AGENDA

Special Meeting

City Council

Wednesday, January 25, 2023

6:00 PM, City Hall

4000 Galleria Parkway

Bee Cave, Texas 78738-3104

THE CITY OF BEE CAVE COUNCIL MEETINGS ARE AVAILABLE TO ALL PERSONS REGARDLESS OF DISABILITY. IF YOU REQUIRE SPECIAL ASSISTANCE, PLEASE CONTACT KAYLYNN HOLLOWAY AT (512) 767-6641 AT LEAST 48 HOURS IN ADVANCE OF THE MEETING. THANK YOU.

A quorum of the Planning and Zoning Commission and/or Development Board may be in attendance at this meeting. No action will be taken by the Commission or Board.

Due to the high volume of expected citizen input, public feedback will be limited to one (1) minute.

1. Call meeting to order
2. Roll Call
3. Discuss and consider action on the Feasibility Study Report completed for the Hamilton Pool Road Alternative Access Study by Rodriguez Transportation Group, Inc.
4. Adjournment

I certify that the above notice of meeting was posted at Bee Cave City Hall, 4000 Galleria Parkway, Bee Cave, Texas, on the 20th day of January, 2023 at 4:45 P.M. (Seal)

_____

Kaylynn Holloway, City Secretary

The Council may go into closed session at any time when permitted by Chapters 418 or 551, Texas Government Code, or Section 321.3022 of the Texas Tax Code. Before going into closed session a quorum of the Council must be present, the meeting must be convened as an open meeting pursuant to proper notice, and the presiding officer must announce that a closed session will be held and must identify the sections of Chapter 551 or 418, Texas Government Code, or Section 321.3022 of the Texas Tax Code authorizing the closed session.

City Council Meeting
1/25/2023
Agenda Item Transmittal

Agenda Item:	**3.**
Agenda Title:	**Discuss and consider action on the Feasibility Study Report completed for the Hamilton Pool Road Alternative Access Study by Rodriguez Transportation Group, Inc.**
Council Action:	**Discuss and consider action**
Department:	**Planning and Development**
Staff Contact:	**Megan Will, Lindsey Oskoui**

1. INTRODUCTION/PURPOSE

Review and consider action on the Feasibility Study Report completed for the Hamilton Pool Road Alternative Access Study by Rodriguez Transportation Group, Inc. The study evaluates the feasibility of new neighborhood collector roadways on the south side of SH-71.

2. DESCRIPTION/JUSTIFICATION

a) Background

On November 9, 2021 Council authorized staff to to issue a Request for Proposals for the Hamilton Pool Road Alternative Access Study. The purpose of the study being to assess the impacts of a potential new local roadway connecting Hamilton Pool Road and Bee Cave Road.

On December 12, 2021 Council adopted an amendment to the City's Thoroughfare Plan. This amendment being specific to the alignment of the "Collector roadways" generally located south of State Highway 71, east of Palermo Drive, west of Old Burnet Road and north connecting to Cueva Drive. During discussion of this Amendment Council directed staff to include study these roadways in the scope for the Hamilton Pool Road Alternative Access Study.

On December 15, 2021 staff issued an addenda to the RFP for the Hamilton Pool Road Alternative Access Study expanding the scope of the study to include the grouping of Collector roadways east of Hamilton Pool road described above.

On February 22, 2022 City Council authorized city to negotiate a contract with Rodriguez Transportation Group (RTG) to complete the Hamilton Pool Road Alternative Access Study, this contract was executed on May 31, 2022.

RTG completed the requested study in December 2022, the attached report presents the finding of the study.

b) Issues and Analysis

See attached report. Due to file size a version of the study without the appendices is attached. The version with

appendices may be accessed with this link.

3. FINANCIAL/BUDGET

Amount Requested	Fund/Account No.
Cert. Obligation	GO Funds
Other source	Grant title
Addtl tracking info	

4. TIMELINE CONSIDERATIONS

5. RECOMMENDATION

Staff recommends Council accept the findings of the Hamilton Pool Alternative Access Study and consider amending the Thoroughfare Plan to include the proposed collector roadways as configured in Option 2 presented in RTG's study.

ATTACHMENTS:

Description	Type
Feasibility Study Report	Report
Public Meeting Summary Report	Backup Material

Southwest Collector and HPR Extension Feasibility Study Report

Prepared by:
Rodriguez Transportation Group, Inc.

Project Location
City of Bee Cave

Project Limits
Palermo Drive to Shops Parkway

Submittal Date
January 20, 2023

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EXECUTIVE SUMMARY

Rodriguez Transportation Group, Inc. (RTG) and DKS Associates (DKS) analyzed the feasibility of a new neighborhood collector roadway between Palermo Drive and Shops Parkway that is located south of SH 71. The new roadway is currently named Southwest Collector [SWC] on the west side of Hamilton Pool Road (HPR) and Hamilton Pool Road Extension [HPR Ext] on the east side of HPR.

As part of the analysis RTG and DKS were also tasked with identifying and analyzing alternatives to improve safety and traffic operations on HPR in the vicinity of Bee Cave Elementary School.

A key initial task was to determine projected future land uses for parcels within the study area. This was developed with input from City staff at an initial land use workshop held in August, 2022 and subsequent follow up meetings. Projected daily traffic volumes from these developments were then estimated using the Institute of Transportation Engineer's (ITE) Trip Generation software, an industry standard tool used for these types of studies. Traffic Impact Analyses (TIA's) from 2018-2022 were also reviewed to ensure that the traffic impacts of any proposed (but not yet constructed) developments were accounted for in the study.

