is extremely hazardous. Someday someone is literally going to sail out into the intersection, and a heavy price will be paid for not upgrading this intersection.
- ❖ 4. I live near the intersection of Sunset Canyon (north) and 290. That signal is sluggish and sometimes WILL NOT change, preventing motorists from making a left turn heading east onto 290. I have seen motorists get so impatient they have run the red light. Others have chosen to make a right turn on red and then make a U-turn a ways down the road. Either way, an unacceptable circumstance.
- ❖ Accidents 290 @ Sawyer Ranch.

Law Enforcement

- ❖ Look at law enforcement at areas where speed limits decrease
- ❖ Many traffic accidents because drivers run red lights many times.
- ❖ Highway should not be completely shut down to traffic during a fatality investigation period. Divert traffic well before the accident scene for detours or use other parts of the highway (opposing lanes, shoulders, center lane) to move traffic DURING the investigation. Even better would be to reduce the time road is closed. Use drones to photograph and mark the scene. Surely the process can make use of technology to speed up the investigation while still getting all the necessary information for the report.
- ❖ More police patrols to catch aggressive drivers.
- ❖ Enforcement is key to safety for all drivers. Heavy trucks are going to be on 290 more and more. A plan to be able to get them pulled over by a Commercial truck enforcement officer unit will be challenging but needed.
- ❖ Too many speeders
- ❖ Laws not enforced: driving, not passing in the left lane; tailgating, speeding
- ❖ Distracted drivers, excessive speed
- ❖ Distracted driving (texting, etc.). Start giving tickets.
- ❖ Police should ticket slow drivers who are in the left lane
- ❖ Speed limits being observed.
- ❖ Issues with people driving too slow in the fast lane.
- ❖ Cell Phones- save lots of money by focusing on passing laws which prohibit use of cell phones whilst driving. Every time I pass a car which has done something stupid, or question why the vehicle in front of me is unable to maintain their lane, or a vehicle is going below the posted speed limit and cruising in the left lane, as I look over the driver is ALWAYS with one hand on wheel and the other holding their cell phone with their eyes fixated on their phone and NOT the road or vehicles around them. SAVE MONEY, SAVE LIVES- BAN CELL PHONE use whilst driving!
- ❖ People running red lights. Add cameras and issue tickets with photographic proof.
- ❖ Many cars and large trucks are driving well above the speed limits.
- ❖ Speed, passing in designated passing lanes and tailgating
- ❖ Speeding and distracted drivers is one of the biggest problems. A lack of police patrol. Reduce speed.
- ❖ Speeders and red light runners.
- ❖ Speedy and running red lights.
- ❖ Inattentive / distracted driving, people impeding flow of traffic
- ❖ I have personally witnessed drivers running lights on numerous occasions at 290/Sawyer Ranch Rd; 290/Belterra; 290/Fitzhugh; 290/ Circle Drive.
- ❖ -"Left lane is for passing only" law is NEVER enforced on 290.
- ❖ Drivers go too fast and are often distracted by texting
- ❖ Red light runners!
- ❖ The speed limit is not observed by many. I see people driving faster than my speed of 60 mph every day. People also need a refresher on right of way turn rules and reminders to use their turn signals. I live in Heritage Oaks, and when I cross highway 290 into Belterra, I am usually cut off by a driver turning onto 290 who does not realize that a lack of turn signal implies a driver is going straight and has the right of

way.

- ❖ Semis, rock haulers, dump trucks, etc...speeding, running red lights...on an EVERY day basis.
- ❖ Not enough police presence to deter speeding
- ❖ Law enforcement should do a better job of ticketing road hogs in the left lane blocking traffic. Plus, extra effort should be done in Cedar Valley area for traffic pulling out from businesses.
- ❖ People do not seem to be the least bit concerned about using their phones on our roadways. I truly thought that we would be in a safer place after texting/phone use was prohibited. Red lights are run on a continuous basis. Not sure that we could hire enough police to monitor our roads! I
- ❖ Excessive speed due to lack of law enforcement; people running red lights due to lack of law enforcement; distracted driving ; lack of planned growth
- ❖ There are a lot of traffic lights on Hwy. 290 the problem is when the light turns red drivers do not even attempt to stop and run the red light.
- ❖ Need for more regular and consistent law enforcement, from early morning until late evening.
- ❖ Install cameras at lights to capture speeding and light runners.
- ❖ - Excessive distracted driving - Unnecessary and inappropriate use of the passing lane impeding efficient flow of traffic -
- ❖ Too many accidents. Police presence might be beneficial, cars and construction trucks running red lights.
- ❖ Lack of law enforcement
- ❖ Road is unsafe in current condition. On one hand you have individual drivers enforcing the speed limit by blocking lanes, on the other, you have speeding drivers making illegal passes to get around those blocking the lanes. Both are illegal.
- ❖ There are a lot of fools on that stretch who think that their agenda trumps everyone else's. We need enforcement.
- ❖ Running the red lights is the main cause of the accidents. It's not the 60 mph speed limit that some would lead you to believe.
- ❖ More law enforcement presence
- ❖ I've personally seen 15-20 18 wheelers run red lights at full speed at Nutty Brown and Sawyer Ranch Road over the past 8 years. Luckily nobody was hurt in those cases. Imagine how often it happens when I'm NOT at the intersection? Very, very dangerous.
- ❖ Red light running
- ❖ People drive slow in the left lane, which is for passing. There are also too many people on their cell phones. Please do something about left lane drivers and cell phones.
- ❖ Too many people driving slow in the left lane.
- ❖ Distracted driver and drivers not following traffic laws, slow traffic must keep right however it seems slow drivers are impeding the left lane.
- ❖ There are already too many huge trucks, and they don't pay any attention to the signs about keeping right or the stop lights. Most of them have nothing to do with THIS area, they're just going through. On top of that you have all kinds of crazies who weave in and out of traffic constantly.
- ❖ I don't see a lot of highway patrol. If they were more visible, I think that would stop people from speeding.
- ❖ Distracted driving
- ❖ #3 Large commercial trucks in the left lane. There are sooo many access points and stop lights, and nearly no enforcement on the big guys, so they just hang out in the left lane, which means a week doesn't go by when I don't see and idiot swerve into the center turning lane to pass one or weave in and out of cars on the right and left to get away from the clumps that form at every traffic light.
- ❖ Too many cars failing to use blinkers.
- ❖ Amount of traffic has gone up exponentially. I DO NOT THINK speed is the issue. The biggest problem to safety is distracted drivers. The ones who are texting, etc. are a problem. Additionally, all the drivers from out of state don't seem to have a clue what they are doing.
- ❖ People driving too fast, but even worse might be people pulling out from private driveways and businesses in front of oncoming traffic. Also, people using the center turn lane as some intermediate entrance lane, rolling along for hundreds of feet.
- ❖ Left lane slow drivers causing obstructive traffic patterns.
- ❖ Lots of accidents on US290 near Belterra, mostly because the drivers are going too fast or not following the rules
- ❖ Slower traffic not getting out of left lane major problem.

- ❖ Any accident will back up or stop traffic for several miles.
- ❖ Speed limit & citizens running red lights
- ❖ Speeding needs to be monitored on 1826. If you drive within the speed limit, drivers will tailgate or try to pass .
- ❖ People drive too fast. People are still texting and driving without consequences.
- ❖ Too many accidents due to speeding and realization that the area is growing, it's not the Dripping Springs of the 80's any longer

Development

- ❖ From Circle Drive to the west, within Travis County, the area is in the city of Austin's 2-mile & 5-mile ETJ. These areas are located within the Barton Creek Zone with a maximum allowable impervious cover of 25%. For this reason, I do not believe you will ever have a development density that generates high traffic contributions to the traffic volumes. In other words, the traffic volume is generated in Hays County to the west and east of Circle Drive to the east. Between these two (2) areas Highway 290 will likely be a "through" corridor, not contributing a lot to the traffic volume.
- ❖ Concerned mainly about the entrance to Belterra and the new traffic there.
- ❖ Too congested and we keep building apartments and housing developments so it will only get worse!
- ❖ Our biggest concern with proposed new streets we've seen is that it appears there is a desire to use neighborhood/community streets to connect these new roads, specifically Blue Ridge Dr. to connect RR 12 to a newly proposed road on the east. One of the biggest reasons people buy homes in Dripping Springs is for the remoteness and calmness. If our neighborhood streets become through streets, our lives and our kids' lives will be put in danger and we have no doubt children will be killed by traffic. The streets and neighborhoods were not designed to handle such traffic - mailboxes, homes, etc. were built very close or right on the edge of the street.
- ❖ Limit access to 290 from commercial developments to reduce number of intersections.
- ❖ Number of new traffic lights being installed as developments increase. Just more options for distracted drivers to blow through as they are on their phones
- ❖ Also, it mentions business development above, there's too many businesses as it is. There are so many extra cars going on or off the road at all sorts of spots and you just can't see some of them clearly enough. And so many little storage places that have U-hauls (which is bad enough in itself, college kids who don't know how to drive big trucks in huge rentals is asking for trouble) coming on or going off in curves and around hills, you can't see that on a flat map! but those hills are blind and a real problem. Frankly most of the deaths happen in the places with 5 lanes so that center turn lane doesn't help all that much.

Capacity/Growth

- ❖ Induced demand is the result if widening highways.
- ❖ The number of vehicles which travel thru or commute to Austin has more than tripled since moving to Austin in 2006. My family and I travel west from Austin via 290 thru Dripping Springs and at time fear for our lives. the normal lanes, no divided medium to protect from oncoming traffic and the volume of traffic.
- ❖ How is increasing traffic going to be accommodated?
- ❖ I grew up in Oak hill and now live in driftwood and go into Dripping Springs often and sometimes take 290 to work in Austin. 290 has always been dangerous. With increased traffic in these areas that will not change unless we can get more people off the roads. The traffic on 1826 (I drive it every day going to my job at TxDOT) is also a dangerous road as is 150 (150 is the worse!) If 290 gets improved & with the massive new developments going in at 1826 & 150 the increase in traffic on the deadly roads will increase. 1826 & 150 need to be addressed before adding to 290. Otherwise we will be encouraging more commuters to take 290 from these roads and they will become even more dangerous to us all. Must plan for the growth that is happening in those rural areas and how to get them to the highways safely, not addressing them will just cause more issues in the future.
- ❖ Expand to freeway to accommodate current and future growth
- ❖ Because of the traffic congestion, people are driving unsafely because they are under pressure to get to work on time, get their kids to school on time, etc. Expansion of the roads will eliminate some of the

aggressive driving that we see due to the crowded roads.

- ❖ Inability to handle the ever-increasing traffic - especially the Oak Hill choke point.

Other

- ❖ I live at 8703 Hwy. 290 W, we need easy access for ambulances and fire trucks. We have had ambulances here twice.
- ❖ The amount of panhandling that is going on in an already congested and dangerous area.
- ❖ already addressed above
- ❖ Build the damn freeway!!
- ❖ 1. No alternate routes around dripping springs. 2. If lights malfunction, back up on RR12 from Wimberley adds time to driving time. 3. Need light at 1826 and 150. Fridays tend to back up the worst for drivers trying to turn into 150 from 1826. Sat in line up to 20 minutes trying to get through. (2)
- ❖ I'm concerned about the massive highway that has been designed to go by El Rey Blvd. How many lanes will it have in total? It's insane.
- ❖ With the road running East/west sunrise and sunset makes it difficult to see overhead traffic signals
- ❖ Children
- ❖ Road is too narrow in at least 1 location.
- ❖ Travis county part needs better road maintenance and cleaning along road needs to match Hays part. Wider roadsides and mowing upkeep. This is a major route for traveler into Austin, it should be more presentable.
- ❖ Digital signs are needed to improve communication with drivers. This is needed more than law enforcement presence. Because of the uniqueness of this corridor, accidents in either direction can leave drivers stranded with no alternate routes or related information. Dynamic digital signs would help especially if placed at locations where cars could "stage" or in advance of alternate routes. This should/would also be helpful for wildfire evacuations. Digital signs must be included as part of any corridor upgrade.
- ❖ Fix ranch road 12 not the road between 12 and 1826
- ❖ Western Route at sunset during particular times of the year is blinded by the sun setting straight ahead.
- ❖ None. It is fine for the traffic on it.
- ❖ Not enough alternate routes when traffic is backing up.
- ❖ Read my comprehensive response to question # 2.
- ❖ The more you widen it, the more traffic it creates.
- ❖ The limits of the improvements should be extended through or around Dripping Springs.
- ❖ The road surface is very slick when wet.

QUESTION 4: (386 responses)

Given the entire US 290 study area extends from FM 1826 to RM 12, are there specific areas you feel attention should be focused?

384 responses to this question were received. Many comments that made multiple points are split up into the following headings.

Specific Area Responses (that don't fit into following categories)

- ❖ Must go west beyond 290 & RM 12. E. bound traffic is a contributing factor.
- ❖ Need freeway pat Henley
- ❖ While I feel the entire study area needs to be upgraded, the portion from Belterra to Oak Hill is in the greatest need of additional capacity and safety improvements.
- ❖ Sight distance (from west end of Circle Drive intersection looking back to east); substandard vertical curves;
- ❖ Thru Belterra is a "nightmare"! Need over passes thru many of these major intersections including Nutty Brown Road.
- ❖ Planning for a bypass of Dripping Spring should be #1 priority
- ❖ Bel Terra is a huge community and traffic control there should be a main focus.
- ❖ Coming into Dripping Springs.

- ❖ Between nutty brown and sunset canyon
- ❖ From circle drive west to Sawyer Ranch Rd.
- ❖ Nutty brown to Sawyer Ranch bike
- ❖ Fitzhugh, Belterra area
- ❖ Visibility at all intersections. Consideration of a highway divider and access roads.
- ❖ Going West on 290 the section between Scenic Brook and Circle Dr had 7 fatalities one year and no action was ever taken. This stretch does not have a chicken lane either which increases the chance of a fatality occurring since there is no cushion if the collision is head on makes the risk of head on
- ❖ I believe the concern is greatest in the area from the Travis County border to about a half mile from RM 12.
- ❖ The entire stretch of highway from FM 1826 to RR 12 needs full attention to approve the safety for everyone who travels this section of highway.
- ❖ The most dangerous area currently seems to be in between 1826 and Nutty Brown. Too many driveways directly connect to 290 along this stretch and there are visibility concerns as well.
- ❖ I think this entire study area is getting busier with more businesses opening up, more cars entering the hwy from all directions. Need more controlled access to the hwy.
- ❖ I suspect the locations where fatalities occur would be the most appropriate
- ❖ Anywhere there is a red light right now has had fatalities.
- ❖ I realize this focus is on 290 but I travel FM1826, FM150 & RM12 on a daily/ regular basis. These are the most scary and dangerous to drive on. There have not been any improvements recently enough that go with the growth that is happening. More cars = more deaths. These roads do not have a center turn lane, FM 150 & FM12 do not even have the reflective bumps on the yellow center line that also help let drivers know when they've crossed over. These are the roads that seriously need to be addresses. I'm tired of being ran off the road regularly and hearing the sirens as my neighbors are in vehicle accidents.
- ❖ The entire length. The commuters are traveling to & from Dripping and points West.
- ❖ Yes of course, the areas with the most traffic congestion, by improving mobility the area will be safer.
- ❖ Nutty Brown to RM 12
- ❖ Between sawyer ranch road and circle drive
- ❖ Between Circle drive and Nutty Brown Rd, Sawyer Ranch Rd and 290; and 1826 and 290
- ❖ The Belterra area.
- ❖ The stretch from Granada Hills west to Fox Hills apartments.
- ❖ Area between Circle Drive west and east.
- ❖ No - just the entire stretch
- ❖ 1826 to Nutty Brown Road; there are a lot more driveways and roadside businesses now.
- ❖ I haven't noticed as much of an issue between Trautwein and RR12. Most of the problems I see exist between Trautwein and 1826. But that may change has the area continues to grow!
- ❖ Areas of heavy commercial use such as Nutty Brown intersection and new Belterra shopping area and others. At Nutty Brown it is expected there will be a new grocery store there eventually. Include traffic safety planning for future changes.
- ❖ No. It all needs to be improved.
- ❖ No (5)
- ❖ Southview access from my location.
- ❖ No, in the long term the entire path will have problems.
- ❖ The entire area is equally important.
- ❖ Focus on the areas closer to the cities and minimize impacts in the more rural stretches.
- ❖ the whole thing. I drive that route at least 5-10 times a week.
- ❖ The whole stretch should be improved
- ❖ It's a busy, busy corridor. A problem on any part causes a chain reaction.
- ❖ Entire length equally
- ❖ 1826 to Nutty Brown- around Cedar Valley hard getting in and out of business. Exiting Flores Restaurant is dangerous.
- ❖ Between El Rey Blvd. and Thunderbird Rd.
- ❖ Yes, especially Travis County part
- ❖ Beyond Dripping Springs and past Henley - 2 lanes all the way.
- ❖ With additional shopping, I think it's prudent to think about how traffic flows when there is an accident and the corridor becomes a standstill parking lot. Cars use turn lanes to travel into shopping centers as

cars backup for miles. It's a unique corridor within the state. I can think of no other corridor that has no back-up routes. Therefore, I believe TxDOT should focus on creating an alternate to 290 for evacuation purposes and additional routes. A traffic fatality or commercial structure fire or hazardous incident could shut the entire corridor down leaving drivers with no information about what the situation is nor what alternate routes should be taken. Let's plan this out in advance and tackle this problem even if it takes twenty-years to get the land obtained.