The PTV-VISTRO model was used to carry out trip generation analysis as well as provide quick capacity analysis feedback in all-inclusive network model for each of the eleven (11) scenarios for both 2025 and 2040. The 11 scenarios included constructing various combinations of partial sections of the new roadways as well as constructing the entire limits of both roadways from Palermo Dr to Shops Pkwy. The modeling showed that constructing only portions of the proposed roadway did improve mobility for local trips but had only minor impacts on traffic operations on SH 71. The full-build alternative not only improved mobility for local trips but resulted in times savings for motorists on SH 71 as well. There was over a three-minute time savings for vehicles at the HPR and SH 71 intersection in the full build scenario. Travel times on SH 71 from Palermo to RM 2244 improved by over 10 minutes during the peak periods when compared to not building the SWC and HPR Ext.

A public meeting was held on November 16th 2022 to present the conceptual layout of the proposed roadway as well as the results of the modeling efforts. There were over 60 attendees, and 270 comments were received at the public meeting and email. The public comment period was extended from December 7th to January 11th to allow for maximum public participation. City Manager, Clint Garza, also held 13 meetings with neighborhood associations and groups to gather additional input and answer questions.

Based on the results of the modeling effort, full build of the SWC and HPR Ext. is recommended to improve the traffic operations between Palermo Dr and Shops Pkwy. It successfully achieves the project goal of increasing network efficiency by providing alternative routes, and reducing reliance on SH 71.

INTRODUCTION

The City of Bee Cave contracted with Rodriguez Transportation Group, Inc. (RTG) and DKS Associates (DKS) to analyze the feasibility of a new collector roadway between Palermo Drive and Shops Parkway. The proposed roadway is referred to as Southwest Collector (SWC) to the west of FM 3238 (Hamilton Pool Road) and Hamilton Pool Road Extension (HPRE) to the east of the current alignment of Hamilton Pool Road (HPR).

This planning and feasibility study included the following tasks:

1. **Existing Conditions Operational Model Development**
   1.1. Current traffic data was collected and used to prepare an existing conditions traffic model which was then calibrated to reflect current conditions during AM and PM peak hours (e.g., traffic queue lengths at existing traffic signal locations).
2. **Future Forecasting and Operational Model Development:** Develop traffic forecasts and complete a traffic analysis that assesses the impacts of the proposed roadway improvements for the AM and PM peak periods for eleven (11) construction scenarios varying from not building anything, to building partial segments, to constructing all segments of the proposed collector.
   2.1. As part of the traffic analysis, the vacant land along the proposed roadways was analyzed for various uses so daily and peak hour trips could be calculated for the corresponding land use.
3. **Alternatives Development and Analysis**: Identify route alternatives for the SWC and HPRE improvements, and associated intersection alternatives as appropriate. In particular, develop alternatives to alleviate the safety and congestion issues on Hamilton Pool Road in front of Bee Cave Elementary School.
   3.1. The recommended conceptual design alternative was presented to the public at an open house public meeting on November 16, 2022.
4. **Public Involvement**: Assist the City in conducting an open house public meeting to present preliminary results to the public and collect public input.
   4.1. The public meeting was held on November 16th 2022.
      4.1.1. The comment period was originally to end on December 7th 2022, but was extended to January 11th 2023.
      4.1.2. Approximately 272 comments were received. Comments came in several forms, including comment forms received during the public meeting, comments written on meeting exhibits, and comments submitted to the project email account.
      4.1.3. City Manager, Clint Garza, conducted 13 meetings with neighborhood associations and interested parties from December 1st to January 11th, 2023.
5. **Summary Report:** Incorporate initial and final results and recommendations in a deliverable report for consideration by City of Bee Cave.

Figure 1 shows the project location, as well as the approximate location of the SWC and HPR Extension.

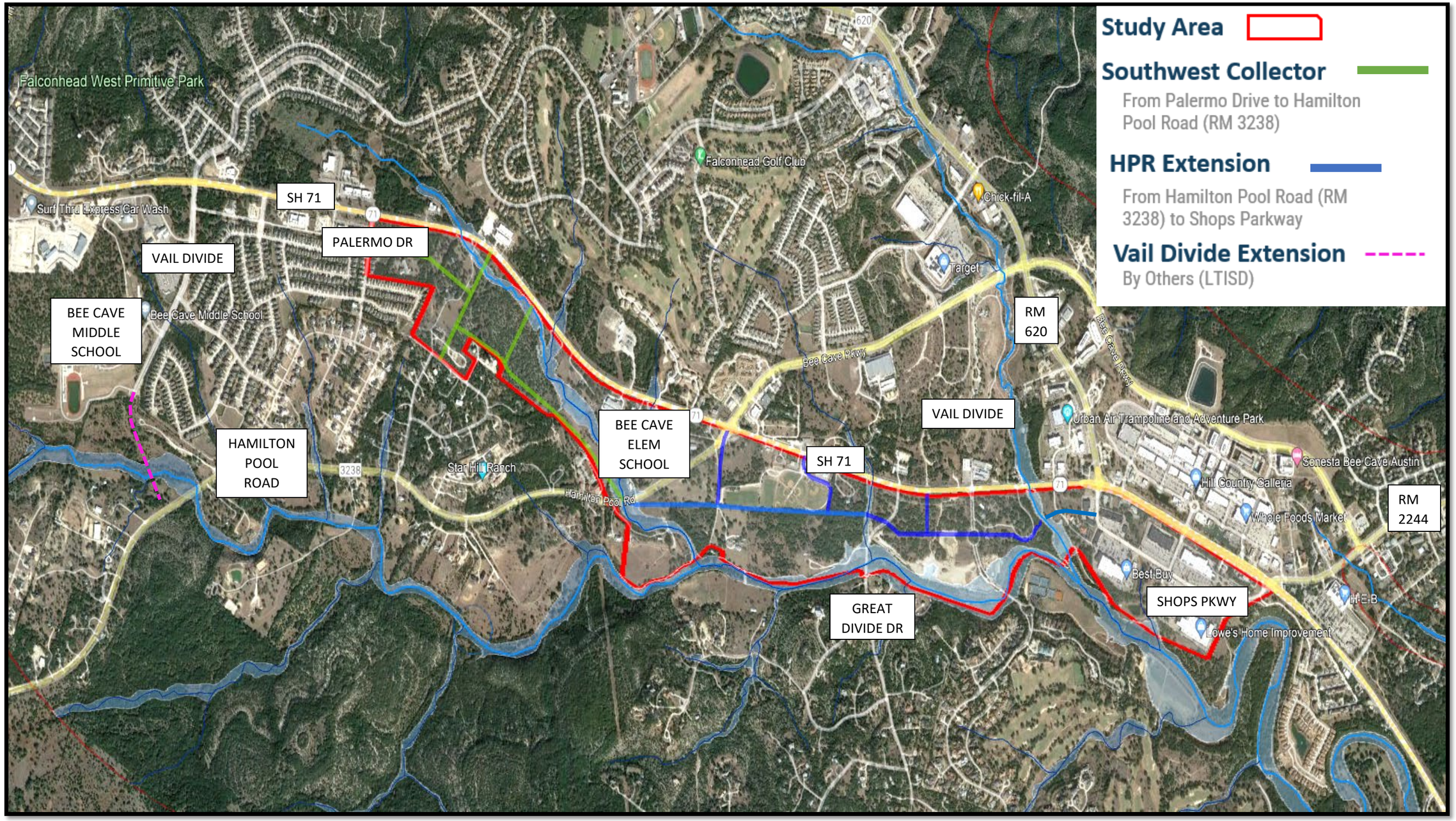

Figure 1. Project Location Map

PROJECTED LAND USE

Traffic impact analysis (TIAs) approved by the City of Bee Cave between 2018-2022 were reviewed within the project area, and the resulting trips from these developments were incorporated in the traffic analysis. However, there were numerous tracts within the study area that were not developed. **Figures 2 and 3** show the tracts that were analyzed.

It was necessary to estimate the land use for these vacant lots to complete a traffic analysis. The City of Bee Cave provided guidance on the various land uses that might occur on the vacant lots. The City of Bee Cave zoning guidelines were used so that the correct usable square footage and acreage could be used in the trip generation exercise. As an example, there are various setback and impervious cover limits for residential, mixed-use, and commercial development.

Each tract was analyzed in google earth with applicable setbacks as well as the impervious cover requirements for the total developable area. If the tract of land was assumed to be a commercial development, not all of the parcel was assumed to be available for the structure. Parking requirements had to be taken into account, which reduced the size of the structure footprint. The square footage of the structure was then input into the Institute of Transportation Engineers (ITE) Trip Generation Manual to calculate a daily, AM and PM peak hour trip totals. In order to test the capacity of the proposed roadways, a worst-case scenario was used for land development, meaning the vacant lots were assumed to have high dense development which results in more peak hour trips.

Even with this worst-case scenario, the peak hour trips due to development was under 1000 vehicles. Some of the developable tracts also had access to SH 71, thus a percentage of the trips as a result of the development was also assumed to be on SH 71. **Table 1** shows the results of the ITE trip generation analysis

Figure 2. Parcel ID (SW Collector)