- ❖ Trautwein to Fitzhugh or Trautwein to Circle Drive (East) where MOST of the 290 crash fatalities have occurred between 2010 and 2019.
- ❖ 1826 to Nutty Brown potentially most dangerous.
- ❖ Sawyer Ranch Road and 290 The entrance to Belterra and 290
- ❖ The areas where there isn't a middle lane to separate the oncoming traffic.
- ❖ Identify a location for future SH-45 connection and accommodate accordingly
- ❖ Major intersections
- ❖ The whole area is dangerous and needs attention
- ❖ 2. US 290 west of Dripping Springs to US 281
- ❖ From 1826 to Nutty Brown Rd and Belterra shopping center feels the most congested and dangerous
- ❖ Belterra. Shopping center is a distraction. Keep red lights all the same with turn arrow. Sawyer RD sometimes no turn arrow just green light. Confusing
- ❖ Dripping Springs is growing tremendously. The focus should be on the entire length to the west side of Dripping Springs.
- ❖ Area around Fitzhugh road can be particularly dangerous
- ❖ Cedar Creek area & Nutty Brown Road. A lot of congestion that can cause safety issues. People driving 80 mph getting taken by surprise at the slow-down. This area needs better turn lanes & shoulders to access all the retail in this area.
- ❖ The areas outside of Belterra.
- ❖ Focus on areas where traffic accident and deaths have occurred. At Fox Hill Apartments people turn left onto 290 even though it is prohibited. Only a right turn is allowed.
- ❖ Circle Dr. To Circle Dr
- ❖ 290W at Tara Lane
- ❖ Sawyer Ranch road, Cedar Valley, any other locations of multiple accidents.
- ❖ 1826 bottle neck but improving oak hill may lessen it - unless you turn 290 into a 6 lane freeway..... and please don't do that.
- ❖ No, the entire stretch is dangerous
- ❖ Circle drive (both entrances on to 290) always seeing car accidents at these locations.
- ❖ The section from RM1826 to roughly the Travis/Hays county line is significantly under-capacity vs. the current loading.
- ❖ The area between Ledgestone Terrace and Rock Way Drive is very difficult for entering or exiting businesses as there is a hill that impedes the ability to see traffic going eastbound. A car going eastbound on 290 and trying to turn right into a place of business does not have a shoulder to get over into and therefore, traffic behind them coming up over the hill has to slam on their brakes in order not to rear end them. Same thing with leaving same place; you can't see oncoming eastbound traffic on 290 due to the hill and the oncoming traffic is coming so fast they can't easily slow down in order not to T-bone said car trying to enter on to 290.
- ❖ All of the intersections in this area are currently dangerous.
- ❖ All area's need attention
- ❖ Mostly concerned in my "neighborhood", namely Nutty Brown to Trautwein
- ❖ All
- ❖ Shopping center next to Nutty Brown, in front of McCoy's and the garden centers. People use the center lane to drive around traffic
- ❖ No
- ❖ Where businesses are concentrated
- ❖ Scenic Brook look out
- ❖ I've given previous examples but 290 as a whole is way too fast
- ❖ All of it!
- ❖ Area from nutty brown to high pointe
- ❖ 290 and Sawyer Ranch

- ❖ Where businesses are. Especially when concentrated such as when a movie is over in Belterra Village. Getting people in and out quickly at lunch — restaurants traffic is very bad in parking lot especially when traffic to exit onto 290 is backed up into traffic in the Village since that is the only place to make a left hand turn
- ❖ From our experience in the area, the section from 1826 to Sawyer Ranch is where the majority of accidents or near-accident seem to be occurring. The speed limit through Dripping Springs is lower and that section reports a much lower accident/fatality rate. With the number of businesses and home in this stretch, it seems both reasonable and necessary to do something to better improve safety.
- ❖ Circle drive (west) intersection. To Nutty Brown Road. The area right at the county line is a death trap - literally.
- ❖ Between Sawyer Ranch Road and Circle Drive
- ❖ Area between Sawyer Ranch Rd and Nutty Brown
- ❖ Yes. Intersection of 290 and Sawyer Ranch Road, and the section around Cedar Valley (between Fitzhugh Road and Belterra) are particularly dangerous.
- ❖ See answers in # 3. But especially Belterra/Sawyer Ranch corridor.
- ❖ #1 - Close 290 entrance to Fox Hills Apartments. #2 - Extend arrow time for Sawyer Ranch Road westbound turn signal. #3 - Belterra death entrance - extend time between light changes. #4 - Finish install turn lanes in 290 where they aren't now between Scenic Brook and Oliver Cemetery. Why do they stop?
- ❖ Fitzhugh to 1826
- ❖ Nutty Brown Rd. To Sawyer Ranch Road.
- ❖ Sawyer ranch and 290
- ❖ Cedar Valley area
- ❖ Sawyer Ranch Road intersection as well as area in front of Summer Moon/Jack Reid cleaners. Too many businesses feeding into 290 without traffic lights.
- ❖ The stretch on 290 from Scenic Brook to Ledgestone Terrace. There is no median, and no room for error for drivers, there needs to be a solid concrete median where no one can turn left out of any of the small side streets.
- ❖ Intersections coming out of subdivisions ... dangerous cross traffic
- ❖ No
- ❖ The Cedar Valley area seems to be the most dangerous in my opinion due to there being no protected turns. Belterra and Belterra village are high traffic areas that could use help but at least those turns are all protected with traffic lights.
- ❖ Cedar Valley
- ❖ Southwest Oaks area and cedar valley area are very dangerous.
- ❖ Between Fitzhugh and the western end of circle drive is a common bottleneck, as the two traffic signals are very close together but are independently timed. Near DPS Feed and what used to be Trudy's needs a concrete median to prevent cars exiting and turning left across traffic. Cars will regularly exit from those parking lots, trying to cut between stopped cars in the right- most lane, not paying attention to the fact that the second lane is moving.
- ❖ There are several major intersections that need attention right away. Many more will need attention as the area continues to grow.
- ❖ This whole section should become like the rest of the freeway. Or slow down the speed limit. Synchronize the lights, especially the ones that are so close together.
- ❖ Initially, 1826 to Sawyer Ranch Rd. But as development continues further west, will need to focus attention along entire stretch. Do it right the first time!
- ❖ Nutty Brown to Sunset canyon
- ❖ 290 East starting at the Circle Drive closest to Oak Hill needs a center turn lane
- ❖ Oak Hill
- ❖ At least Nutty Brown to RR12
- ❖ Nutty brown to sunset canyon a big concern
- ❖ Sawyer Ranch Road
- ❖ Cedar valley area
- ❖ RR 12 to Nutty Brown seem to be the worst for traffic issue: congestion, accidents, etc.
- ❖ Circle drive through Sunset Canyon.
- ❖ The area from Cedar Valley to RR12 should be focused. Especially the area from Cedar Valley to

- ❖ Trautwein - that is the most dangerous and deadly.
- ❖ No
- ❖ A bypass around Dripping Springs
- ❖ Nope. The whole thing. It's called Dead Man's alley by the locals for a reason.
- ❖ Belterra Drive , Sawyer Ranch Rd and RR 12
- ❖ Circle DR. to Sawyer Ranch is very congested in peak hours.
- ❖ Cedar Valley area where there are several businesses and no lights
- ❖ Cedar Valley through Sunset Canyon
- ❖ Area around circle drive
- ❖ All of it.
- ❖ Cedar valley and Sawyer Ranch Road intersection
- ❖ Cedar Valley area is most critical but focusing on the entire area between circle drive and Trautwein would solve quite a bit of the issues.
- ❖ Scenic brook area to Circle drive
- ❖ In Dripping Springs at RM 12 there's a lot of problems, it gets really backed up. Also between the western part of Circle drive and Fitzhugh there are always major delays and slow downs, even when the lights are green because the way that hill works, you can't see the Mac truck barreling down on you and they don't bother to stop for those lights....
- ❖ West of RR12 to Mighty Tiger Lane
- ❖ Dangerous to take a left out of shopping center (where Summer Moon coffee, Reid's cleaners, etc. is located). Needs road access to an existing stop light or it's own stoplight
- ❖ Yes, near Belterra and cedar valley. The amount of business traffic turning onto 290, both left and right turns, is dangerous. There should be limited areas of turns allowed, utilizing the existing traffic stops.
- ❖ Yes
- ❖ Cedar Valley/Belterra Village (to either side of Nutty Brown) gets stupid and messy as sin, too many people trying to turn left and not enough space, same thing happens going E bound at Circle drive, but it's only 2 lights right there, not 3. 290 and 12 is another big steamin' pile of steer leavings. I've seen 12 get backed up trying to cross or turn onto 290 for 3-4 light cycles, and not much better for going left from 290 W bound to 12 .
- ❖ Circle Drive to Trautwein
- ❖ All of it
- ❖ The area in the 11600 block of 290, where retail stores such as Summer Moon and Goin' Postal are located. It's very, very dangerous to make a left turn (to the west) out of this location, and almost as hazardous to make a right turn into the parking lot there. Speed is a factor, but so is the gravel on the driveway and shoulder, causing spinouts.
- ❖ The growing area around Belterra and Sawyer Ranch should be a focus
- ❖ The curve right before nutty brown road coming from Austin.
- ❖ Between Nutty Brown road and Sawyer Ranch road
- ❖ every existing intersection with a cross or side street and a design for 290 that will accommodate future side streets.
- ❖ From Sawyer Ranch Road east
- ❖ Polo Clun/Sawyer Ranch & Hwy 290, an avg of one accident a week, usually two. And over 5 deaths there in the 6 years I have lived 78737.
- ❖ The area between 1826 and the county line is of personal interest to me.
- ❖ The stretch at the county line, between Nutty Brown and Fitzhugh, but specifically in the curve in front of the old Pieous--is a complete death trap.
- ❖ The area between 1826 and the county line is of personal interest to me.
- ❖ The stretch at the county line, between Nutty Brown and Fitzhugh, but specifically in the curve in front of the old Pieous--is a complete death trap.
- ❖ Because the Oak Hill area is so congested, the eastward traffic is backed up to the top of the hill.
- ❖ Sawyer stanch road and 290, many accidents there
- ❖ Area around Belterra village
- ❖ Yes, see above. The u turn light across from Austin Pizza Kitchen needs to be changed.
- ❖ Cedar valley, Belterra shops, and Sawyer Ranch @ 290
- ❖ Neighborhoods
- ❖ Hwy 290 from Sawyer Ranch Rd to Trautwein Rd

- ❖ Yes. . . Between Nutty Brown Road and Sawyer Ranch Road. and between Circle Dive and Fitzhugh Drive.
- ❖ near Belterra
- ❖ The entire area is a death trap. The whole roadway cannot support the amount of traffic currently or on the future.
- ❖ Cedar Valley and downtown Dripping
- ❖ The entire corridor is currently unsafe, but it is particularly alarming from Nutty Brown to RM12.
- ❖ All
- ❖ No
- ❖ No
- ❖ the quarter mile section after the light at 1826 and 290 is horribly dangerous because of people turning out onto 290 across traffic. That's the most dangerous spot.
- ❖ 290 from the Y to 12 needs attention to prevent an unmanageable mess (like 620...)
- ❖ The stretch from summer moon coffee to Belterra drive
- ❖ I feel that there area between Rob Shelton and RR 12 needs to be addressed, the businesses in the South side of 290, need to have their entrances connected so that you don't have to get onto 290 to go from home Depot to Sonic, or even Starbucks to home Depot. This would give more people the ability to get to a light to make a protected left turn.
- ❖ Scenic brooks and circle drive
- ❖ Cedar Valley (area from Circle Dr west to Trautwein) needs to have a considerably lower speed limit, and turn lanes added to the shoulders.
- ❖ Areas of high population including 290/Sawyer Ranch Road. In addition, the 290/71 merge needs to be fixed. This area has overgrown the current infrastructure and only getting worse.
- ❖ Need a bypass of the whole Dripping Springs area extending east of 1826 and west of 12, a real highway for high speed access with controlled access and no stop lights. Then rename what is now 290 – Domain West Blvd. or something.
- ❖ Yes, Nutty Brown Road Intersection/Cedar Valley/Belterra/Sawyer Ranch Intersection (Due to the amount of businesses in this area. This is the area where the most amount of severe accidents occur.
- ❖ All of it. Feeder roads, overpassed, no left turns, no lights. It is an antiquated way of moving people.
- ❖ The study area is too short. Take it on through Drippings Springs or bypass Dripping.
- ❖ Yes. Around Belterra, plus at Sawyer Ranch, plus areas where there are a lot of parking lot entrances onto the highway, such as in front of Mercury Charlies
- ❖ The business area from Rob Shelton to RM12 is becoming more and more congested, thus hazardous. More cars, more businesses, more cross traffic, more activities (Farmers Market, etc.) might justify special focus. Other than that, the totality of the corridor should be addressed as a whole. Of course, the planned long-term improvements to the Y extending to Circle Drive already are providing "special attention" to that area.
- ❖ Cedar Valley
- ❖ -Bottle neck near Graceland -Additional turn lanes at Fitzhugh to Circle drive...could make something similar to a U-turn since so much traffic passes through here. -Be as Prepared for the future as possible. Look at the benefits and mistakes made by larger cities like Dallas and Houston.
- ❖ RM12 and FM1826 intersection and commerce.
- ❖ Belterra and Sawyer Ranch. At the high school intersection with 290.
- ❖ the area east of Nutty Brown is very dangerous, especially for cars trying to turn west coming out of the business's
- ❖ no, the traffic controls at the major intersections is adequate, and additional traffic controls is not necessary.
- ❖ FM1826 to Sawyer Ranch Rd
- ❖ The Nutty Brown and the outdoor mall area.
- ❖ Specifically, 290 from 1826-Sawyer Ranch road
- ❖ Wm Cannon
- ❖ Actually, the study should continue West to CR 165
- ❖ Scenic brook to sawyer ranch
- ❖ I have drawn on the map the area (area marked on map west of S. View Rd and south of US 290) about which we are most concerned. We are the small community of homes and businesses at the southwest corner of the intersection at Highway 290 West and South View Road. There is presently a two-way access that allows both emergency vehicles, residents, customers into the neighborhood.

- ❖ The access at South View to the neighborhood west as your turn from 290. Please see maps (area marked on map west of S. View Rd and south of US 290)

Design

- ❖ Install concrete barriers on long stretches to prevent head-on accidents. Create by-pass and/or separate business access roads first for maximum use during the project's major construction.
- ❖ Build in access roads on sides of highway
- ❖ I think if they put in a curbed median all down 290 and put U-turn cut ins every so often it would help. The lights would also need left turn lanes and red arrows. You don't turn left without a green arrow and allow U-Turns. You wouldn't turn left onto 290 out of any driveways. You turn right then do a U-turn at the nearest spot. The problem I could see is people would turn right and shoot across 2 lanes to immediately try to get one of the U-turn spots
- ❖ There should be a median the entire way. If there are parts where a median simply cannot be put in place, speeds should be lowered and access restricted in those areas.
- ❖ Yes, please open more lanes.
- ❖ Wider shoulders or right turn lanes. Barriers in center to prevent motorist from using this lane to pass.
- ❖ any light/cross street should be an under/overpass or not exist unless the speed is reduced
- ❖ Shoulder needed. Divided highway needed to minimize head on crashes.
- ❖ Texas 45 needs to meet up with 290 in Cedar Valley. Plan on this.
- ❖ all of it needs to be more carefully planned and allow for flow and ingress and egress traffic
- ❖ The entire area needs to be re-designed including traffic calming, signalized intersections, turn lanes.
- ❖ All should be 3 lanes in each direction with no street lights and have a medium
- ❖ Speed, dividers, and islands for turning onto nutty brown and sawyer ranch.
- ❖ Perhaps a divided highway would help with head-on collisions.
- ❖ Widening of 1826 and added shoulders.

Bike Lanes/Pedestrian Access

- ❖ No bike lanes are needed.
- ❖ Bike Lanes and pedestrian access to be included.
- ❖ Road widening to accommodate high traffic volume and include bike lanes.
- ❖ Keep highways free of group exercise like CrossFit or Cyclists

Mass Transit/Alternate Transit

- ❖ HOV or toll lanes
- ❖ Consider bus system or rail down the center during peak times.

Timing of Stoplights/Elimination of Stoplights

- ❖ If Oak Hill Freeway is completed as planned, traffic light at Circle Drive will be removed. As it is now, that light provides crucial breaks in the flow of westbound 290 traffic that allows exit from the Geneva Estates neighborhood (Eitel Lane and Geneva Pkwy.). After traffic light is removed, exit from this neighborhood will be challenging, at best. Another traffic light would be best for neighborhood, but not traffic flow. Limited access highway would work as alternative, with frontage roads.
- ❖ All of the stoplights seem to be problem areas. Also, Cedar Valley where there are no stoplights, but several shopping centers & more planned.
- ❖ The light at Sawyer Ranch needs better syncing with the traffic flow.
- ❖ Keep traffic moving by synchronizing the stoplights
- ❖ Timing of the lights.
- ❖ Off of Circle near Fitzhugh, the 290 turn eastbound turn arrow should be accompanied by a right turn arrow off of Circle onto westbound 290. Out of Polo Club Drive and Sawyer Ranch, green lights should be similar to the green lights at Belterra Commons (or whatever it is called). People go through the red light because otherwise they will end up sitting there forever, when it is green in the other direction, and I don't blame them.

- ❖ intersections without lights should be routed parallel to 290 to an intersection with a light...to be clear additional lights is not the answer
- ❖ 1)Remove Belterra village light and push traffic flow south on Nutty Brown and Belterra Dr to enter/exit Belterra village commercial. 2). Remove Hudson loop traffic light - I don't think I've ever seen a car enter/wit there. 3) just say no to new traffic lights. More traffic lights means more cars grouped together making it more challenging to enter road.
- ❖ Keeping traffic lights to a minimum.
- ❖ The number of additions of traffic lights on the Hwy because drivers aren't stopping.
- ❖ ALL lights!!!! There are accidents on a weekly basis at ALL lights because of the confusing left turn signals!!! Also, Polo and ASEA prep academy need dedicated turn lanes.
- ❖ All of it is terribly managed by lights and artificially low speed limits that force drivers into clusters
- ❖ The stop lights at Belterra, Belterra Village, and Nutty Brown are very poorly timed. People should be able to get through with green at all three. Most of the time, I have to stop for at least two of the three lights.
- ❖ Timing of lights at Sawyer Ranch Rd and 290. Make visible with signage that turning right from SRR is onto an actual lane and not a lane to ease into traffic.
- ❖ No. However, adding more traffic lights will only deepen the lengthy time it takes to get into Oak Hill.
- ❖ Belterra light
- ❖ The lights need to be timed better. If you hit one light red, they are all red and it really adds drive time.
- ❖ Around all cross traffic stop lights
- ❖ Overpasses or something to reduce the number of traffic lights being added, therefore increasing mobility.

Right Turn Lane/Center Turn Lane/Left Turn Lane for Business Access

- ❖ Center turn lanes throughout
- ❖ The area around the east Circle Dr intersection where there is no center lane.
- ❖ The turn lanes on to William Cannon
- ❖ Any area with no center turn lane.
- ❖ Turn lane Heritage Oaks
- ❖ 2. Hwy 290 heading west at Sunset Canyon Dr. NEEDS a proper, separate right hand turn lane.
- ❖ Turn in/pull out (exit and merge) lanes installed at major intersections to allow main highway traffic to stay closer to posted speeds. The difference between speeds of vehicles is what is most dangerous.
- ❖ Addition of right turn lanes on 290 between 1826 and Fitzhugh. There are many small roads that drivers turn onto with traffic behind them traveling 60plus MPH.
- ❖ The area west of 1826 which does not have a center turn lane
- ❖ Right-turn access lane both in and out of Fitzhugh Rd.
- ❖ The entire stretch from Fitzhugh to Trautwein needs more turning lanes and slightly lower speed limits in my view.
- ❖ Lack of turn lane on part of it.
- ❖ Safe right hand turn lanes into businesses in the Nutty Brown Road area.
- ❖ Improved should turnoff lanes needed
- ❖ Sawyer Ranch Road and 290W intersection. Entry to several businesses along 290W - Do they offer the driver ample time and space to turn off an active highway and to slow down enough to make the turn
- ❖ Travis county no center turn lane portion. Anywhere where shoulder turn lanes would be helpful to prevent impeding traffic.
- ❖ Need right turn lanes
- ❖ The area without a turn lane.
- ❖ Turn lane 100% of the length.
- ❖ Speed and medians, protected turns, elimination of center shared turn lane.
- ❖ Add 290 center lane just west of the east circle drive.
- ❖ The area that will connect to the oak hill parkway project will be the future bottleneck, and already does not have a center lane.
- ❖ Current situation of now you have a center turn lane and now you don't is crazy!
- ❖ Need more turning lanes
- ❖ Right turn lanes between water tower and 1826, and center lane issues in town between 12 and water

tower.