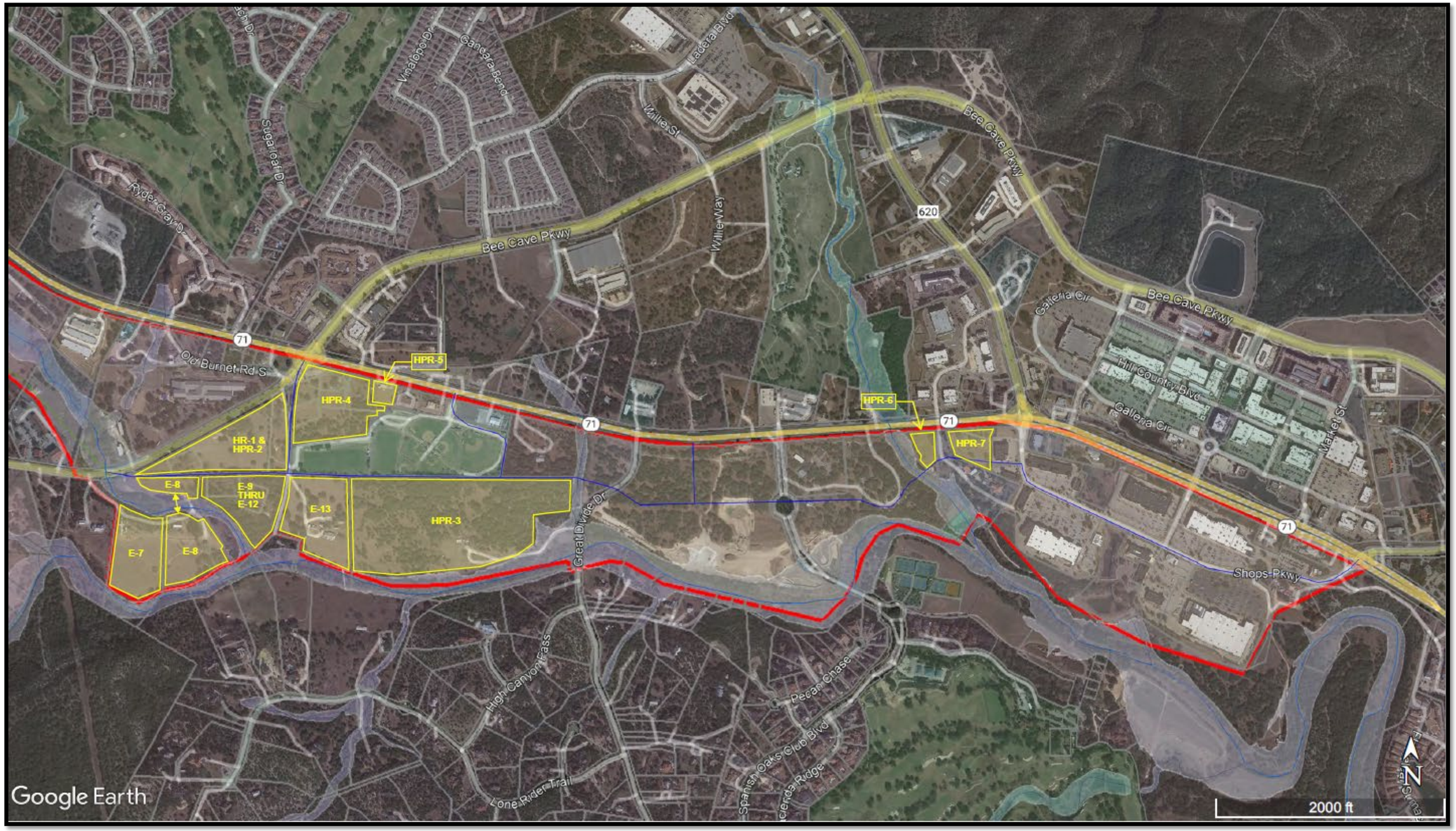

Figure 3. Parcel ID (HPR Extension)

Table 1. PROJECTED LAND USE

TABLE 1: PROJECTED FUTURE LAND USE (BUILD SCENARIOS)

SWC and HPR Build Scenario

EXISTING LAND USE					PROPOSED FUTURE LAND USE FOR VISTRO MODELING										
Parcel No.	Property ID	Local Name	Base District (per COBC UDC)	Buildable Area (sf) (Est)	COBC - Proposed Land Use	Estimated Building Size (sf)	No. of Units (Residential Only)	Estimated Parking Spaces	Total (Building + Parking) (sf)	ITE TripGen Code	Daily Trips (vpd)	AM Peak		PM Peak	
												In	Out	In	Out
SWC-1	873239		Neighborhood Service	114,649	Calloway's Nursery	40,000		145	66,182	817	2724	49	49	139	139
SWC-2	366369	Reese Tracts	Neighborhood Service	49,846	General Office/Light Industry	6,000		65	29,782	710	130	16	2	3	14
E-1	366370		Neighborhood Service	177,062		35,000		400	107,000	710	759	94	5	17	84
						55,000		0	55,000	110	536	72	10	10	61
SWC-3	366371		Neighborhood Service	55,879		20,000		145	33,682	710	434	54	7	10	48
SWC-4	119237	Tucker Tract	Neighborhood Service	154,067	Townhomes (9units/ac)		19			215	138	3	6	6	5
E-2	119204	McDaniels Tract	Single Family Rural Residential	121,011			15			215	108	2	5	5	4
E-3	119205		Single Family Rural Residential	156,777			19			215	140	3	6	6	5
E-4	119217		Single Family Rural Residential	85,071			11			215	76	2	3	3	3
E-5	119218		Single Family Rural Residential	81,214			10			215	72	1	3	3	2
E-6	119201		Single Family Rural Residential	278,543			35			215	249	5	11	11	8
SWC-5	119184	Arriaga Tract	Single Family Rural Residential	224,848	Chicken N Pickle	50,000		182	82,727	931	4192	18	18	195	195
SWC-6	473851	WTC-PUA Tract	Single Family Rural Residential	440,853	General Office Campus	150,000		545	248,182	750	3321	406	50	60	372
SWC-7	119186	Borgelt Tract	Single Family Rural Residential	386,285	Multifamily Housing (13units/ac)		69			220	466	7	21	22	13
SWC-8	119188	Baldwin Tract	Office	229,099	General Office	33,000		582	137,727	710	715	88	12	16	79
SWC-9	888438		Public	95,921	No development. Existing storage unit facility.										
E-7	359917		Single Family Rural Residential	298,194	Single Family (1unit/ac)		4			210	39	1	1	2	1
E-8	359918		Single Family Rural Residential	311,956			4			210	41	2	2	3	1
E-9 E-10 E-11 E-12	119263 119245 119277 119276		Single Family Rural Residential	291,564	Neighborhood Mixed-Use Commercial (13units/ac)		52	237	107,977	230 821	1957	44	57	121	113
E-13	860217		Single Family Rural Residential	352,035			63	287	130,371		2362	53	68	146	137
HPR-1 HPR-2	119247 119264	Goat Farm	Single Family Rural Residential	367,240			66	299	136,002		2464	56	71	152	142
HPR-3	911530	Brown Property	Public	1,261,923	Recreational Community Center	20,000				495	576	25	13	24	27
					Natural Space, Refuge, Summer Camp, etc.	420,000				411	6	0	0	1	0
HPR-4	785804 785805 785806 785807 785808 785809 706893	Old Bee Cave Square	Neighborhood Service	388,014	Community Mixed-Use Commercial (20units/ac)		107	486	221,070	230 821	4,009	113	138	313	297
HPR-5	119258	The Yellow Store	Neighborhood Service	28,616	Coffee/Donut Shop w/ Drive Thru Window	3,000		11	4,964	937	1601	129	129	58	58
HPR-6	706790		Single Family Rural Residential	38,486	General Commercial (Fast Casual Dining)	10,000		36	16,545	930	971	8	6	63	35
HPR-7	706791 119072		Single Family Rural Residential	96,418	General Commercial (Sports Superstore)	30,000		109	49,636	861	713	11	3	30	35

Summary Table:

	Buildable Area (sf)	Estimated Building Size	Total No. of Units	Estimated Parking	Total (sf)	Daily Trips Total	AM Peak	AM Peak	PM Peak	PM Peak
SWC (West of Hamilton Pool Rd):	2,651,125	389,000	178	2,065	760,282	14,059	819	210	508	1,031
HPR (East of Hamilton Pool Rd):	3,434,446	483,000	296	1,465	666,565	14,738	442	489	912	847

TRAFFIC ANALYSIS

A traffic operational analysis was conducted for this study using PTV Vistro (version 2022). The software was chosen for its ability to route trips generated from land use and other types of traffic volumes through a given roadway network and provide intersection operation within the same model. Intersection capacity results including level of service (LOS) and vehicle delay were evaluated using Vistro for the following scenarios:

- Existing Conditions
- No-Build Conditions
    a. Includes a portion of the Hamilton Pool Road Extension (HPR Ext.) contained within Villages at Spanish Oaks development
    b. Includes completion of Vail Divide extension to Hamilton Pool Road
- Southwest Collector (SWC) Scenarios:
    a. Scenario 1 (SWC1): No-Build
    b. Scenario 2 (SWC2): Segment B only
    c. Scenario 3 (SWC3): Segments A and B only
    d. Scenario 4 (SWC4): Segments A, B, and C only
- Scenario 5: Full build-out of SWC and HPR Ext.
- HPR Ext. Scenarios:
    a. Scenario 1 (HPRExt1): No-Build
    b. Scenario 2 (HPRExt2): Segment 1 only
    c. Scenario 3 (HPRExt3): Segments 2 and 3 only
    d. Scenario 4 (HPRExt4): Segments 1, 2, and 3 only
    e. Scenario 5 (HPRExt5): Segments 1, 2, 3, and 4 only
    f. Scenario 6 (HPRExt6): Segments 1, 3, and 4 only

The full alignment of the SWC and HPR Ext. with corresponding segment labels is shown in **Figure 4**. Diagrams illustrating each scenario are also included in Appendix A. All scenarios

include both AM and PM peak hour models. The existing conditions scenario was evaluated for a 2022 analysis year. All other scenarios were evaluated for a 2025 opening year and a 2040 horizon year. Note that both No-Build scenarios (SWC1 and HPRExt1) are identical and represent the condition in which no segments of either the SWC or HPR Ext. are constructed.

Traffic performance measures were evaluated at several study intersections within the project area. These intersections are listed below. Study intersections which were only analyzed under specific scenarios due to differences in alignments are enclosed in parentheses.

- SH 71 and Vail Divide
- SH 71 and Del Dios Way
- SH 71 and N Joint Access Road
- SH 71 and Palermo Drive
- (SH 71 and Proposed SWC Access #1)
- (SH 71 and Proposed SWC Access #2)
- SH 71 and Bee Cave Parkway/Hamilton Pool Road
- (Hamilton Pool Road and Twin Acres Road)
- Hamilton Pool Road and Cueva Drive
- (SH 71 and Proposed LTYA Access)
- SH 71 and Great Divide Drive
- SH 71 and Village Oaks
- SH 71 and Spanish Oaks Club Boulevard
- SH 71 and Streams Edge
- SH 71 and RM 620
- SH 71 and Cross Town Parkway
- SH 71 and FM 2244 (Bee Caves Road)
- Great Divide Drive and HPR Extension