- ❖ One area left near circle drive red light that has no Center turning lane
- ❖ There is regularly issues surrounding cars attempting to cross the highway at the Fox Hill Apartments, at approximately 8738 US-290, Austin, TX 78736. There needs to be a solid barrier here to prevent this unsafe behavior. With no turn lane, people are stopping on the highway to make a left turn if turning in while traveling East, or they are turning Left to go East and are crossing the Westbound traffic. Previously there was a "No Turn" sign here, but that has since been removed and when the road was repaved it was lined without the solid line. There should be a solid barrier or a double line to indicate that this turn is not legal.

Environment

- ❖ [It sounds like you're already addressing] the warbler
- ❖ see answers to 3 and 5. The Hays County country environment should not give way to commercial accessibility.
- ❖ No. Just keep the feel of Dripping Springs please. Don't turn us into Austin please

Drainage

- ❖ It sounds like you're already addressing safe run-off from storms and percolation. Good job!
- ❖ Flooding at intersection is a problem.
- ❖ DRAINAGE 290/12

Speed

- ❖ SPEED LIMITS decreased significantly
- ❖ West bound traffic from the light at 1826 seems to speed the most.
- ❖ The spot on 290 coming into Dripping Springs where speed is reduced to 45 from a 60 without notice. Need more signs there.
- ❖ Bottleneck at Belterra business development slows traffic enough that there is no need for a reduced speed limit there. Again, this is a federal highway.
- ❖ Lower speed limit through the Cedar Valley/Belterra area.
- ❖ raise the speed limit in sunset valley
- ❖ Just mentioned above medians or lowers Speedo limits.
- ❖ That whole stretch is dangerous, but the speed limit should be dropped to 45 beginning in Cedar Valley to Sunset Valley. Too much traffic going too fast and there isn't enough time for drivers to react.
- ❖ The speed limit is to high
- ❖ Speed is a definite problem. People are used to going way over 60 and cannot stop for the traffic signals. I was hit by a deer last year and feel safer in the fast lane when possible and not in other people's way but when I go the speed limit, I am passed continually. I know that the fast lane is for passing only but I try to be considerate.
- ❖ And reduce speed going east from DS to Sawyer Ranch
- ❖ Cedar Valley area speed limit too high. Too many business entrances and limited visibility.
- ❖ Speed limit it too high for those windy roads
- ❖ Speed is definitely a problem. Most drivers believe this is a Highway and drive at 70. Most do not yield to the heavy road use and passing on left does NOT work from 1826-12. Traffic would back up to Bastrop if drivers followed that
- ❖ Lower speed and more patrols on Fitzhugh. Also, semi-trucks should not utilize Fitzhugh for deliveries.
- ❖ Raise speed limit back up higher.
- ❖ Nutty Brown to Trautwein should be 45 mph tops.
- ❖ Higher speeds during peak hours would also help flow.
- ❖ Speeding
- ❖ It's all a speedway. Small business and traffic in and out of parking lots & speeding trucks do not mix

Safety

- ❖ No, but I will mention that my family avoids US Hwy 290 when possible and will choose to give our business to companies that DO NOT force us to get on US Hwy 290 to get to their business.

Mobility

- ❖ Considering the main use for this stretch of road is commuting between Dripping Springs and Austin, the focus should be moving traffic as efficiently as possible between the two areas.
- ❖ Ease of mobility/improved traffic flow

Trautwein intersection, Sawyer Ranch Rd intersection, and others

- ❖ RM 12 Sawyer Nutty Brown Trautwein Fitzhugh
- ❖ just west of circle drive
- ❖ As mentioned before. No right turn on red at 1826 and 290.
- ❖ 290/Nutty Brown at County Line area
- ❖ Intersection of RM 12, intersections with Circle Dr (both) and the Cedar Valley.
- ❖ 290 and 12. Mobility, emergency response times are major concerns.
- ❖ -Polo Club area -Sawyer Ranch Road & 290
- ❖ -12/290 -Sawyer Ranch/290 -Circle Drive/290
- ❖ Continue to study and review these intersections for continued improvements. -Oak Hill/Y -Belterra - Circle Drive -290 & RR 12
- ❖ Intersection of RM 12
- ❖ -Sawyer Ranch & 290/the "Y" -RM 12 & 290
- ❖ Especially intersections.
- ❖ 290/Tara lane could use a light for residents, one death at this intersection. Near 290/derecho could use a light instead of yellow blinking light, slow people down let traffic flow so it can keep moving
- ❖ Trautwein intersection.
- ❖ Sawyer Ranch Road & 290
- ❖ Cedar Valley is and has always been frightening as is the stretch between HEB and 290
- ❖ Intersections at Sawyer and Trautwein
- ❖ primarily Oak hill interchange w/71; secondary is entry into Dripping Springs (RR12)
- ❖ 1826, Circle Dr.
- ❖ 1826 and 150 intersection.
- ❖ Circle Drive and View Road intersection
- ❖ 290/12
- ❖ Potentially a light at Trautwein
- ❖ West of Sawyer Ranch Road. Definitely need a traffic light at Trautwein.
- ❖ Need a light at Trautwein and 290
- ❖ 290/Trautwein 290/Sawyer Ranch Rd 290/Belterra Village (Hargraves) 290 and where former Pieous used to be. 290/Circle Dr.
- ❖ Trautwein road. That entrance & exit is dangerous.
- ❖ Sawyer Ranch and Trautwein
- ❖ Trautwein/290
- ❖ The area of DT Dripping. The intersection at 12 is awful.
- ❖ 1. The intersection of Trautwein and 290 is a death trap because of the steep angle that Trautwein takes heading down to 290. Many times, while travelling south on Trautwein you cannot see a stopped car in front of you waiting to cross 290 (travelling your same direction) because of the angle. This is extremely dangerous, especially when it rains, because you can't stop quickly. There has also been more development on Trautwein causing an increase in traffic. The angle needs to be reduced, and possibly a traffic light is needed...
- ❖ US 290 at Sawyer Ranch Road
- ❖ Intersection of Trautwein and Hwy 290.
- ❖ Cedar Valley and Nutty Brown intersection specifically. The curve on 290 in Cedar Valley with all those businesses makes for more and more accidents.
- ❖ Sawyer Ranch Rd.

- ❖ Trautwein and 290 the road needs a traffic light and should be graded down for safety concerns and visibility.
- ❖ All intersections!
- ❖ Exit from Trautwein into 290 should be improved from a safety perspective.
- ❖ Trautwein Rd
- ❖ The intersections.
- ❖ Cedar Valley
- ❖ Trautwein
- ❖ Trautwein and 290. Desperately needs a light
- ❖ Traffic light on 290 between McCoy's and small shopping center to the east.
- ❖ We probably need a light at the corner of Darden Hill road and 1826. The traffic in the morning is quite heavy and it's hard to turn left off of Darden Hill road onto 1826
- ❖ Trautwein and 290 intersection and others in similar situation where a major through street has no traffic light. 1826 to Fitzhugh is very congested in the mornings with few alternate routes.
- ❖ Trautwein.
- ❖ Trautwein and 290
- ❖ We need a light at Trautwein and 290. Every morning is a near death experience if you are turning left (east).
- ❖ Trautwein intersection needs a traffic light and updated for flow and safety
- ❖ Trautwein is very dangerous. Lots of traffic turns there daily. Needs a light. And that crazy hill at the stop sign is ridiculous, Everyday it's like a cat and mouse game of when to turn. When you have clearance to turn. Another car coming the other way behind you to turn on to Trautwein.
- ❖ The main areas of congestion appear to be at the "Y" intersection on 290 headed east in the morning and west in the afternoons. I travel these roads daily and that is what I've noticed. My morning commute to downtown Austin takes 35 minutes while my evening commute take 60-80 minutes mainly due to the congestion at the Y.
- ❖ Intersection a 290/1826 and Fitzhugh/290
- ❖ Trautwein and 290
- ❖ 1. The intersection of US 290W and Ranch Road 12 in Dripping Springs.
- ❖ Light at 290 & Derecho Drive.
- ❖ Also, the intersection of Trautwein Road and 290 offers the same obstacles with no shoulder to pull off onto when exiting 290 to turn on to Trautwein. Same when entering 290 from Trautwein. It is nearly impossible to cross 290 to go eastbound.
- ❖ Lights at Sawyer Ranch Road and Hwy 290. Also, business turn in/out in Cedar Valley area.
- ❖ The intersection at 290 and Sawyer Ranch seems to be problematic. Drivers do not slow to 45 as they should when entering Dripping Springs close to 12.
- ❖ Hwy 290 at Sawyer Ranch Road is EXTREMELY dangerous. Poor visibility and high speeds contribute to many accidents.
- ❖ intersection of 290 and Sawyer Ranch road is a disaster for some reason. I would say left turn on green arrow ONLY (before oncoming traffic has a green). Many deaths and accidents at this intersection.
- ❖ It is all terrible, but the 290/Sawyer Ranch intersection is particularly bad. So many large trucks run that red light on a daily basis. How many people have to die???
- ❖ Nutty Brown and Sawyer Ranch Road.
- ❖ HWY 290 at Sawyer Ranch Road, backups in left turn lane, frequent running of red lights.
- ❖ I know the area around the intersection with Sawyer Ranch Road has had a lot of accidents. Visibility in that area is good, but people drive too fast. I am not sure about other areas.
- ❖ Sawyer Ranch Road and 290 Circle Drive/Fitzhugh Road and 290
- ❖ Nutty Brown, Rim Rock Trail, Trautwein as they intersect with 290. Also 290 at 12 around Home Depot and HEB; too much traffic going many directions. These areas have many wrecks.
- ❖ The 290/Sawyer road intersection.
- ❖ Stretches where there are multiple entrances and exits to businesses need to have reduced speed or more lights.
- ❖ In front of the retail center with Summer moon until Nutty Brown. Sawyer Ranch Road and 290 intersection. 290 and Trautwein
- ❖ 1826- Sawyer Ranch Road; the intersection of 290 West and Sawyer Ranch Road has had numerous accidents with serious injuries

- ❖ The intersection of Sawyer Ranch road and 290 has become very dangerous. Cross traffic through Cedar Valley is a big issue as well.
- ❖ Sawyer Ranch Road intersection and business intersections. Turn in arrows only.
- ❖ Sawyer ranch and 290
- ❖ 290/Sawyer Ranch Rd
- ❖ Cedar Valley and Sawyer Ranch Also the light at Circle Drive - it's a high traffic area with poor visibility.
- ❖ The intersection of 290 and 12 needs a clover leaf or something.
- ❖ 290& polo club/ Sawyer ranch
- ❖ Lights at Cedar Valley and Trautwein 290 intersections.
- ❖ cedar valley and intersection at sawyer ranch road seems to have a lot of accidents
- ❖ The intersection at Sawyer Ranch and 290 as well as the intersections around Belterra Village. People are constantly running those lights.
- ❖ RR 12 and FM 150 intersection
- ❖ Fitzhugh Road. There is always back up at this light.

Law Enforcement

- ❖ I think DS proper functions pretty well, but you could give out a million tickets daily at the spot where it goes down to 45 mph. This is something I regularly see- someone driving 50-55 in the left lane from Nutty Brown area, oblivious to the traffic around them, but never slowing down at the 45 mph. They continue at 50-55 until they are stopped by a light.
- ❖ Drivers themselves and their lack of concentration and/or ability. Again, that is the problem.
- ❖ Speed limit and policy presence.
- ❖ People driving slow in the left lane and people on their cell phones not paying attention to their driving.

Development

- ❖ Wherever there is development, US 290 becomes dangerous. Right now that's primarily in Cedar Valley and Belterra to west of Sawyer Ranch, but the entire corridor is full of side streets, businesses, and driveways.
- ❖ As businesses continue to grow; can roads connecting the entryways be combined to decrease amount of turns off 290/12?
- ❖ The development rules in Hays County are much different than development rules in Travis County (the city of Austin's ETJ). The design should take into account the development rules of the surrounding areas.
- ❖ I feel that the study should focus around Dripping Springs. How do you build for the huge influx of people and let Dripping Springs retain its character? Do you go around it? Many developments are scheduled beyond Dripping Springs in the next 20 years (see Arrowhead & Binker Ranch - Calterra is down 12 toward Wimberley).
- ❖ Anywhere where new apartment complexes and housing developments have recently been built or are planned to be built. Adding so many new drivers who are unfamiliar with the area and the speed of vehicles on this highway has made it extremely dangerous. You can't just keep adding so many more people out here, without any public transportation options and without improving the roads.
- ❖ Yes, we are seeing a plethora of new businesses and developments either Side of 290. We need traffic management to enable safe inflows and outflows from 290.
- ❖ Fitzhugh to Sawyer ranch is particularly bad due to more places to turn. However, the whole stretch is developing rapidly and will need to be addressed soon
- ❖ Sawyer ranch road. Trautwein road

Capacity/Growth

- ❖ Hope that the planning study has the information from Dripping Springs on proposed subdivisions and commercial growth.
- ❖ The dramatic increase in traffic due to increased population
- ❖ The reality is that Dripping Springs is expanding and will soon intersect with Austin fully. Therefore, now is the time to address the whole area to be prepared for the growth rather than 100% reactive too. This

is already long overdue.

Other

- ❖ Your highways divide communities. Just look at how degraded and divided the frontage areas look from Mopac to the end of the 290 elevated highway
- ❖ Unsure
- ❖ Na
- ❖ Stop this !!!!!!!!!!! I'm moving to Dallas or Houston where they know how to widen a damn road!!!
- ❖ Do not cut through Blue Ridge Road and if so advice Butler Ranch's HOA as to how to become a private neighborhood. We will put up access gates to neighborhood for safety of our kids and have no problem paying for street maintenance for neighborhood
- ❖ Hurry up with the Oak Hill Parkway Design Build Project as well
- ❖ Also, preserving older businesses that are running out of parking space because of growth need help providing enough parking and access for patrons.
- ❖ Only join 290 when you have enough time to pick up speed to match traffic flow.
- ❖ Given the recent proliferation of commercial signs, that create visual distractions but don't necessarily help you navigate, is there a simpler, safer way to provide "location" information?

QUESTION 5: (281 responses)

Any other concerns about this corridor?

281 responses to this question were received. Many comments that made multiple points are split up into the following headings.

Design

- ❖ Horizontal and vertical geometrics are poor, but I imagine you already know that.
- ❖ No median or barrier in middle to curb on coming crash
- ❖ it needs widening from Dripping to Oak Hill
- ❖ If 290 is greatly improved without concern to the smaller feeder roads those roads will become more congested and even more dangerous to travel.
- ❖ Add more lanes. Sync lights. Elevate parts of the road so cars can be protected when turning. Act like this is in the city of Houston and build it for 100 years in the future.
- ❖ It's the main truck route out of Austin to El Paso, this demand should be considered and what economic/travel demand impact that will have in the future.
- ❖ possible widening
- ❖ Build as a toll free, freeway.
- ❖ Medians
- ❖ A barrier in the center between opposing traffic would be a big help
- ❖ no barriers to prevent others from crossing lanes.
- ❖ There needs to be a freeway to provide for both high speed traffic and a slower speed road with safer local access. It is common for people to run red lights at these intersections.
- ❖ HWY 290 needs a bypass from 1826 through RR12 This highway is congested with 18 wheelers work vehicles.
- ❖ NO TOLL ROADS or managed toll lanes. We need more lanes or overpasses. Make it a true hwy or divided hwy with limited access so you do not have so many people crossing the hwy all of the time.
- ❖ Immediately West of 1826, no center divider. Distracted drivers cross double yellow into oncoming traffic.
- ❖ We just need more roadway that act as a freeway through the area
- ❖ Put in frontage roads both sides and make the whole thing limited access speedway.
- ❖ Not sure why there are always wrecks at Sawyer Ranch Road. Think the curve has something to do with it...sometimes can't see what lane people are in on 290, when turning East bound .
- ❖ Red light coordination, this road needs a feeder, most business, subdivision have many vehicles turning into or coming out on the Hwy. feeder roads would solve the problem. TxDOT take a look at what Fort Bend County did from Williams trace to University for HWY 58, the HWY is s highway, traffic has feeder

roads to get into business or subdivision.

- ❖ Should widen the corridor to give lots of extra room on shoulders and in the median
- ❖ Certain areas of this road should have a median or dividers of some sort to prevent turns and people from using the center turn lane to speed up and merge into traffic and also they use it to pass traffic as if it were the left lane! It's crazy!
- ❖ It's turning into a street like Lamar and moving away from a highway. Reestablish it as a highway and get some loops, and feeder roads., and if lights should remain on the highway, time them better.
- ❖ Build mainlanes and frontage roads now, not later. Get moving on this and be proactive!
- ❖ Consider dividing with a jersey wall and using the Superstreet concept to open up the flow.
- ❖ What about extending 45 on 150 to relieve some of the traffic on 290
- ❖ Needs more feeder roads to escape traffic when accidents occur which is often.

Bike Lanes/Pedestrian Access

- ❖ unnecessary bike lanes impede traffic.

Mass Transit/Alternate Transit

- ❖ I hate to see 290 become I-35. I hope we can minimize the need to build elevated structures by encouraging alternative transportation.
- ❖ Park and ride for CapMetro with electric charging stations would be nice. Let's build an electric charging and public transit infrastructure into this corridor.

Timing of Stoplights/Elimination of Stoplights

- ❖ If I were in charge, I would start with timing the lights, which I would think would be fairly inexpensive. Timed down the whole corridor, longer yellows & a built-in pause between green lights.
- ❖ Improve light timing
- ❖ Do NOT add more traffic lights.
- ❖ Additional traffic lights for busy intersections.
- ❖ Less traffic signals
- ❖ The number of traffic lights is becoming excessive. It's causing people to gun their cars to try to beat the next red light.
- ❖ Yes. 1) way too many traffic lights.
- ❖ traffic light timing seems incongruent with the speed limit (feels like I'm making sudden stops).
- ❖ Signals should be visible from a far away as possible due to sun in evening being in direct alignment with signals
- ❖ There are frequent light malfunctions at Belterra which backs up traffic;
- ❖ Just too many cars on the road during the day. Plus, the traffic signals could do a better job of being timed to keep traffic flowing.
- ❖ Larger, longer turn lanes are needed at many intersections, and unfortunately, probably more lights.
- ❖ Too many lights.
- ❖ At the moment we have too many stop lights in my opinion on this highway. Can't get up to speed limit without being stopped again for another light.
- ❖ The increased number of stoplights, while needed to help control traffic and entering roadways, they cause an additional hazard and significantly negatively impact the time it takes to travel this stretch of roadway.
- ❖ No more lights
- ❖ Remove some traffic lights.
- ❖ At least this stretch has traffic lights. The situation with circumstances begging fatalities is probably worse west of 12 and 290.
- ❖ Too many stop lights
- ❖ Traffic is going to get worse as more traffic lights are added.
- ❖ Sequencing lights so you can get through

Lighting

- ❖ I understand and can appreciate the light pollution law. However, the area is growing so very fast and there is not much assistance to help light up entrances into businesses or side streets at night. If no additional streetlights can be added to help enhance safety, I propose clearly defining where to turn in with the use of reflectors on poles and/or reflection paint along the sides of the roads. With the 60 mph speed limit and the extreme growth of traffic, it makes it very unnerving to try to take your time to make sure you can see exactly where you are turning and not run over something or cause an accident.
- ❖ Speed and lighting. I understand the "dark night's" importance but visibility while driving is crucial. Difficult to see, especially wildlife, unless high beams are on, which is discourteous and dangerous for opposing traffic.
- ❖ Poor visibility is a common theme all along this stretch of road.

Right Turn Lane/Center Turn Lane/Left Turn Lane for Business Access

- ❖ There is a median that has double yellow lines (if you are headed towards Austin) on 290, technically preventing a left turn into the center where AT&T, Supercuts, etc. are currently. People still me that left, when some are teyo g to get to the same lane to turn right to HEB
- ❖ Then I would work on ingress/egress lanes when I did surface improvements. Those 2 things, plus patrols, I believe would make an impact as soon as they were completed.
- ❖ I think if they put in a curbed median all down 290 and put U-turn cut ins every so often it would help. The lights would also need left turn lanes and red arrows. You don't turn left without a green arrow and allow U-Turns. You wouldn't turn left onto 290 out of any driveways. You turn right then do a U-turn at the nearest spot. The problem I could see is people would turn right and shoot across 2 lanes to immediately try to get one of the U-turn spots
- ❖ More dedicated entrance and exit lanes needed.
- ❖ No center island on most of the roadway.
- ❖ Center lane is a danger for head in collisions considering the congestion that has accumulated along that stretch of road and growth of businesses.
- ❖ Please don't reduce the number of travel lanes like was done between West Dripping Springs and Henley. The center lane buffer is safer, but it created a bottleneck, and 1 slow moving vehicle can cause long delays and some people will break the law and put us all at risk trying to get past the bottleneck.
- ❖ Shoulders so traffic can slow down and get into businesses easier without slowing down in a travel lane
- ❖ Any business/retail strip should have dedicated turn lanes. The shoulders are very narrow.
- ❖ Middle turn lane is getting to be very dangerous at Sawyer ranch and canyon bend. My office is on canyon bend and I'm constantly dodging folks coming from Dripping Springs turning into Austin Java when I'm trying to turn onto Canyon Bend Dr. People are entering turn lane way too early. Same happens between CVS/Shell Station and Valero across street at Sawyer Ranch Rd.
- ❖ Residents turning onto 290 often have difficulty turning during peak travel times.
- ❖ Needs merge lanes.
- ❖ The traffic on 290 is steadily increasing with the growth of Dripping Springs. Lowering the speed limit and adding stop lights will only add to congestion and create a situation similar to the Y. I feel the entrances to businesses should be safely managed and left hand turns limited.
- ❖ Mopac doesn't have a shared center lane, neither should 290.
- ❖ Dedicated right turn lanes into as many businesses as possible would be a dream come true! Thank you all for your work on this!
- ❖ There is a stretch with no center lane, just the double yellow line between opposing lanes going 60+ mph
- ❖ There are similar problems with Scenic Brook Drive and Boling Drive with drivers crossing across traffic with no turn lane.

Environment

- ❖ If you are going to let this area develop with commercial development, have the area keep nature the way it is, I enjoy the beauty I have I don't want it over developed and have the animals gone. Have developers conserve and pay extra to not destroy nature, have bees or agricultural strategies to conserve area

- ❖ It is in the Barton Springs/Edwards Aquifer contributing zone and is one of many such highway projects currently planned or under construction, and as such should include water quality protection measures that go above and beyond TCEQ's rules.
- ❖ Development is outpacing roadways and wildlife and natural beauty of the area is being impacted.
- ❖ The environment, as stated above. Retain and restore the beauty of the Hill Country along 290 through planned land restoration. Planting grasses helps with stormwater runoff and also helps to replenish the aquifers and groundwater. Help retain a sense of scenic corridor.
- ❖ Please keep large trees.
- ❖ Just minimizing the effects on the environment and the residents along the road.
- ❖ Lady Bird Johnson, through Lyndon B., successfully thwarted the billboard industry. We must not take this for granted and be vigilant that those hard-won successes are not eroded over time. The billboard industry is relentless in attempting to gain more of a foothold, especially with very clever divide and conquer tactics, allowing the risk of small pockets of billboards popping up. The State should also be mindful of the degree to which its own signage may have a negative impact on enjoyment of our highways. Also, signage and lighting go hand in hand.

Drainage

- ❖ Ponding on roads. Not engineered to drain water making hydroplaning much more likely.
- ❖ Low points in the highway become extremely dangerous during heavy rainstorms. If you are not familiar with these areas, you could cause an accident by driving too quickly through huge run off puddles.
- ❖ The road does not seem to hold water very well. Lots of hydroplaning

Speed

- ❖ Limit speed to 60mph
- ❖ Too many access points on what was supposed to be an expressway. For those who live in DSTX and beyond, we cannot accept continued approval of new driveways and the continued lowering of the speed limits.
- ❖ Speed is too fast.
- ❖ There seems to be too many vehicles entering and merging with fast traffic on 290 from businesses.
- ❖ Speed is definitely an issue.
- ❖ I know there is a big push to lower the speed limit, but it's a major highway & there is no other way to conveniently get to Johnson City/ Fredericksburg. I don't think people will actually go slower. Slower speeds might mean more folks will survive the crashes, but that is not a fix. Please find a fix.
- ❖ High speeds makes turning dangerous
- ❖ Main concern is to slow the traffic down through the whole area.
- ❖ To express my concerns another way than in #3, the traffic pulling onto the highway and turning across the highway is very dangerous at the current speed limit.
- ❖ Posted speed needs to be not more than 55 mph.
- ❖ May need to think about lowering the speed limit a bit more, say to 55mph because of the increasing traffic...
- ❖ Changing speed limits
- ❖ Speed - it should be reduced even more
- ❖ Speed limit should be reduced
- ❖ Speed
- ❖ Speed of traffic into Dripping Springs, no one follows the new 45mph speed zones
- ❖ With the growth of businesses along this corridor, it is difficult to locate these businesses at the current speed however if you slow down you hinder traffic flow.
- ❖ Better speed signage and lower the speed limit.
- ❖ Please do not lower speed limits! This should remain a major highway for moving traffic to/from Austin as efficiently as possible.
- ❖ lowers speed limit
- ❖ 2) westbound speed limit should be increased from 45 to 55+ beginning at Convict Hill Rd to match the natural flow of traffic
- ❖ Speed is too high for the terrain

- ❖ Speed
- ❖ Speed limit is too high;
- ❖ No, overall speed limit is reasonable at 60 MPH except in the Cedar valley area. Should be lower through that busy stretch.
- ❖ For the number of businesses and homes up and down this “highway” 290 is no longer a highway and consequently should not have the speed of a highway.
- ❖ The speed needs to be reduced until the road is more safely engineered,
- ❖ Do not lower speed limit.
- ❖ Wayyy too many driveways for that speed and amount of car:
- ❖ Speed. If the turn lane remains, which it likely will at least for a good while, speed needs to be reduced and ENFORCED. This road had curves and hills and often people just misjudge because of the speeds. It needs to be reduced so even if, due to a hill or curve, something is not seen there is better reaction time available to all involved. A large population of Dripping Springs is older, and a lot of younger people are moving in. The ability to react varies greatly so to say the current speeds work is turning a blind eye to this reality.

Safety

- ❖ Safety (3)
- ❖ Safety and aesthetics. I hope you can address safety without just adding Jersey Barriers.
- ❖ Desperately need greater road safety here...too many dangerous accidents. Terrified to let future teen drivers on the road.
- ❖ Safety of new drivers with multiple schools along this corridor.
- ❖ Safety at the lights is an extreme concern with so many serious accidents and fatalities taking place.
- ❖ Scary during rush hours.
- ❖ Safety is really our only concern.
- ❖ We have plenty of young high school drivers in the Dripping springs area who need safer road conditions.
- ❖ My top concern is safety
- ❖ My biggest concern is the number of accidents where people have been severely injured or killed. I want to save lives first and foremost.
- ❖ Too many accidents. Take steps now, even if they aren't perfect
- ❖ Please don't take years to fix it. And if the final solution does take years, please do whatever small things you can to increase safety—temporary dividers, protected left turns, more lights, lower speed limits. Whatever it takes to ensure no one has to lose their life because of something easily avoidable (e.g., a protected left takes the guesswork out of gauging if you have enough time to turn. Because let's be honest: Not everyone is a great driver, and even great drivers make mistakes).
- ❖ Certain parts of the corridor has poor lane stripes that are hard to see at night or in storms; there are several potholes on relatively new asphalt that seems like substandard work was performed.
- ❖ Way too many deaths
- ❖ I fear for my safety and for the safety of my family nearly every single day.
- ❖ Safety and congestion
- ❖ Safety is most important.

Mobility

- ❖ Help traffic flow more efficiently-ridiculous waste of time daily through Oak Hill
- ❖ Overall congestion
- ❖ Lack of parallel corridors. There have been several major wrecks that shut down the road and people were stuck for hours. With the urbanization of the area, developers need to provide connectivity between developments.
- ❖ People do not change lanes to assist traffic flow
- ❖ Please review the mobility study already done by Hays County Commissioners. It was done over several years and had community input.
- ❖ There is a need for better alternative routes to accommodate road construction
- ❖ More effective way to get thru w/out back-ups
- ❖ I live near there, so I hope it doesn't affect my commute or home value.

- ❖ We need more options to travel into Austin.
- ❖ It should be combined with the Bastrop updates, so we have a clear shot from Dripping Springs to Bastrop
- ❖ Increased traffic flow and merging traffic safety should be the only concerns!
- ❖ Keep it moving!!!

Trautwein intersection, Sawyer Ranch Rd intersection, and others

- ❖ The long westbound stretch approaching Circle Dr. also concerns me, but not as much as Sawyer Ranch.
- ❖ Need traffic light at Trautwein intersection.
- ❖ need a light at Trautwein and 290
- ❖ Single turn left turn lane at sawyer ranch with short green arrow light. Multiple red light runners
- ❖ The 290/Sawyer Ranch Road intersection is especially dangerous.
- ❖ Access to Circle Drive is getting increasingly difficult, drivers must take a left turn against 60 mph traffic.
- ❖ Too much death. Too many people are here, and many, many more people are coming. Belterra and Sawyer Ranch Road intersections are literally murder.
- ❖ Fox hill apartments has a basically blind entrance due to hill. Can we move this entrance?
- ❖ Speed. People trying to turn onto and from Trautwein.
- ❖ This whole section is a mess and it all starts BEFORE 1826 at the Y, which just makes people act more crazy on this part trying to get ahead or around or off to some other route to avoid those problems. If you smooth out the flow at the Y better than it would help downstream, too.
- ❖ Sonic traffic turning west

Law Enforcement

- ❖ Find solution to move traffic when highway is closed for fatality investigation to prevent motorists having to sit for hours until road is reopened. Potential serious road rage incidents and/or additional accidents for those trying to turn around, etc. instead of sitting and running out of gas. Reduce law investigate time.
- ❖ I have to drive it - going east or west- pretty much every day. In a couple of years, my child will be driving. There are lots of young drivers on this road and lots of people I know and love driving it every day. Please find a fix. I really think it just needs a plan + patrols. Tell us what you want us to do & then give tickets to the people who won't follow the rules.
- ❖ Speed enforcement is not there.
- ❖ Greater police enforcement of the speed limit
- ❖ People speeding, driving aggressively, texting, talking on the phone
- ❖ Construction trucks, landscaping trailers need to be held more accountable.
- ❖ Inattentive drivers causing delays from texting, talking on phones.
- ❖ More police presence. I see people passing in the turn lane weekly
- ❖ Lack of law enforcement.
- ❖ Cell phone use! People driving under the speed limit thinking they can control traffic
- ❖ Police it more if possible.
- ❖ Cars with no lights on dusk, cloudy, rainy and evening
- ❖ Enforce traffic laws
- ❖ Distracted drivers
- ❖ Putting measures in place to avoid accidents and death on the roads. Having police presence to follow through with red light runners, speeders and unsafe drivers.
- ❖ Teen drivers around high school dismissal times. Some speed and drive a bit recklessly.
- ❖ People consistently drive well above the speed limit on this corridor contributing to wrecks, near misses, and road rage.
- ❖ I'm general, the state of Texas should have stricter laws in maintaining the maintenance of vehicles that require a CDL. Breaks on these vehicles fail too often.
- ❖ Speeding
- ❖ Lots of running of red lights occurs because of high speeds and people thinking they are on a freeway.
- ❖ Based on my observations while driving and those of my husband and my two adult children, the corridor is not being regularly monitored by the sheriffs of Hays county or the DPS.

- ❖ Wish that the police could arrest the texting/phone users!
- ❖ The ENTIRE corridor has become dangerous with high rates of speed, running of lights, and cross traffic.
- ❖ Very happy to see increased law enforcement presence along corridor enforcing speed limits. I believe it's had a positive impact. Although I can understand difficulties in enforcing hand's-free and passing lane laws, I would like to understand what attempts are made to enforce those as well. Is there anything that can be done to push folks to follow existing laws more closely and consistently?
- ❖ Drivers who don't follow the laws; Distracted drivers and speed limit
- ❖ People driving in the left (inside) lane going slower than the 60mph speed limit trying to slow traffic down and impeding flow
- ❖ Cellphone use by drivers
- ❖ Yes, too many deaths, accidents and people speeding!
- ❖ Enforce "stay right" laws rather than ticketing people going 65mph.
- ❖ Large trucks, construction trucks and 18 wheelers running red lights and speeding.
- ❖ Idiot drivers!
- ❖ Commercial trucks travel much too fast (concrete, dump trucks, 18 wheelers.
- ❖ No enforcement of slower traffic in left lane and not moving over.
- ❖ Speed. Speed. Speed... I drive daily, often at 65, and am tailed, passed by cars well in excess of speed limit.
- ❖ Speeding drivers.

Development

- ❖ I'm concerned about additional businesses causing more dangerous right turns.
- ❖ Too much new construction
- ❖ More businesses are adding to the danger.
- ❖ Traffic is building rapidly over the last two years along with developments causing much excessive delays as you approach Oak Hill going East on 290.
- ❖ Yes, this project is just an attempt to facilitate sprawl and pay for the destruction of our community to the benefit of large developers. Stop it already. Your job as a state agency is to protect the public's best interests, not serve a slush fund!
- ❖ The lack of planning for infrastructure while continuing to build and add more traffic.
- ❖ Too much development.
- ❖ There are too many "driveway cuts." In most cities, all the neighborhoods and strip malls would connect via a grid of side roads. In contrast, here, every subdivision and every strip mall, even individual businesses have their own driveway cuts. That's way too many places for cars to enter and leave a four-lane highway. And left turns across all that traffic certainly shouldn't be allowed. Make the developers connect their neighborhoods and have most points of entry and exit to and from 290 be at stoplights
- ❖ unrestrained, unplanned development
- ❖ With all the development we are seeing an increasing number of large trucks that cause their own issues in amongst other traffic.
- ❖ Also, it looks very junky with so many random businesses along the way. Not an attractive way to head into 'the hill country'.
- ❖ The City of Dripping Springs, through its various city councils, has for years encouraged and facilitated unbridled commercial & residential growth in its extraterritorial jurisdiction (ETJ) on US 290. After having substantially created this traffic mess, the City of Dripping Springs now appears to be angling to partially solve it by diverting high-volume US 290 traffic in its ETJ—with an emphasis on limiting road width in the City itself— to county roads (e.g., Fitzhugh Road-Travis; Darden Hill Road-Hays) that go through residential neighborhoods.
- ❖ No more strip malls!
- ❖ yes...the lack of any reasonable zoning for business is a concern...worried about...what may be coming --
- pawn shops next to strip clubs next to used car lots next to pan handlers
- ❖ Yes. The number of trucks using the corridor is out of control, and it is overtaxed. Until improvements are made, TxDOT should require that developers provide solutions before they build.
- ❖ It is definitely outdated. The highway has a rural "feel". Few safe ways to get on and off the highway in areas that have grown into commercial shopping areas. I do not envy your task, but it vital that the corridor receive priority attention.

- ❖ Too many driveways.
- ❖ Too much construction; not enough attention to infrastructure.
- ❖ Austin is growing too fast to hold it all, and toward Dripping is where a lot of it is getting pushed, there's 6 or 7 major developments on it now, and more going in, including a big huge multi stage one (Caliterra) on 12, which is going to put even more pressure on this corridor. Right now Dripping is doing nothing to stop businesses from spreading out all along 290, so even MORE little access points and MORE folks who just don't know what they're doing coming out this way, fighting traffic, and adding to the mess.
- ❖ Too much commercial development along the corridor without consideration of the traffic it generates.
- ❖ There are too many driveways and neighborhood entrances along 290, which only increases the amount of people trying to make the left turns.
- ❖ Make developers pay for their own roads. They get a free ride on taxpayer's backs as we bend over backwards to service them. What do we get in return? Yeah, the grocery store is closer now, but traffic is unbearable, and we are in danger every time we drive this road. There is a real need for traffic to get to Austin from points west in a reasonable amount of time. We don't want or need access to the housing and commercial developments between 12 and 1826.
- ❖ with all the planned development work needs to get started as soon as possible or we will never catch up

Capacity/Growth

- ❖ More lanes
- ❖ Too much traffic for the roads - feels unsafe at rush hour
- ❖ Congestion
- ❖ Huge increase in population on roads that are too limited for that volume
- ❖ Need more lanes
- ❖ Plans for future growth
- ❖ Population projections show this area is going to continue to boom in the years ahead. Now is the time for a significant project here, widening roads, adding turning lanes, modifying speed limits, and putting in lights at major intersections (e.g. Trautwein). Widening Trautwein would also be helpful; that road can reduce some of the congestion on 290 if it's more accessible since it cuts all the way up to Bee Cave.
- ❖ Amount of vehicles that are traveling this corridor
- ❖ Too many people, not enough infrastructure.
- ❖ Traffic congestion.
- ❖ Number of ppl moving out to dripping spring, the traffic will double in less than 4 years
- ❖ There needs to be a limit to growth. But I guess TxDOT isn't in a position to mediate that issue.
- ❖ Did I mention congested and dangerous?
- ❖ Rush hour traffic
- ❖ Added capacity and safety - but I think you already know that
- ❖ Try to be ahead of the growth.