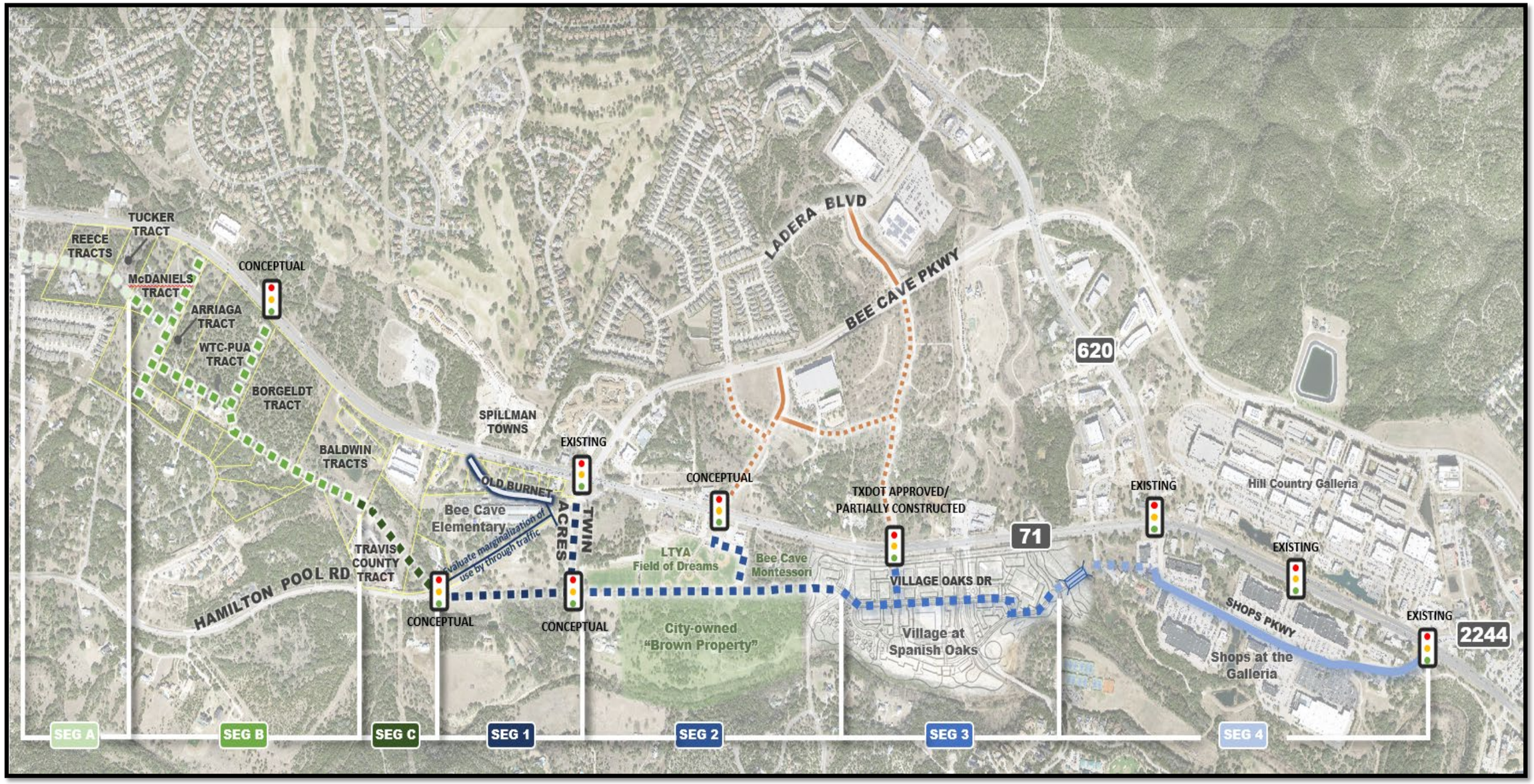

Figure 4. Southwest Collector and HPR Segments

VOLUME DEVELOPMENT

As part of the feasibility analysis, it was necessary to complete an existing traffic analysis as well as develop future year volumes so a future year traffic analysis could be completed.

Existing (2022) Volume Development

To establish a baseline for traffic operational performance within the study area, existing-year volumes were developed using peak period turning movement counts at the identified study intersections. Historical data from 2019 and 2021, provided by City of Bee Cave, was available at certain locations. At the remaining intersections, traffic counts were collected by RTG in April 2022 specifically to support this analysis. All traffic count data is included in Appendix B.

Due to the mix of 2019, 2021, and 2022 traffic counts, adjustments were necessary to estimate AM and PM peak hour volumes for the 2022 existing operational analysis. Based on an evaluation of historical traffic counts from TxDOT's Traffic Count Database System (TCDS), it was determined that the short-term traffic growth within the study is 8% per year. Therefore, the 2019 and 2021 counts were grown to 2022 existing conditions using a compound growth rate of 8% per year.

For the purposes of conducting a conservative analysis, a local peak hour was used at each study intersection as opposed to using a single network-wide peak hour. Once all 2019 and 2021 traffic was grown to 2022, further manual adjustments were made to ensure traffic volumes were balanced between study intersections. The final AM and PM peak hour existing (2022) volume diagram is included in **Appendix B**.

Future-Year (2025 and 2040) Volume Development

The final existing condition volumes were used as the baseline for the future year volume development. The first step in developing the future year forecast was to add trips generated by planned land development within the study area. The traffic volumes expected from these developments were derived from several traffic impact analysis (TIA) reports provided by City of Bee Cave. The planned developments for which site-generated traffic was used from TIA reports for this study's traffic analysis include:

- The Backyard
- Uplands Ridge
- Bee Cave Episcopal Church
- Kwik Check
- Summit 56

- Terra Colinas Animal Clinic
- Spillman Ranch
- The Villages at Spanish Oaks

The planned developments are shown in **Figure 5**. All developments for which TIAs were provided have expected build-out dates prior to the 2025 opening year. The only exception is The Villages at Spanish Oaks. Based on expected construction timelines, this development was assumed to be approximately 10% complete by 2025 and fully built-out by 2040. Therefore, only 10% of the site's trip generation was included in the opening year (2025) and the full trip generation was included in the horizon year (2040) analysis. The relevant sections from each of the TIAs used in this study are included in **Appendix C**.