Other

- ❖ The grooved pavement at US 290 near Sawyer Ranch is particularly unsafe for motorcycles. The grooves are deep and parallel to the direction of travel, when it would be much safer if the grooves were shallow and perpendicular to the direction of travel.
- ❖ Please apply common sense to minimize costs.
- ❖ If there are any new overpasses constructed, could TxDOT design concrete forms that produce walls that children would like to look at? Things like deer, armadillos, foxes, coons & possums. Mothers stuck in traffic will thank you.
- ❖ As a property owner along 290, I would like to understand the process of right of way purchase and how decisions are made as to which side of the road is chosen for ROW purchase.
- ❖ Cannot have school buses stop on the highway nor pull into/out of the highway without a light to protect them (not sure if this is a true problem but a CONCEPT you should stick to). People still have MAILBOXES on the highway - they need to be moved off the highway.
- ❖ Panhandling and homeless camps in the wooded areas
- ❖ No (28)

- ❖ No, all addressed
- ❖ The highway noise got worse after 'improvements' between 1826 and Scenic Brook. The trees were removed without replacement.
- ❖ As with other infrastructure projects in this area, there will undoubtedly be a strong pushback from the NIMBY and environmental circles. I implore TXDOT to not cave to this vocal (in my opinion) minority that has caused the greater Austin area to have the traffic problems its experiencing today.
- ❖ It needs to be dealt with sooner rather than later...so now, please.
- ❖ Other than the increase in traffic, environmental degradation, and the disinterest that TxDOT has about the opinions of people who live where their projects are scheduled to happen, none.
- ❖ Cars are unsafe and inefficient.
- ❖ I hope that all the lessons learned from 183 in Northwest Austin can be applied to this project, without the 20 - 30 year time period
- ❖ Seriously ????????
- ❖ Consider limiting the size and location of commercial signage to allow views of the countryside to predominate.
- ❖ Completely unsafe to have bus stops along 290.
- ❖ No. I worry about the proposed changes, as I do not feel they will solve anything. Any changes will just punish the good drivers and the bad drivers will continue to be bad drivers no matter the changes.
- ❖ School bus safety: one example is need for an area off roadway for bus to use when stopping at Mobile home park just east of Dripping on south side of road. Other areas no doubt exist.
- ❖ That covers it...Thank you!
- ❖ The lack of action is unacceptable. Proactive instead of waiting until it gets bad.
- ❖ Please, please do not utilize neighborhood and community roads as through roads in attempt to alleviate traffic. If this happens children/resident lives will be put in danger, home values will decrease, and people will undoubtedly seek residence elsewhere.
- ❖ Property value, privacy, safety of kids and people in butler ranch
- ❖ Seems like something needs to be done asap.
- ❖ No, Thank you
- ❖ N/A (6)
- ❖ Yes.
- ❖ The people that started this should be checked for mental illness
- ❖ None (2)
- ❖ The road surface is sub-standard... needs to be repaved, professionally.
- ❖ The amount of time (years) it will take TXDOT to actually accomplish improvements.
- ❖ Planning for this has been going on for more than 25-30 years ... how much longer before drivable? I've already gotten old just waiting on it!
- ❖ It sucks
- ❖ Obvious, Why has it been taking so long?
- ❖ Do not delay the development
- ❖ Make the changes sooner than later
- ❖ Why are there school bus stops on 290?!?!? And why do some school buses not have seat belts?!?
- ❖ See previous response
- ❖ I really hope it doesn't end up like 620/71 in Bee Cave. That is a terrible corridor
- ❖ Politics
- ❖ School buses should not be stopping on a major highway. It's a miracle kids haven't been hit.
- ❖ School buses from DSISD stop right on the highway. How is this safe? Only a matter of time before one is rear-ended.
- ❖ I don't feel school buses should be loading/unloading students on FM1826 - new routes should be planned to allow children to load/unload off the highway.

QUESTION 6: (328 responses)

Do you have any suggestions for potential improvements that would help address any of the concerns you have listed?

326 responses to this question were received. Many comments that made multiple points are split up into

the following headings.

Design

- ❖ True expressway with exits and frontage roads. The time is now before 100+ more commercial strip centers are built.
- ❖ Potentially elevate 290 so commercial traffic is on frontage roads with "Texas turnarounds" to eliminate or reduce the number of left turns related to use of commercial. I make a concerted effort to avoid driving on 290 due to heavy traffic.
- ❖ -Divided highway -Better engineering
- ❖ Make it entirely (or in places) limited-access highway.
- ❖ Divided 2 lanes in both directions with appropriate on and off ramps from SW Austin to Dripping Springs.
- ❖ Need freeway past Henley
- ❖ Limited access freeway type construction
- ❖ Possible toll lane both ways bypassing lights
- ❖ Fewer lanes, actually.
- ❖ Then I would suggest ingress/egress lanes and closing left turns wherever possible. For example, the left turns out of the Valero & the Shell stations at 290 & Sawyer Ranch. Both stations have an additional exit to a light where you can make a safe left turn. There is no reason to leave a dangerous left exit open as an option. Thank you so much for being interested in finding solutions!
- ❖ The entire portion of the highway in the corridor study area needs to be upgraded to a free, limited access highway with at least three travel lanes in each direction. Anything less will fail to meet the short and long-term needs of the area.
- ❖ I think if they put in a curbed median all down 290 and put U-turn cut-ins every so often it would help. The lights would also need left turn lanes and red arrows. You don't turn left without a green arrow and allow U-Turns. You wouldn't turn left onto 290 out of any driveways. You turn right then do a U-turn at the nearest spot. The problem I could see is people would turn right and shoot across 2 lanes to immediately try to get one of the U-turn spots
- ❖ Make as much of this stretch into a true freeway as possible.
- ❖ More lanes, or completing SH 45 to connect with 290. It would relieve much of 290, Ben White and I-35.
- ❖ I would plan to extend the freeway design all the way through Dripping Springs; we are going to wind up there anyway.
- ❖ Toll lane straight to Oak Hill (project).
- ❖ Limit the places that vehicles may cross the highway or turn left from the highway. Create a larger divider (wider and/or taller) between the traffic going in opposite directions.
- ❖ Reroute through-traffic with bypass lanes and slow down local traffic.
- ❖ Divided highway, over passes of major intersections and more lanes
- ❖ Limited access highway.
- ❖ Elevate the road turning it into a freeway that can handle the volume safely
- ❖ Consider HOV lanes and/or reversible lanes for the morning & afternoon commutes. Goals should be to promote carpooling and enhance mobility while minimizing the amount of pavement and ROW.
- ❖ Medians along the middle of 290
- ❖ Fixed barrier between opposite directions of traffic
- ❖ Ideally service roads in Cedar Valley so through traffic and turning traffic don't mix,
- ❖ 3) Concrete barrier dividing highway. 4) Toll road headed into Austin.
- ❖ Some medians down open areas
- ❖ Yes. Install concrete road barriers (Jersey barriers) along the center of 290 to eliminate the center left turn lane. Allow U-turns at traffic lights. That way drivers can make a safe U-turn and enter their destination from a right hand lane which is hundreds of times safer than doing a left turn from the middle of a freeway!!
- ❖ Grade separated intersections and on/off ramps.
- ❖ Disallowing turns across lanes of traffic to access 290.
- ❖ Grade separated intersections
- ❖ Wider and more lanes are not the answer. A simple turn lane in the middle should be enough to address turning safety. More stop lights on a highway are not the answer either.
- ❖ (1) MEDIAN (2) Restricted access
- ❖ I'd like to see 290 turn into a true freeway

- ❖ Get rid of middle lane, install dividers to prevent people from jumping through the traffic
- ❖ A center raised median will prevent cars making unprotected left turns. Left or U turns should be only be allowed at signals. This will also prevent drunk drivers drifting into oncoming traffic. There may be opposition because it will increase travel time to some businesses, but it will prevent a lot of accidents.
- ❖ Highway dividers and access roads
- ❖ Raise median
- ❖ Make turning safer. Divide the highway with concrete barriers. Make it bigger. Put in overpasses to facilitate safer turning underneath.
- ❖ Please make the entire corridor the same width. There is at least 1 section that has not been widened for some reason.
- ❖ Yes, overpasses/underpasses, or drop lanes for entrances and exits, keep traffic moving or slow it down. But to speed up and slow down between lights is terrible for mpg/efficiency
- ❖ Expand to freeway and reserve space for SH45 connection/ interchange
- ❖ Expand. put up a jersey wall median down the center of the road to control left turns and force U-Turns at lights and designate areas.
- ❖ Elevated expressway for cars that are just passing through.
- ❖ See #3: hard center divider, U turns at major intersections, wide shoulders for intersection or business enter/exit.
- ❖ Widening the road and adding a middle section of grass and trees between the two sides of traffic
- ❖ A barrier between the opposite lanes and prohibiting turns anywhere except lights.
- ❖ pour more concrete add a dedicated thru lane from 12 to Mopac, you can get on but not off turn lane is not for merging after turning left and if you want to really blow your hair back, make the right lane the passing lane. no one uses the left lane to pass anymore, people spend more time in the left lane just in case someone in front of them turns right they don't have to slow down further.
- ❖ Force traffic to frontage roads to flow to (fewer) intersections
- ❖ Find a way to reduce high speed hazards. At a minimum, the east and west traffic should be divided by some sort of barrier. A safer solution would be to separate out high speed traffic near residential and small town areas.
- ❖ Divided highway with turn lanes would be nice.
- ❖ Either a median or signs prohibiting left turns from businesses where another option is available
- ❖ Wider and more lanes and possibly double decking the road
- ❖ Medians
- ❖ Fly over at the Y
- ❖ Barriers to prevent crossing lanes
- ❖ Get more local cars off the road and dramatically reduce speed of through traffic
- ❖ Making 290 like loop 360
- ❖ Frontage roads
- ❖ It should look similar to Capital of Texas highway/ Loop 360 with a median and right turn only for cars with some "turn around" spots sprinkled throughout.
- ❖ Remove center median except for turn areas.
- ❖ Again, overpasses at current and future busy intersections would be my first priority, followed by entrance and exit lanes in present and future busy commercial areas.
- ❖ A limited access highway (e.g. Ben White) would be too impactful to existing businesses, residents and the environment. Increasing the capacity for thru traffic while limiting left turn from 290 to stop lights and left turn onto 290 to stoplights only would be a huge improvement. Adding a center median with specific left turn lanes (limited) would help. Making u turns at stop lights is preferred to entering the road from a left turn without a light.
- ❖ If the funds were available 290 should become a limited access road like 290 is up to McCarthy lane.
- ❖ Bypass Oak Hill - 290/71 merge point
- ❖ Overpasses, bypasses...but not sure any of these could be accomplished. Dripping Springs desperately needs a bypass now for truck traffic...but?
- ❖ A 3-lane highway with a medium with a 4 lane for entry and exit ramps. Needs a frontage road
- ❖ Turn this section into a freeway.
- ❖ Overpasses and access roads. Endangered spiders and lizards are far less important than my family's survival on the roads. Make those improvements or shut down development in the Dripping Springs area. There is really no other option. I grew up in Austin and have experienced first-hand what happens

when road infrastructure planning and development is deprioritized and/or slow rolled. Please expedite these improvements! We've lost friends on 290. We have friends who were severely / permanently injured on 290. It's very personal to my family and our entire community.

- ❖ Consolidate driveways.
- ❖ Frontage roads with entrances and exits on to and off the highway.
- ❖ Widen the road at intersections and add merge lanes.
- ❖ Need a median to stop left turns out of businesses and into businesses except at certain safe spots.
- ❖ Extend improvements west of 12.
- ❖ divided highway,
- ❖ Limit access. That or ban any more development. If you try to lower speeds people will ignore it or get so frustrated by it, they will behave more aggressively. If you have access roads running parallel to the main hwy that only get on and off and lights, then businesses can still get customers without quite so many high-risk spots. It doesn't get rid of the too many traffic lights problem, but it cuts down on some of the stupid. Limit commercial traffic. Have rules and regs about when large or heavy loads can travel, to limit the impact at rush times. ENFORCE THEM. Ban trucks in the left lane, and ENFORCE IT.
- ❖ Medians.
- ❖ Overpass and access roads (but they're really ugly)
- ❖ Take a little look at what are called Michigan "U's". It is safer to make a left turn with these. I think you have to make it a street as opposed to a highway. There is too much development, too close to the road, to keep it a highway. There is not enough land to create service drives.
- ❖ Impassable center medians, added lanes for through traffic, less stoplights, dedicated U-turn lanes,
- ❖ People from other states think a barrier between east and westbound is the answer. This is stupid and costly.
- ❖ Just look at Fort Bend City. Hwy59 remained a hey, TxDOT and city gave community safe feeder road to travel for getting in and out of businesses and communities.
- ❖ I hate it. But, turning it into a freeway with access roads would solve many of these issues.
- ❖ Express Lanes or HOV Lanes
- ❖ Reconfiguring middle turn lanes. Divide the highway
- ❖ Build alternate highway 290 that runs parallel to the existing road that is an elevated highway with no stop lights
- ❖ Bridge for traffic that doesn't need to stop near Belterra
- ❖ Traffic medians/concrete barriers
- ❖ Widening the highway.
- ❖ Remove driveways. Don't allow anymore.
- ❖ Consolidate driveways onto 290 from businesses
- ❖ Limit the left turns into businesses and residences, elevate the through traffic with access roads for local traffic just like a major freeway.
- ❖ Look to actually dividing the highway
- ❖ Center median will help stop left hand turns and people passing in current center median
- ❖ Physical separators blocking turns into the far side of the road, across lanes.
- ❖ Eliminate left turns. Manage/control entrance/exit.
- ❖ Long term solution would be divided highway with turn arounds for left turns.
- ❖ Connect more businesses/neighborhoods to reduce the need to make unprotected left-hand turns.
- ❖ Yes, make 290 a highway. No traffic lights. Access and feeder roads. 70 mph speed limit.
- ❖ I believe we need a way for vehicles to safely enter and exit businesses/streets located off of the highway. Some sort of feeder lane located parallel to the highway. We also need controlled U-Turn areas so that the areas that people can cross over the highway to turn around are controlled and it is done in a safer manner. To protect the aesthetics of the area, we should dig below for underpasses instead of building overpasses.
- ❖ We need four mainlanes in each direction and three frontage road lanes in each direction with overpasses.
- ❖ Limit the number of entrances onto the highway. No right turns on Red onto hwy 290. No left turns across traffic on 290 unless solid green arrow.
- ❖ A center median seems like it would be safer, for the entirety of this corridor.
- ❖ A toll road with higher speeds that starts in DS and ends in Austin! It would take so much traffic away from the people that are toodling around locally or just going to take kids to school/going to get donuts

or coffee/going to the gym. It would help get the frustrated people on their way and the slow drivers are happy because of increased safety along the stretch of road.

- ❖ Divided highway
- ❖ HOV lanes, overpasses, feeder access road. It seems the only thing that actually happens is reduced speed and more traffic lights.
- ❖ We would very much like to keep our two-way access! (area marked on map west of S. View Rd and south of US 290) When I spoke with some of the TxDOT planners a couple years ago, it was suggested that a turnaround be placed at Tara Lane.
- ❖ Maybe consider an underpass at either Derecho Drive or Ledgestone terrace. I'm certain that residents in either Southwest Hills or Cedar Ridge Estates would appreciate that.

Bike Lanes/Pedestrian Access

- ❖ Bike lanes
- ❖ * Sidewalks * Bike lanes
- ❖ Include bike lanes or widen the shoulders a bit.
- ❖ If the state wants to put bike lanes on the highway then start taxing the bikes with a road tax just like motor vehicles that would help. The bike lanes do not need to be in the traffic lanes.
- ❖ Bike lanes,
- ❖ Shared use path for pedestrians and cyclists
- ❖ I have reached to the Belterra Village Development Group (Endeavor) to suggest that they consider developing the corner of 290/Sawyer Ranch Road and provide a walking/biking path connection to the hub of Belterra Village. I thought it would be great to provide a walking/biking alternative connection to the nearby neighborhoods and drive more "foot traffic" vs. car traffic nearby.
- ❖ Add pedestrian bridges to connect developments, add safe bike paths.
- ❖ The Y is always heavy with traffic. Anything to mitigate that, while maybe adding pedestrian lanes, or bike lanes would be nice. No one is on foot around there because it's dangerous and unattractive.
- ❖ Bike Lanes and sidewalks could allow for future parking issues for older businesses as well as reducing the number of cars on 290.
- ❖ Bicycle lanes
- ❖ Bike infrastructure.
- ❖ Bike lanes too

Mass Transit/Alternate Transit

- ❖ - Convenient bus schedules -Easy, quiet light rail in median of 290 with large, free parking areas (covered) and elevated pedestrian bridges to the stations.
- ❖ Yes: public transportation
- ❖ Divest from highways. Invest in transit and pedestrian infrastructure.
- ❖ Metro?
- ❖ Integrated regional bus service using midibuses (approx. 30 passengers) operating on a 15-minute interval.
- ❖ More public transit.

Timing of Stoplights/Elimination of Stoplights

- ❖ Well timed traffic lights
- ❖ I've listed suggestions in every answer. Again, I would start with the stoplights- timing them throughout the corridor, extending yellow lights & building in a pause between greens.
- ❖ Elimination of as many lights as possible.
- ❖ 3. Increase time between red lights /green lights transition to allow for extra time for drivers who don't stop for red light.
- ❖ Do traffic studies and counts to determine where additional stop lights can be installed.
- ❖ Add more stop lights to keep traffic from "freeway" speeds.
- ❖ Longer green-to-yellow-to-red delays on Eastbound and Westbound traffic signal changes or speed sensing traffic signals to enable 18 wheelers to stop in time.

- ❖ I have listed them within the questions.... but better syncing of the light at Sawyer Ranch, allowing traffic to flow and not having to constantly stop over and over again. I was in Iceland recently and most of the intersections away from towns were traffic circles. The traffic slowed but continued to flow.
- ❖ Traffic lights at congested intersections.
- ❖ Longer yellow lights,
- ❖ Extend the yellow light change to allow for stopping
- ❖ Eliminating stop lights,
- ❖ Add traffic lights on high traffic through streets that cross 290,
- ❖ Add stop lights.
- ❖ More stoplights.
- ❖ Other than more lights controlling the flow of east bound traffic in the morning, and west bound in the afternoon, no.
- ❖ Light timing cycles at circle drive and Fitzhugh Drive are terrible after 3:30 PM traffic backs up sometimes up to a mile
- ❖ Yes. Physically remove several traffic lights as noted previously.
- ❖ Lights should be timed to adequately allow "speeders" who can't stop in time to cross the intersection before opposite traffic gets a green light. This could help avoid T-bone wrecks at high speeds.
- ❖ As mentioned before, better synchronization of lights would improve flow, even if lower speeds were needed for safety.
- ❖ Synchronize the lights when they are close from one another.
- ❖ Turn left on arrow only. No yield option when turning left. Especially on sawyer ranch road and 290 West where the CVS is located.
- ❖ Lights at heavily traveled intersections,
- ❖ Fix the stoplight issues as mentioned in my answer for #3;
- ❖ Minimize the addition of more stoplights.
- ❖ Signalization
- ❖ No turns on red. Left with green arrows at all times.
- ❖ Yes!!!! Dedicated "turn on green arrow ONLY" lights. No more green, yellow, flashing lights. It's either RED or GREEN arrow THAT'S IT. No signs about yield on left turns NOONE IS READING those signs! Just "TURN LEFT ON GREEN ARROW ONLY!
- ❖ creating mor lights,
- ❖ additional lights
- ❖ Make all traffic lights consistent - left turn on green arrow ONLY. And add a second or two between one direction turning red and another direction turning green.
- ❖ More stop lights
- ❖ More traffic lights,
- ❖ Traffic lights,
- ❖ Time the traffic lights better.
- ❖ More traffic lights.
- ❖ Create a couple of overpasses to replace some of the stop lights.
- ❖ Yes, see previous. Remove the u turn light just before 290 opens up. This is the main source of the traffic jam.
- ❖ Better timing structure on lights.
- ❖ Synchronize traffic lights.
- ❖ Add lights
- ❖ Improving the timing of the traffic lights so that you don't get stopped at every light.
- ❖ I think a quick intermediate fix is to increase green light traffic East bound at the Y intersection in the AM while decreasing HWY-71 green light traffic. I travel that corridor five days a week and HWY 71 is rarely back up at the Y in the AM. However, 290 gets backed up for miles due to the equal traffic light times.
- ❖ 3. Some kind of community notification about how signals are set and the opportunity for community feedback would be helpful.
- ❖ Time the lights so that 290 traffic would only have to stop infrequently or only once when entering the corridor
- ❖ More red lights

Lighting

- ❖ Light posts along highway.
- ❖ 1. Require businesses fronting on 290 to comply with dark sky friendly lighting.

Right Turn Lane/Center Turn Lane/Left Turn Lane for Business Access

- ❖ As mentioned above, a barrier down the center to prevent head-on or side collisions. Protected left turns and U-turns at intersections.
- ❖ center turn lanes
- ❖ I suggest adding 10' shoulders at developed areas to serve as acceleration and deceleration lanes.
- ❖ 2901/12. Expanded lanes for the traffic and left turns.
- ❖ -Right-hand turn lanes throughout 290 -Slower traffic keep right signs (added both to map at open house)
- ❖ More turn lanes and stop lights
- ❖ Turn lanes
- ❖ Turning lanes along the entire path.
- ❖ 1. Turn lane at S. View Dr. and Circle Dr
- ❖ Full width paved shoulders would help driver making right turns in Travis County
- ❖ 2. Only allow left turns on/off 290 on green arrow (seems like too many people cannot discern when to safely turn left on/off 290, which has caused many accidents
- ❖ Provide right turn lanes out of traffic lanes into business's
- ❖ Turning in lanes at housing districts along 290
- ❖ Turn out lanes at the bigger intersections
- ❖ Add exit/right turn lanes.
- ❖ Yes. DO NOT ADD LANES OR OTHERWISE EXPAND THE HIGHWAY, with the sole exception of exit and merge lanes where needed.
- ❖ Designates off ramps for right turns,
- ❖ 2 turn lanes to turn left onto sawyer ranch from 290 and from sawyer ranch onto 290.
- ❖ turn lanes where a road that meets 290 doesn't have a light.
- ❖ 2) Turn lanes for traffic exiting highway. People STOP to turn, causing accidents. Even at 30 -40 mph it's dangerous.
- ❖ RM1826, FM150 & FM12 all need center turn lanes at a minimum.
- ❖ Medians/center lane markings
- ❖ Widening and dedicated turn lanes
- ❖ Making the entire section have a left turn lane
- ❖ Center turn lanes. Dividers as much as possible instead. Lots of shoulder acceleration lanes wherever possible.
- ❖ Provide more shoulders for cars trying to slow down to enter businesses or side streets (specifically the area between Rock Way Drive and Ledge stone Terrace),
- ❖ Review current exits at Belterra Village to consider addition left turn from village onto 290. The light at ledge stone should be a green left turn
- ❖ Create right turn lanes at intersections;
- ❖ Middle turning lane more defined and with clear entry and exit points.
- ❖ Better ingress and egress
- ❖ Entrance lanes to businesses so people turning can get out of the way of highspeed traffic
- ❖ Longer turn lanes and shoulders to allow time to slow for turns without having tailgaters.
- ❖ Separate protected turn lanes at Sawyer Ranch
- ❖ Expand width and add center lane in specific areas.
- ❖ Turn lanes for left and right turns.
- ❖ Good right turn lanes.
- ❖ Eliminating unprotected left turns in certain areas
- ❖ No left turns out of the businesses in Cedar Valley
- ❖ Right hand turn lanes would make a big difference.
- ❖ No right turn lanes into businesses.
- ❖ See above - designated right hand turn lanes (additional) and medians with lefts only allowed at existing stop lights.

- ❖ Protected turns,
- ❖ Right turn lanes
- ❖ Left and right turn lanes.
- ❖ More turn lanes and merge lanes to let exiting and turning traffic slow down or speed up safely.
- ❖ Add a turn lane in that section,
- ❖ Add more dedicated turn on/off lanes.
- ❖ center turn lanes
- ❖ We need to have turn lanes for the full distance and limit people turning across the highway in areas where there is no turn lane. This behavior is GOING to get more people killed!

Environment

- ❖ Have developers conserve and pay extra to not destroy nature, have bees or agricultural strategies to conserve area. Have wildlife research/rescue in area to save nature.
- ❖ * Plant trees
- ❖ Too much development and what will have will the drainage causing more environmental damage to creeks and possible flooding.
- ❖ I worry about water quality and availability of water. Central Texas hasn't experienced a drought since all of this new growth has occurred.
- ❖ Work closely with real environmentalists.
- ❖ Maintain the character of downtown Dripping Springs area:
- ❖ Low impact development, low impact drainage, rain gardens, as little concrete as possible with native landscaping in non-critical areas, re-use materials from the infrastructure site
- ❖ 2. Continue to pursue working relationships fostering the use of native plant material along our roadways and continuing to avoid the use of invasive plant material.

Speed

- ❖ Reduced speed limits where there is high density of commercial and residential development (soon to be the entire segment).
- ❖ Reduced speeds!
- ❖ 3. Reduce speed limit between 1826 and Trautwein
- ❖ 4. Consider reducing speed limit in certain sections and/or for large vehicles (since they seem less likely to be able to stop for red lights), if other measures don't work to reduce accidents.
- ❖ We have noted on hwy. 71 along Bee Caves/Spicewood areas when they reduced speed limit and (with use of a state grant) added significant law enforcement patrolling it has gradually this past year caused a reduction in speeding and accidents.
- ❖ Slower speed limit.
- ❖ Lower speed between nutty brown and sawyer ranch,
- ❖ Lower speed limit like we have in Dripping,
- ❖ Lower speed limit.
- ❖ Lower speed limits.
- ❖ Drop the speed limit to the double nickle
- ❖ 1) Reduce speed limit to 45mph 2) educate residents, business owners and 290 users 3) enforce the limits to reduce unnecessary deaths and injuries
- ❖ Slow speed limits by 5mph,
- ❖ Lower the speed limit in this area to 50mph and enforce the limit.
- ❖ Lower the speed limit
- ❖ Reduce speeds
- ❖ Lower the 60 mph speed limit,
- ❖ Better speed control,
- ❖ Reduced speed
- ❖ Lower speed limits.
- ❖ Reduce the speed limits,
- ❖ Lower the speed limit in congested retail/neighborhood areas; did I mention lower the speed limit?
Thanks for listening! :)

- ❖ Hwy 290 between 1826 and RR12 is no longer a "highway". It cannot handle "highway speeds" of 60 MPH. Due to number of stop lights, it should be treated as a boulevard/parkway with a median and significantly reduced speeds(think 45 MPH).
- ❖ I feel that the speed limit is too high for the amount of traffic and unprotected turns in this area. There are equal if not a higher population than in the town of Dripping Springs that are turning in and out onto a 60 mph road. In town the speed limit is 45. This is can take place immediately and the only costs are for new speed limit signs.
- ❖ Reduce the speed limit in 290 West and keep the same speed limit throughout (it gets confusing).
- ❖ Lower speed limit
- ❖ Slower speeds in certain areas,
- ❖ Lower the speed limit.
- ❖ Speed limits should be lowered.
- ❖ Lower the speed limit at Belterra Village and past Sawyer Ranch Road;
- ❖ Lowered speed limits in specific areas
- ❖ Lowered speed limit to 45 through high density areas. Very difficult to police distracted driving. If speed limit is 60 people will go 65-68. All small towns in Texas (including Dripping Springs proper) have lowered speed limits on pass through. We are surpassing this density from Circle Dr through Sunset Canyon with added and projected businesses/neighborhoods.
- ❖ Lowering speed limit
- ❖ Lower speed limits
- ❖ Lower speeds,
- ❖ Lower speed limits,
- ❖ Lower speed limit,
- ❖ Lower speed limits.
- ❖ Reduce speed limit between Sawyer Ranch road and Nutty Brown road
- ❖ And speed is Not the issue. There is so much traffic now that you can't speed anyway. Each time you've lowered the speed limit it has not decreased the accidents. It just backs traffic up. People just need to pay attention and follow laws already on the books.
- ❖ Lower speed limit
- ❖ There needs to be some kind of monitor for speeders, whether it be cameras or whatever to issue them tickets, do not know what the solution should be, but it is a death alley
- ❖ Lower speed limit
- ❖ Higher speed limits
- ❖ Reduce speed
- ❖ Decrease the speed limit.
- ❖ Reduce the speed
- ❖ I believe I already gave pretty good detail but just in case: reduce and enforce speed limits immediately
- ❖ Reduce limit to 50 and enforce aggressively.
- ❖ Lower speed limits in busier sections,
- ❖ Reduced speeds stated above
- ❖ Reduced speed

Safety

- ❖ I think a road engineering study could develop some solutions. We've had too many fatalities, and something needs to be done.
- ❖ The left turns all along the corridor are very dangerous. This does not feel like a HWY more of a local road
- ❖ If crash barriers could be implemented in the design to prevent crossover accidents.
- ❖ additional safety measures like non-law enforcement electronic speed radar, rumble strips, advance flashing lights for red lights, lighting along the corridor at night.
- ❖ Place suggestive caution signs like watching for cars and trucks entering and exiting the highway where hills impede the views as well as being courteous and aware of driving at night with bright headlights while on 290,
- ❖ Use reflective paint to clearly define entrances to business and side streets off 290, provide safer bus stops for buses to actually pull off of 290 and keep our children out of obvious unsafe areas like walking

on the side of 290. Also, provide more shoulders for law enforcement to safely perform a routine traffic stop.

- ❖ As suggested above: Temporary acts to improve safety until more permanent solutions can be put in place—lower speed limits, more cop presence, protected turns, temporary lane dividers, etc. .
- ❖ Keep the Lane striping as current and bright as possible. More signage to remind driver to keep right except to pass. Keep large truck from traveling in the passing lane-slowing everyone down.
- ❖ Restripe the lanes where it has faded; keep the signs that show the speed drivers are traveling at;
- ❖ Trim the trees down sawyer ranch road. Some of them obstruct vision like the one by the Heart of Eye Institute.
- ❖ traffic calming
- ❖ More reflective, uniform and consistent striping on lanes and shoulders for the entire length of this road. Get the gravel off the road shoulders where drivers turn in or out of businesses.
- ❖ Make the positive safety changes necessary sooner than later to save lives.
- ❖ Those plastic dividers that Mopac has along the express lane would be a cost-effective way to direct traffic to perform safe turns/prevent unsafe turns/driving practices.
- ❖ Adding shoulders to increase safety of disabled vehicles and have an area for Police officers to conduct business safely.
- ❖ Improved re-surfacing and marking would help.
- ❖ Reduce trucks (I know truckers have a high safety rate; however, our drivers don't, and they don't seem to know how to drive safely around 18 wheelers which I believe negatively impacts safety.

Mobility

- ❖ Create alternate access to Ben White and Mopac to relieve rush hour congestion.
- ❖ Prioritize efficiency and throughout over revenue generation to better serve the community
- ❖ Plans for a future no-stop highway between cities. It will be necessary after the road use triples and 290 west becomes worse than 35 through Austin. Best to start the process of change now.

Trautwein intersection, Sawyer Ranch Rd intersection, and others

- ❖ Trautwein intersection -light needs to be put here -regrade Trautwein to a less steep grade -right turn lanes onto Trautwein Heritage Oaks -needs right turn lane There is something going on with Sawyer Road intersection - motorcycles & rain. This needs to be fixed. Polo Club has trucks and trailers with horses - they need a light.
- ❖ Traffic light at Trautwein (County 185) & 290 very steep grade with no visibility and short reaction time/space before sliding into Hwy 290 traffic and being T-boned.
- ❖ . Traffic light at Trautwein
- ❖ Too many accidents - recommend the following: 1. Add traffic light at Trautwejn intersection
- ❖ I liked the idea of a concrete median that allows for left turns only at certain points.
- ❖ Potentially a light at Trautwein
- ❖ Need a light at Trautwein (entering on to 290)
- ❖ Need a light at Trautwein and 290
- ❖ Traffic light at Trautwein and 290 with turning lanes
- ❖ A light at Trautwein and Hwy 290.
- ❖ A light at Trautwein,
- ❖ Trautwein light needed
- ❖ Light at Trautwein
- ❖ We need a light at Trautwein and 290. Every morning is a near death experience if you are turning left (east).
- ❖ Widen the Trautwein intersection and decrease the grade of the road to help eliminate the blind spot. Add turn lanes from west bound 290 with a traffic light.
- ❖ Light at Trautwein
- ❖ Add a light at Trautwein and 290.
- ❖ Tara lane needs: A stop light OR A median that extends from Circle to the existing median AND A shoulder on 290 heading east towards Tara AND A reduced speed limit (there is a hill that decreases visibility and when it is wet causes many safety issues).

- ❖ A traffic light at Trautwein Road,
- ❖ Fix the "Y"....
- ❖ Visibility at Sawyer Ranch Road and 290 must be addressed. It is difficult to see around cars in the left turn lanes (thus people pull out in front of oncoming traffic traveling at high speeds). It is also difficult to see around cars in the right turn lane heading east turning onto Sawyer Ranch Rd. Lengthen green turn arrow times and then give a red light to left turn lanes at 290 and Sawyer Ranch Rd. as people are frustrated by waiting for 2-3 light changes to turn left and end up turning on a solid green or yellow even though cars are coming at high rates of speed to avoid having to wait. (The light at Escarpment and Slaughter lane has a very long green turn arrow so almost all cars can turn left into Circle C. Then the light is red).
- ❖ We need a light at Southwest Oaks, the shopping center built directly across from this street has made it extremely unsafe to enter the highway from our street.

Law Enforcement

- ❖ Clear signage. Maybe, if it is legal, some way to put pressure on the apartment complex owners to get their residents to comply. (Fox Hill Apts.)
- ❖ More police presence in the area
- ❖ * Work on speed enforcement
- ❖ Lower speed limit and enforce. Enforce texting and talking on the phone while driving
- ❖ Traffic cameras at lights have proven to reduce serious/fatal accidents. Perhaps that is something to consider.
- ❖ Speed signs (the ones that tell you how fast you're going).
- ❖ More traffic law enforcement.
- ❖ 1) All commercial vehicles (18 wheelers, dump trucks, landscaping, trailers) use the right lane.
- ❖ Use radar traps.
- ❖ Temporary middle lane barrier. 24/7 police presence strictly enforcing speed limits. The road should have the reputation of a speed trap, not a death trap. I will gladly pay more taxes.
- ❖ I don't know how to make people follow already established traffic rules, that would be a giant step.
- ❖ Ban cell phones whilst driving
- ❖ I know that no-one likes speed/red light camera's, but if they were installed correctly and with the right permits, they would cut the accident rate considerably. The camera doesn't lie
- ❖ Add cameras at every light. Add more law enforcement.
- ❖ Stricter speed limit enforcement
- ❖ We are starting to see drivers exceed the speed limit significantly, it would help to increase the presence of Police.
- ❖ Enforcement of texting and driving infractions, barriers.
- ❖ More enforcement of speeding and texting and driving
- ❖ Stiffer penalties for running red lights.
- ❖ More enforcement of speed limits.
- ❖ More police patrols
- ❖ Also, officers need to be stricter on phone use while driving. Create a website or app, were the public can enter the license plate of a person driving while using the phone. Like public shaming.
- ❖ More officers along the corridor
- ❖ More law enforcement presence;
- ❖ More law enforcement
- ❖ Strict law enforcement.
- ❖ A larger and continuous police patrol presence. But they need to be out of site in order to catch the red light runners and speeders
- ❖ Providing more frequent patrol by police to ticket speeders and red light running.
- ❖ Post signs that cellphone use causes accidents and that is illegal.
- ❖ Ban vehicles with visible emissions. Strictly enforce traffic laws.
- ❖ Get DPS in unmarked cars to write many, many tickets for aggressive driving.
- ❖ Cameras would benefit HWY 290, additional traffic enforcement, constant enforcement.
- ❖ The only way to alleviate accidents is to have more officers giving out tickets, but that is not something you can fix. Lowering the speed limit doesn't do anything to lessen the incidence of accidents, at this

point I believe doing that would cause more accidents.

- ❖ Enforcement of getting slower traffic out of left lane.
- ❖ Increased traffic patrols. Tickets those speeding dump trucks.
- ❖ More patrols of 1826.
- ❖ More tickets for speeding and more fines for texting and driving.