The developments listed above do not account for all undeveloped parcels within the city. Through extensive coordination with City of Bee Cave staff, expected land uses were estimated for each undeveloped parcel adjacent to the proposed SWC and HPR Ext. corridors. These land uses were then used to develop expected site-generated traffic using the ITE Trip Generation Manual (11th edition). A summary of the expected land uses and their associated trip generation was documented earlier in the Projected Land Use section of this report.

The inclusion of traffic growth from these developments along with 2022 estimated traffic was used to forecast local traffic growth within City of Bee Cave. However, this local traffic only accounts for a portion of the expected traffic growth in the study area. Regional trips, or vehicles making long-distance trips with origins and/or destinations outside of Bee Cave were also considered.

To forecast these regional trips, the project team conducted an origin-destination analysis using StreetLight. StreetLight is a platform which aggregates anonymous GPS coordinates from internet-connected devices to determine traffic volumes between user-defined zones. For the purposes of this study, zones were placed at the boundaries of the study area along major roadways – SH 71, RM 620, Hamilton Pool Road, FM 2244, and Bee Caves Parkway – to determine the travel patterns of these regional trips. The specific location of these zones is shown in **Figure 5.**

It should be noted that StreetLight data was pulled for 2019 to eliminate the significant change in traffic patterns caused by the COVID-19 pandemic. Origin-destination matrices were evaluated for the AM and PM peak hours and then grown to 2025 and 2040 based on a growth rate of 2% per year. This growth rate was determined to be reasonable and valid based on

volume outputs from the latest available CAMPO travel demand model, which shows a 2% per year growth along SH 71. The StreetLight data used for this analysis is included in Appendix D.

In summary, future year forecasts were estimated for the 2025 opening year and 2040 horizon year for the AM and PM peak hours using the following sources:

- Baseline adjusted traffic counts
- Traffic demand expected from planned developments (taken from TIAs)
- Traffic estimates of expected development on currently vacant parcels developed through standard trip generation analysis
- Regional growth (StreetLight)

To account for the proposed SWC and HPR Ext. corridors for each modeled scenario, vehicle paths within the Vistro software were re-routed from their current path to the new facilities (based on Streetlight O-D Data, engineering judgement, and turning movement percentage calculations) where appropriate. For example, in Scenario 5 (full-build-out of SWC and HPR Ext.), a portion of vehicles traveling from Palermo Drive south of SH 71 to the Shops at the Galleria were re-routed from SH 71 to use SWC and HPR Ext. Through this re-routing process, final future-year traffic forecasts were developed for each scenario.

Figure 5. Streetlight Origin-Destination Zones

Traffic Control Assumptions

For the portion of SH 71 adjacent to the SWC, the analysis assumed one new signalized intersection (SH 71 and Proposed SH 71 Access #2) between Palermo Drive and Bee Cave Parkway/Hamilton Pool Road and one new unsignalized intersection (SH 71 and Proposed SH 71 Access #1) between the new signalized intersection and Bee Cave Parkway/Hamilton Pool Road. At the proposed unsignalized intersection, left turns from the SWC onto SH 71 would be prohibited by a median. All other intersections along SWC are assumed to operate as unsignalized (side-street stop-controlled).

Where the HPR Ext. will be constructed as a part of the Village at Spanish Oaks development, traffic control assumptions were based on recommendations included in the Village at Spanish Oaks TIA. Because this portion of the HPR Ext. will be built by the development regardless of the implementation of this project, these assumptions also apply to the No-Build scenario. The proposed traffic control along SH 71 at existing and future intersections is as follows:

- SH 71 at Great Divide Drive – Restrict left turns from minor street onto SH 71
- SH 71 at Village Oaks – Full access with new traffic signal
- SH 71 at Spanish Oaks Club Boulevard – Restrict left turns from minor street onto SH 71
- SH 71 at Streamside Drive – Right-in/right-out access with all left turns restricted

All other intersections along the HPR Ext. are assumed to operate as unsignalized (side-street stop controlled). At the intersection of HPR Ext. and Great Divide Drive, it is assumed that HPR Ext. will be stop-controlled while Great Divide Drive will be uncontrolled. Note that the most current plans for Villages at Spanish Oaks includes a roundabout just east of Spanish Oaks Club Blvd.

Where the SWC and/or HPR Ext. meet at Hamilton Pool Road, a traffic signal is proposed. In the full build-out (Scenario 5), four intersection options for the current HPR in front of Bee Cave Elementary were identified and developed. The four options are shown in **Figures 6-9**.

- Option 1 maintains the current HPR alignment, but it does nothing to minimize traffic in front of Bee Cave Elementary School.
- Option 2 does remove the through traffic from the school traffic. A roundabout is incorporated into the design where school traffic mixes with SWC traffic. This option provides the best balance of increasing safety in front of the school while minimizing impacts on HPR and is the recommended option.

- Option 3 removes the through traffic from school traffic as well, but it does require an additional traffic signal compared to Option 2.
- Option 4 is similar to Option 2, however there is a 90-degree left turn required for HPR through traffic, which will limit capacity in the future.