Development

- ❖ Limit approval of new subdivisions- there are simply too many cars on 290. Limit the number of drives that access 290. Require businesses to combine driveways.
- ❖ Plan for expansion. Build now prior to the growth as expected.
- ❖ Moratorium on building for a period of time so infrastructure can catch up.
- ❖ Control developments and require them to include safe entrance and exit options as they build along 290
- ❖ If the growth continues and traffic continues to worsen, I would like to see 290 become elevated like Ben White so people can safely turn into businesses and subdivisions or apartments. I'd like to see some areas made into parkland to prevent overgrowth.
- ❖ Making any new developments pay for their own right turn lane and a stop light if needed
- ❖ Too much development resulting in more traffic than the area can handle and less patience of the people driving
- ❖ Too much growth has been allowed without first addressing access. To go back now and try to address is backwards. Good luck with all the development that has been allowed along 290 - it will make improvements difficult or impossible to do now. I would have fixed this before all the growth.
- ❖ make new business's share a common frontage road for entrances and exits
- ❖ As development occurs, the access developed for the new Belterra Village could serve as an example of a safe and easy to access project.

Capacity/Growth

- ❖ Please create more lanes to make the traffic situation better. Traffic is bad all times of day there.
- ❖ Add lanes/widen road from Fitzhugh to the Y
- ❖ It was only a few years ago that a center turn lane was put in most of the distance that is the subject of this study. New guard rails and shoulders were also put in at that time. It made no sense to spend the money 5-6 years ago (approx.) when the area was growing so fast that "everyone" knew that the roads would need to be expanded. It would have cost that much more to have added a third lane in each direction and then this current study wouldn't be needed for at least another 4-5 years. The planning was too short-sighted. Hopefully, it won't be this time.
- ❖ Start building a freeway. The area is growing and there has not been sufficient planning to handle the traffic anywhere in the area.
- ❖ Planned growth
- ❖ More lanes.
- ❖ More lanes
- ❖ Study best practices for moving people safely & efficiently and get it done. Quit being reactive to traffic & safety and start being proactive for growth & efficiency.

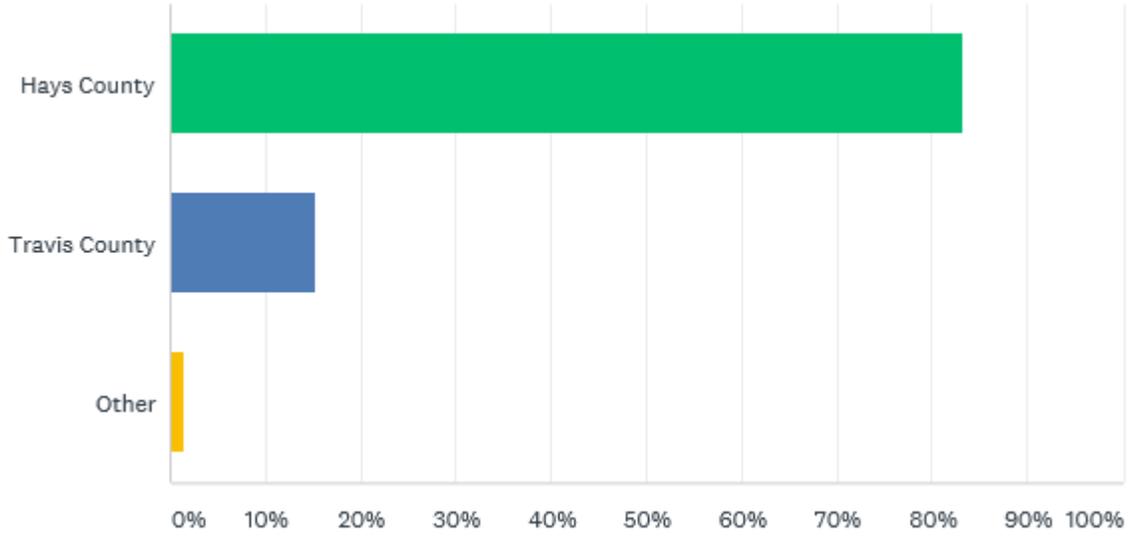
Other

- ❖ Acquiring right-of-way from the southern side of the corridor will be less expensive than acquiring right-of-way from the northern side of the corridor (see survey answer #2). It also appears, by looking at the aerial photos, that acquiring right-of-way from the southern side of the corridor would impact less businesses. I acknowledge acquiring right-of-way will impact businesses. However, I hope you can minimize the number of businesses impacted.
- ❖ Build a sound barrier wall.
- ❖ * Install noise mitigating walls
- ❖ I'm sorry to say that I don't. I wish I know what the answer was.
- ❖ No (6)

- ❖ Identify Loop 290 route while there is still open land
- ❖ Make another entrance to the apartment complex about 1/2 to 3/4 mile west of current entrance for those entering eastbound
- ❖ How much taxpayer money are you wasting ??
- ❖ Self-evident
- ❖ Do not make neighborhoods/communities through streets, allow neighborhoods/communities to become gated to prevent this, and keep paramount residents quality of life, safety, and peace of mind
- ❖ Make Butler Ranch a private neighborhood so only residents have access to blue ridge. It does not have a cut through to non-Butler Ranch residents
- ❖ slow down traffic or parallel routes to avoid 290 thru traffic for local traffic. Local access roads
- ❖ TXDOT needs a mobile application with push notifications to better communicate with the public. Twitter and Facebook are nice but having mobile apps is better. Localized traffic information could be pushed to drivers.
- ❖ High-volume US 290 traffic problems in the Dripping Springs ETJ needs to be solved through improvements to US 290 itself, NOT by using county roads going through residential neighborhoods.
- ❖ Work with the Hill Country Alliance and groups associated with the alliance.
- ❖ Not at the moment
- ❖ Psych hospital for those who can't drive
- ❖ Any means to enable effective access from this section of HWY 290 to TX45/Loop1 would help
- ❖ Unfortunately, I do not have any obvious good ideas
- ❖ Already state previously.
- ❖ I've given examples
- ❖ Get people to telecommute because they can't be trusted behind the wheel
- ❖ Try to restrict major non-local truck traffic to nighttime hours only.
- ❖ I have already addressed this in my other answers
- ❖ See above
- ❖ Notify the general public constantly about development of this corridor
- ❖ Changes need to be made sooner than later. These suggestions should have already been in place.
- ❖ Ban through traffic trucks. That or make an alternate route for them so they don't try to run cars off the road!
- ❖ Unfortunately, many issues are caused by people, not the highway...and you can't fix stupid.
- ❖ See statements above. Also keep construction trucks in right lane.
- ❖ let the design engineers do their jobs and do your best to keep politics from messing that up, as has been going on for the past 30 years. I wish you all the best on that one!
- ❖ More input from property owners
- ❖ No school bus stops,
- ❖ Not knowledgeable enough to speak to this.

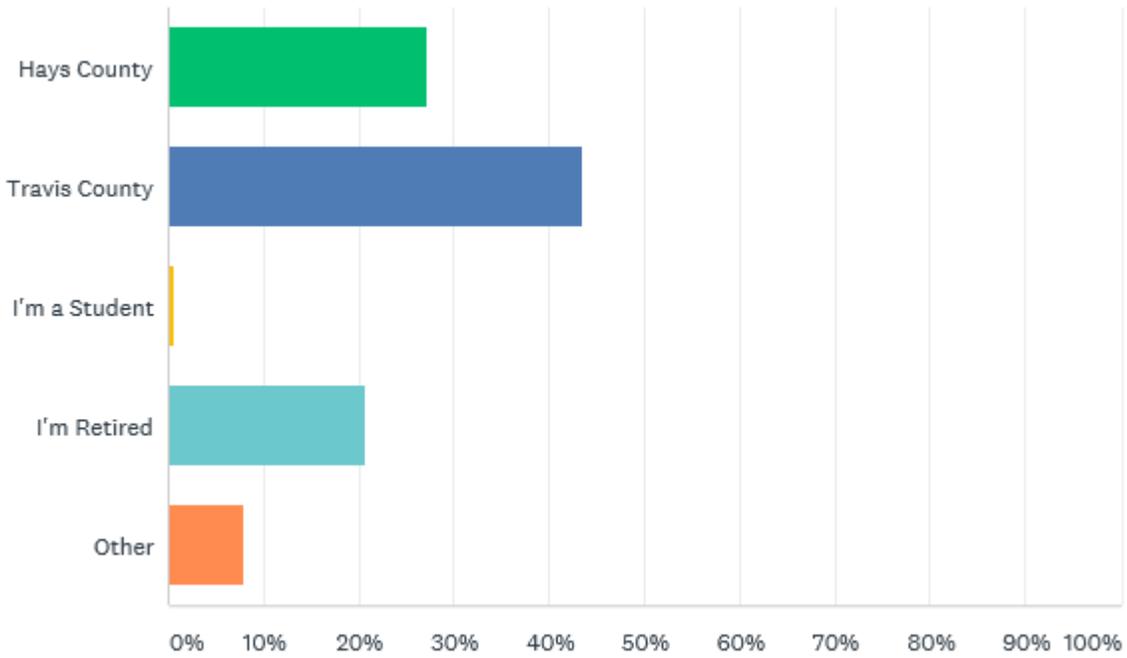
QUESTION 7: (497 responses)

Where do you live?



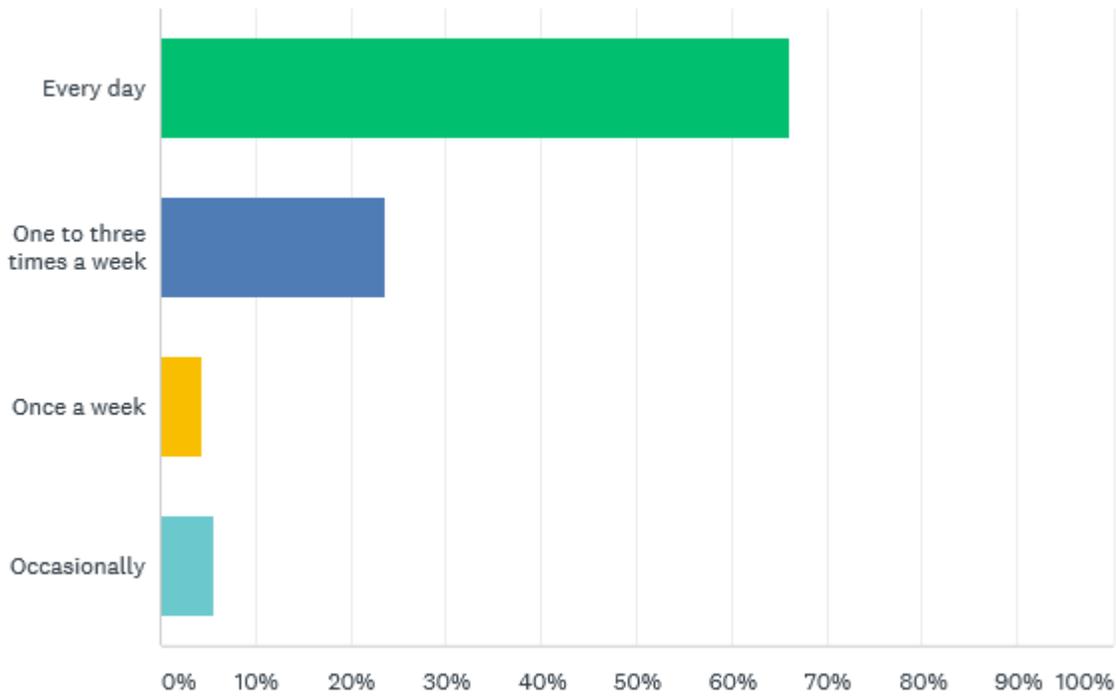
QUESTION 8: (491 responses)

Where do you work?



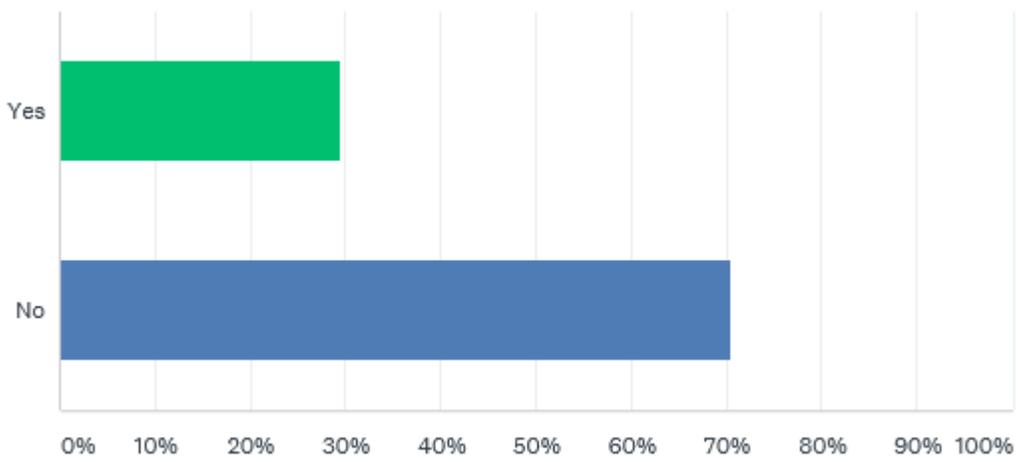
QUESTION 9: (491 responses)

How often do you use/commute through the US 290 corridor?



QUESTION 10: (488 responses)

Do you own property and/or a business that is directly adjacent to US 290 between FM 1826 and RM 12?



QUESTION 11: (270 responses)

If you would like to receive future study updates, please provide your information below.

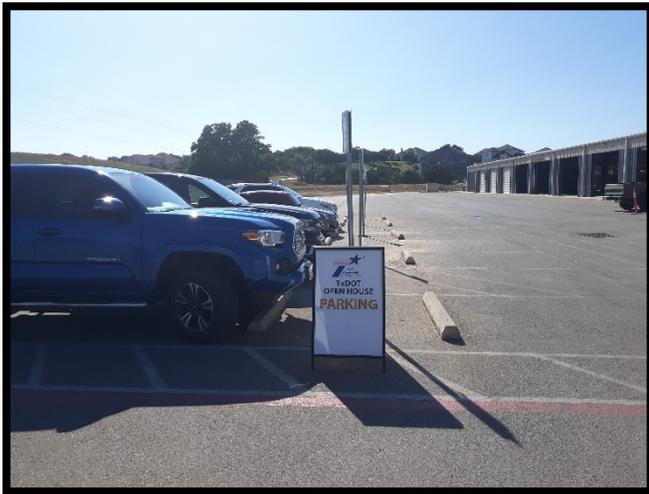
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Open House Photos

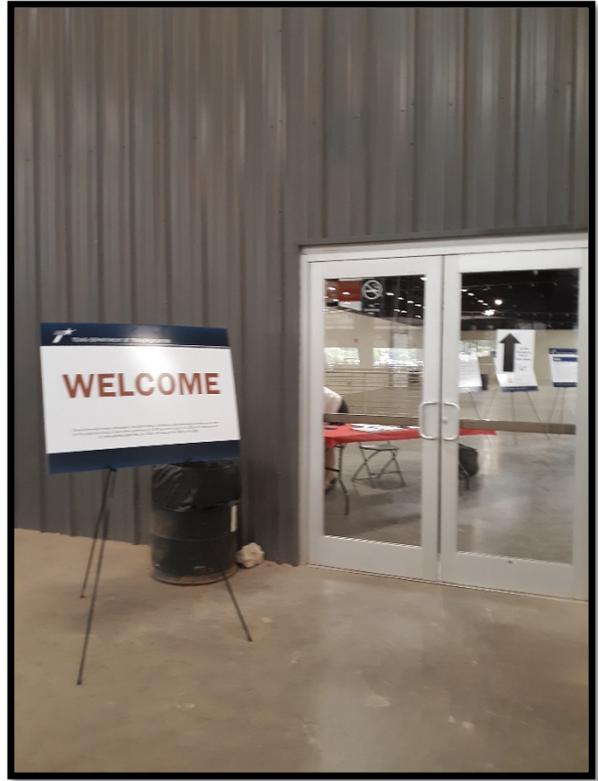
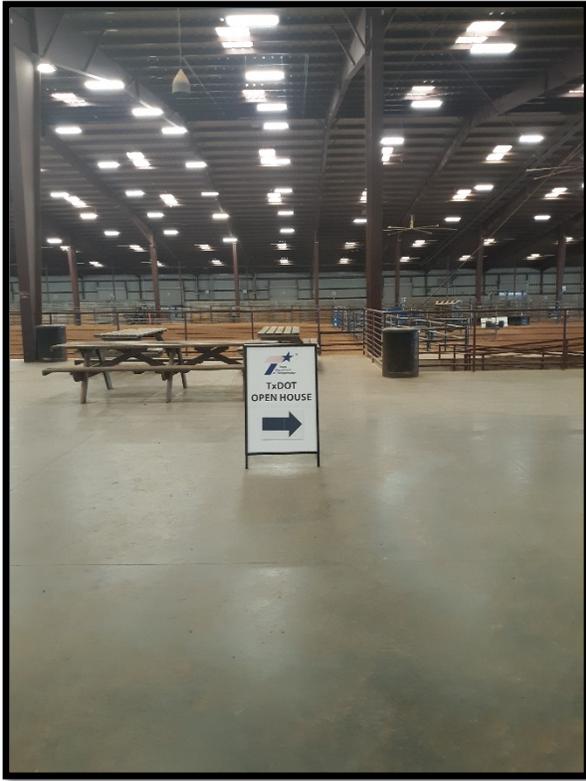
US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
Open House - October 8, 2019
Dripping Springs Ranch Park



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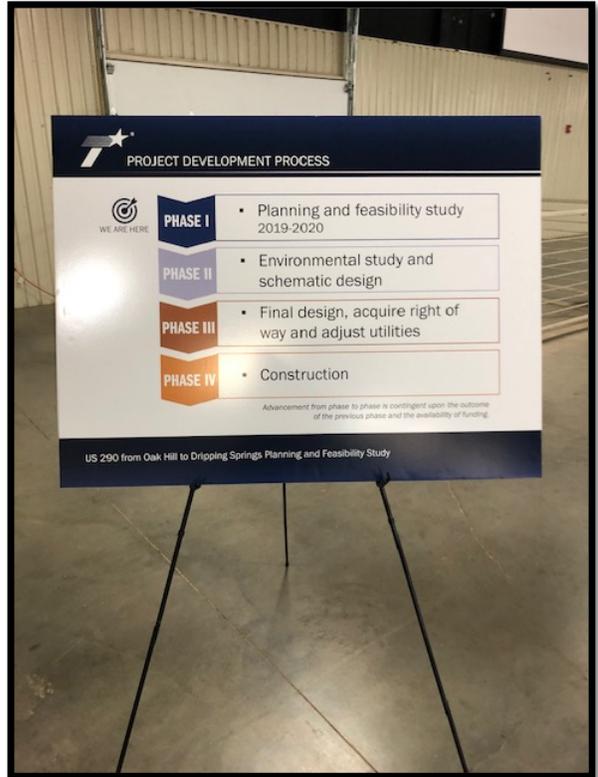
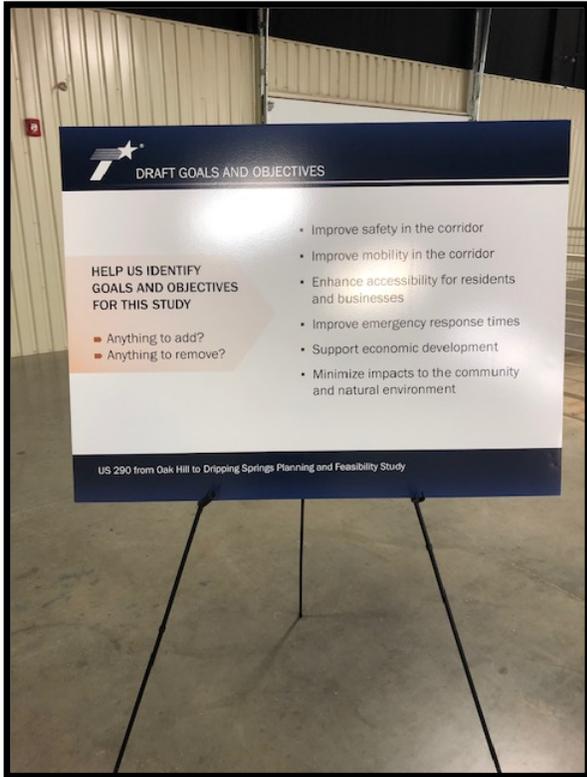
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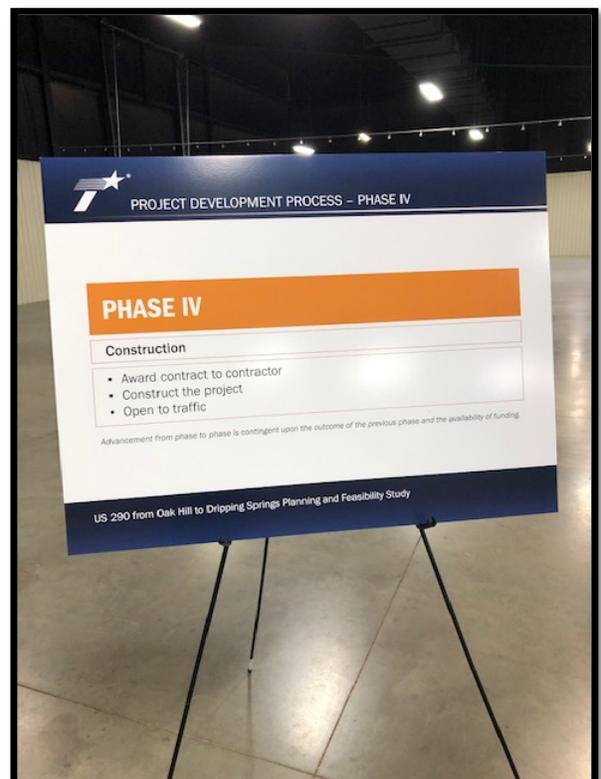
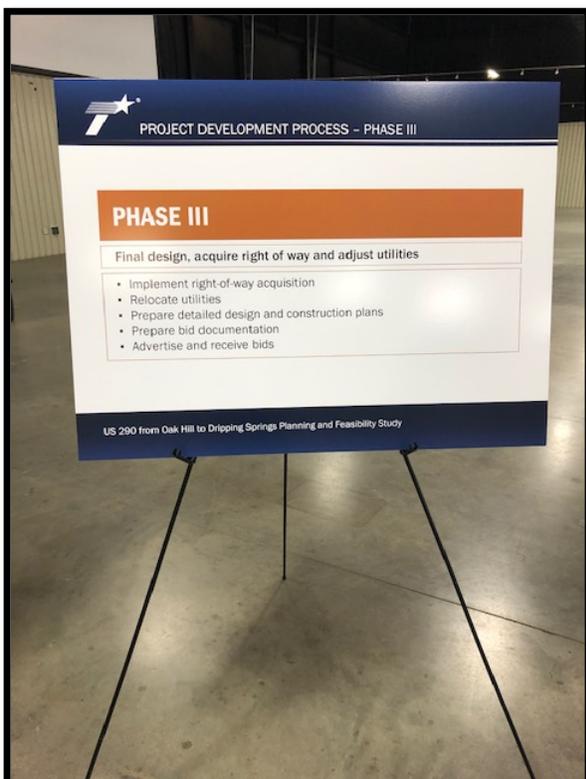
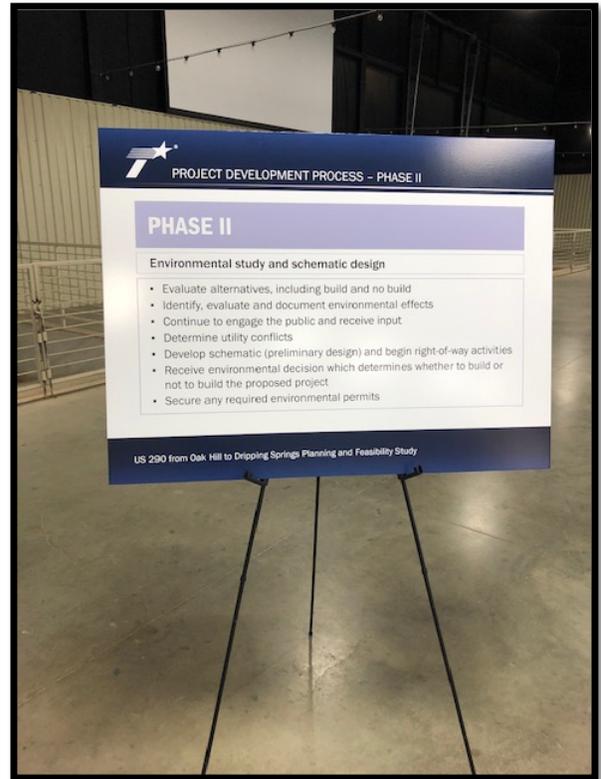
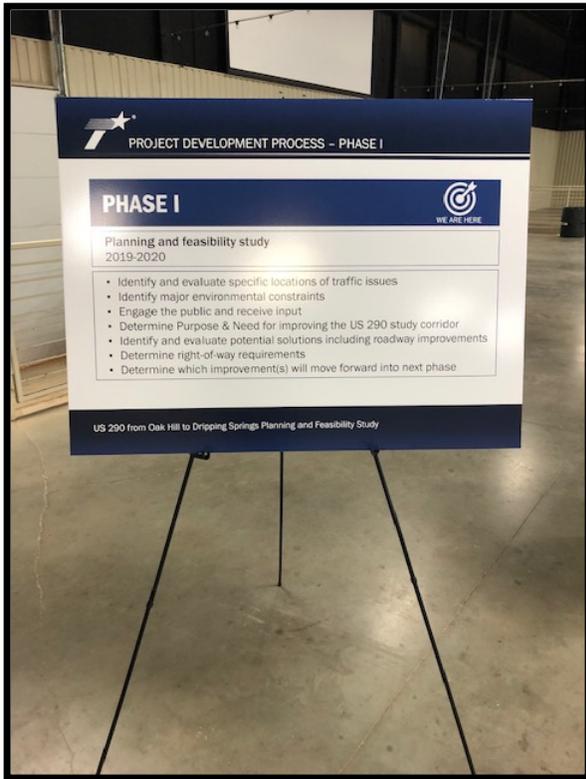
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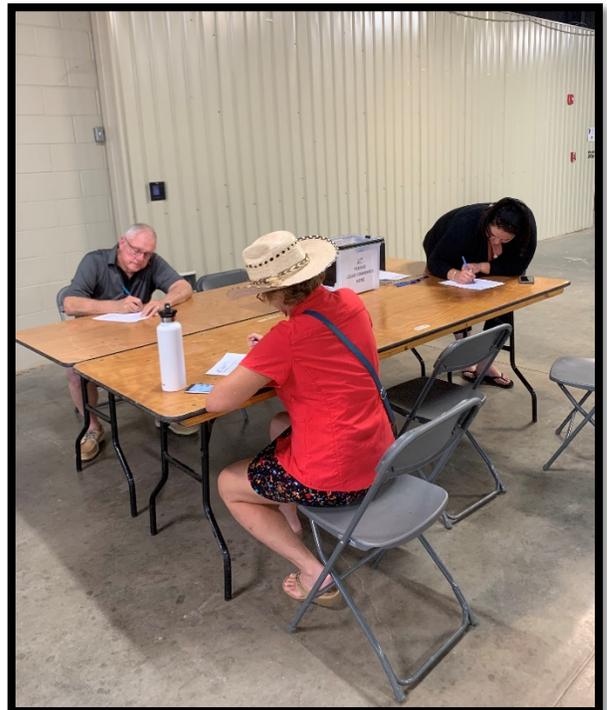
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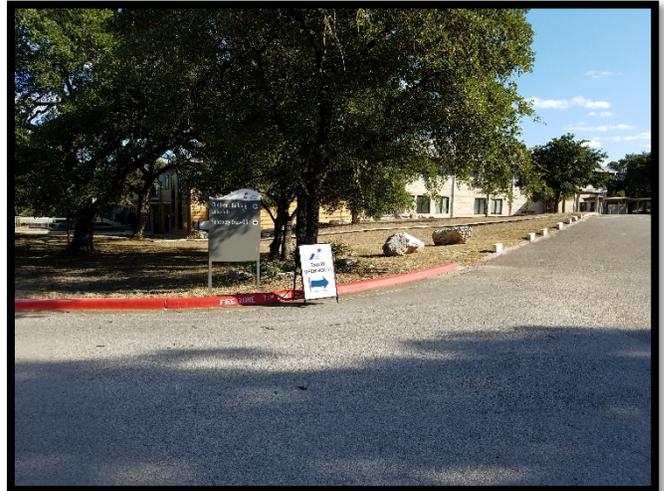
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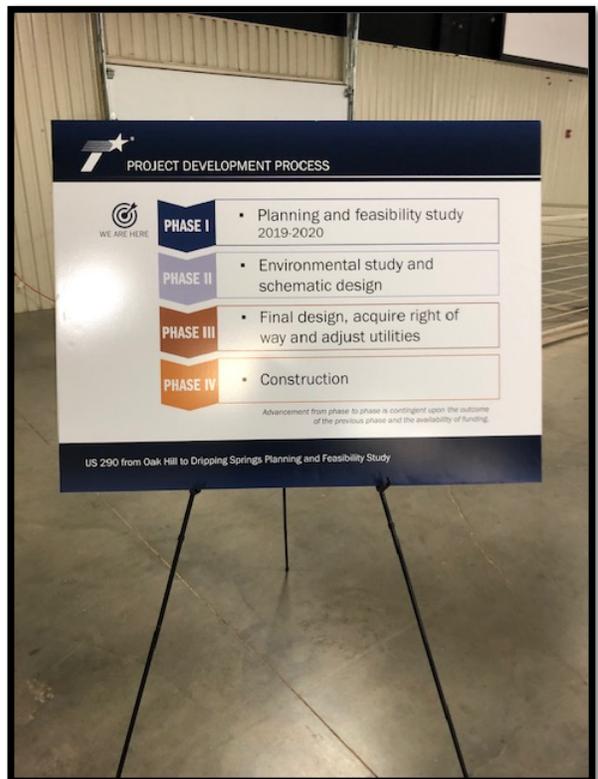
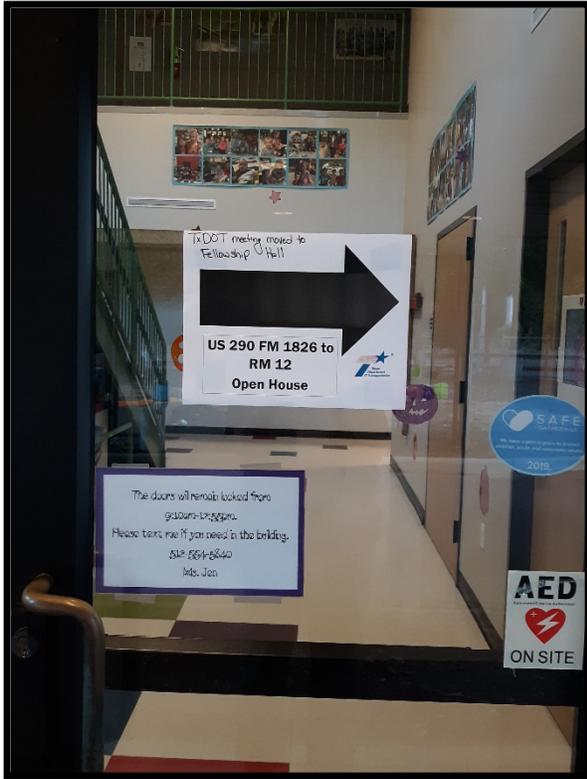
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US 290 from Oak Hill to Dripping Springs Planning & Feasibility Study
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Oak Hill United Methodist Church

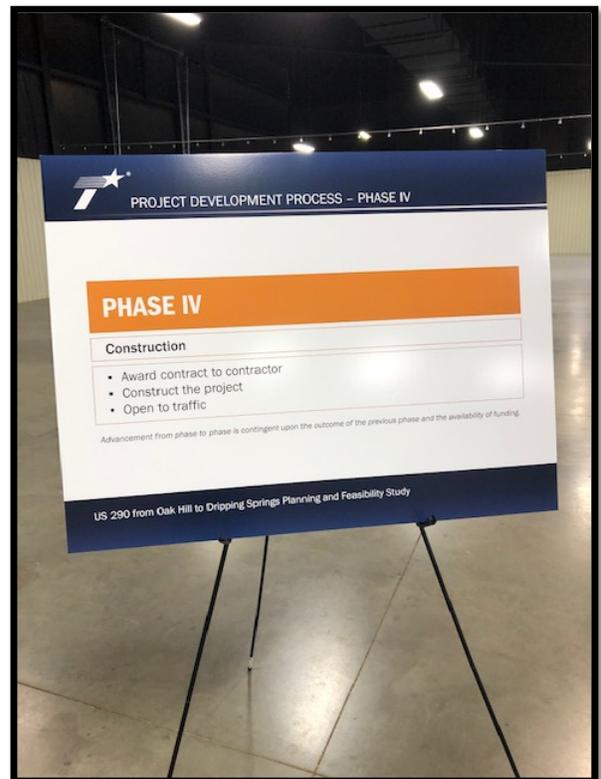
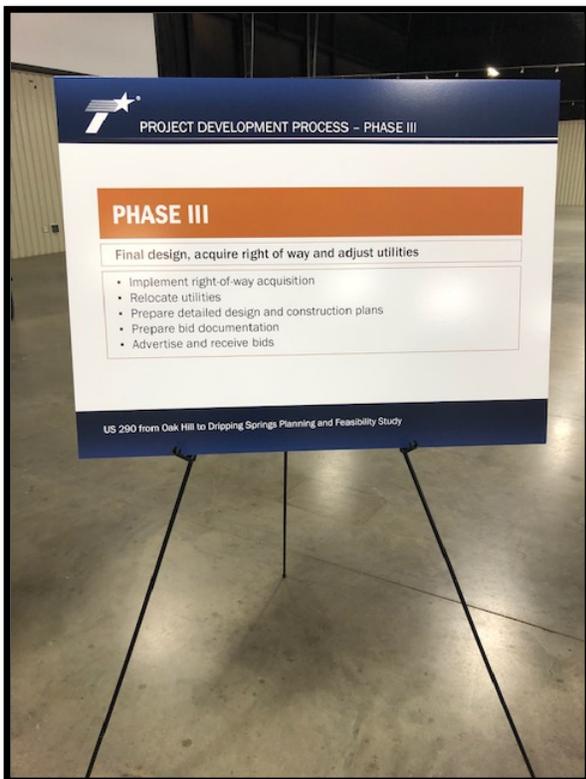
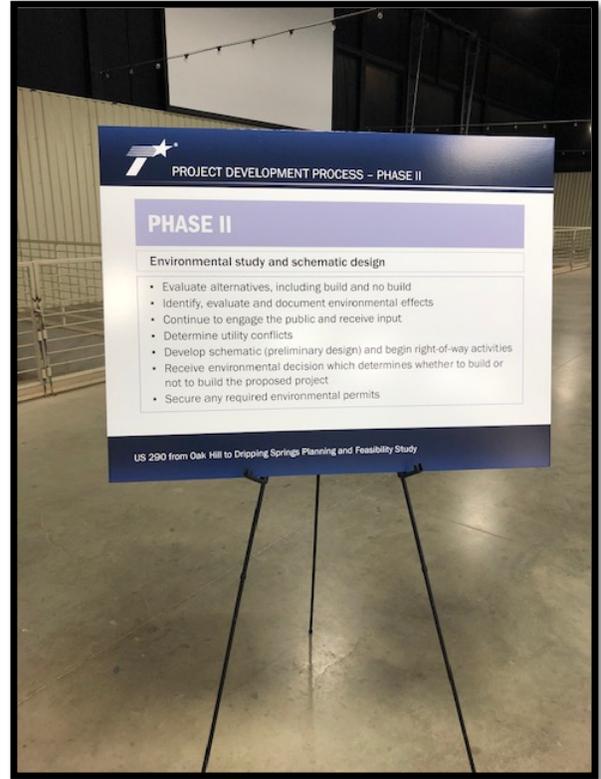
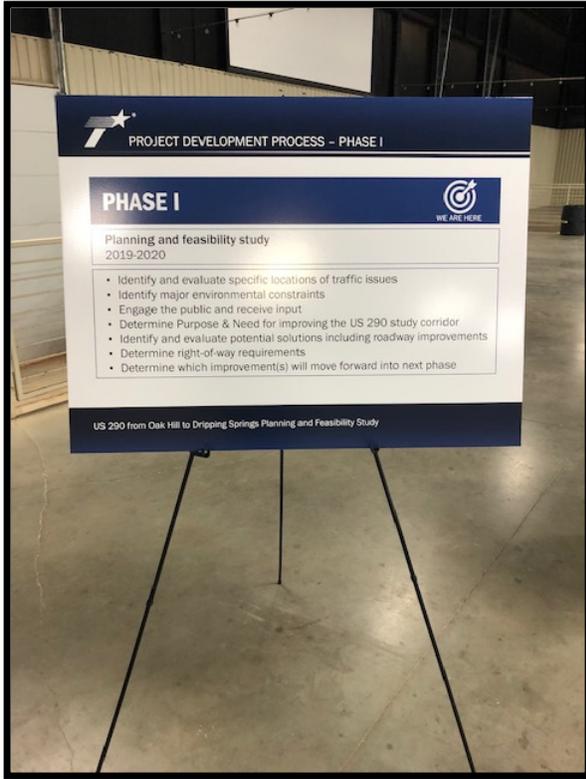


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Oak Hill United Methodist Church



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