For the purposes of the Vistro analysis, which include a realignment of Hamilton Pool Road south of SH 71 and a continuation of the HPR Ext. to the east (Scenario 5, HPRExt4, HPRExt5), it was assumed that there would be two new traffic signals and the existing Hamilton Pool Road through traffic would be re-routed away from the existing frontage of Bee Cave Elementary School.

Traffic Operations Results

This section includes a summary of the traffic operational results from the Vistro analysis. First, existing condition (2022) results are presented followed by future-year (2025 and 2040) results.

Intersection Operation

The quality of operations of roadway facilities is described in terms of level of service (LOS). LOS is a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six service levels are defined ranging from LOS A, the best operating conditions, to LOS F, the worst operating conditions. LOS E corresponds to "at or near capacity" operations. When demand exceeds capacity, stop-and-go conditions result, and operations are designated LOS F. The delay thresholds and corresponding LOS values are presented in **Table 2**.

For unsignalized (side-street stop-controlled) intersections, the LOS rating is based on the average control delay expressed in seconds per vehicle. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane.

It should be noted that although Vistro reports overall intersection LOS at side-street stop-controlled intersections, the overall LOS is not a good indicator of the side street performance, as it is calculated from the average delay for all vehicles. As a result, the overall LOS is typically heavily skewed toward the LOS for the free flow major movement, particularly where the proportion of free flow volume on the major street is very high. To better acknowledge side street performance, only the worst individual movement LOS is assessed for unsignalized side-street stop-controlled intersections.

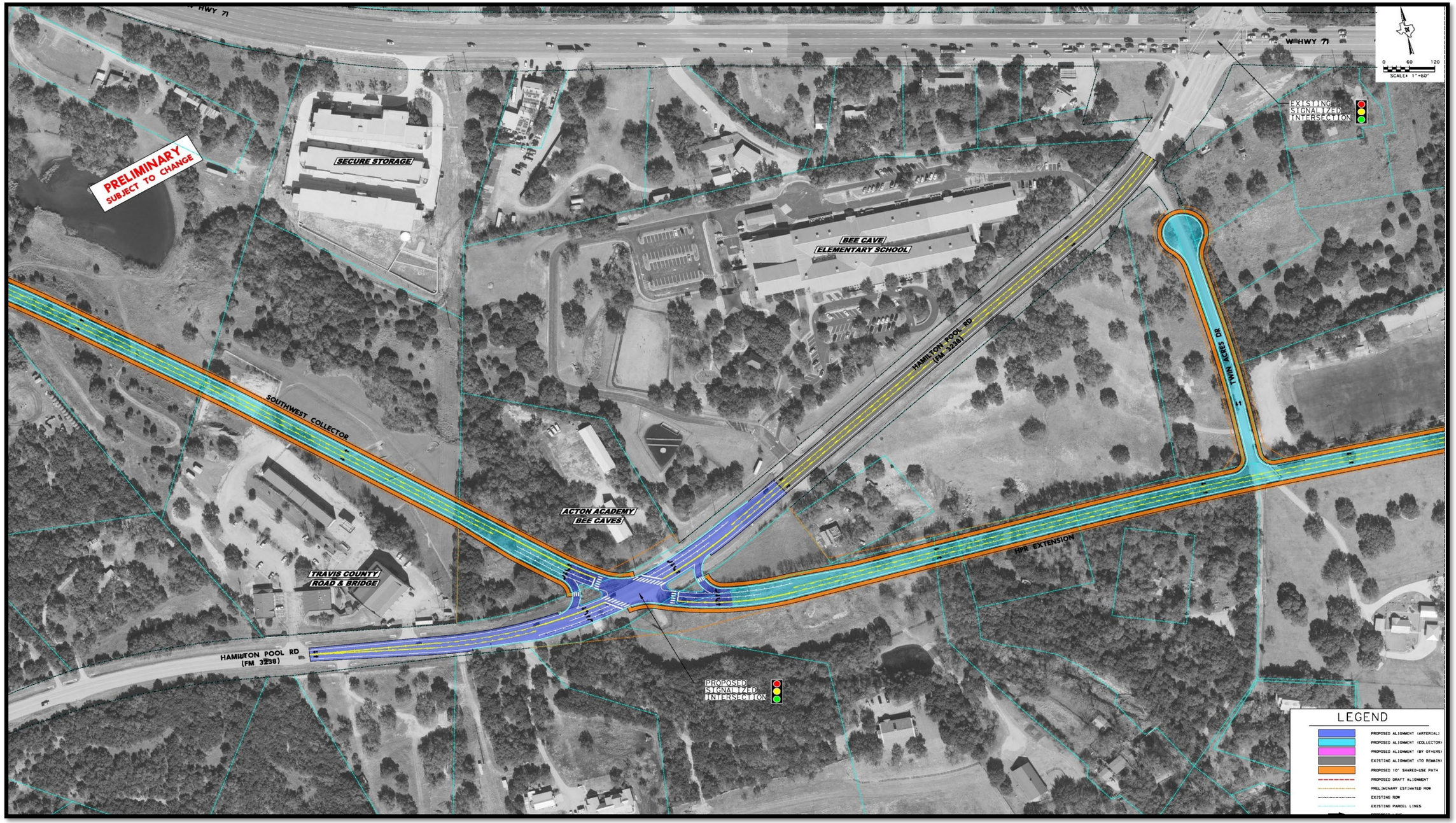

Figure 6. HPR/SWC Collector Layout—Option 1

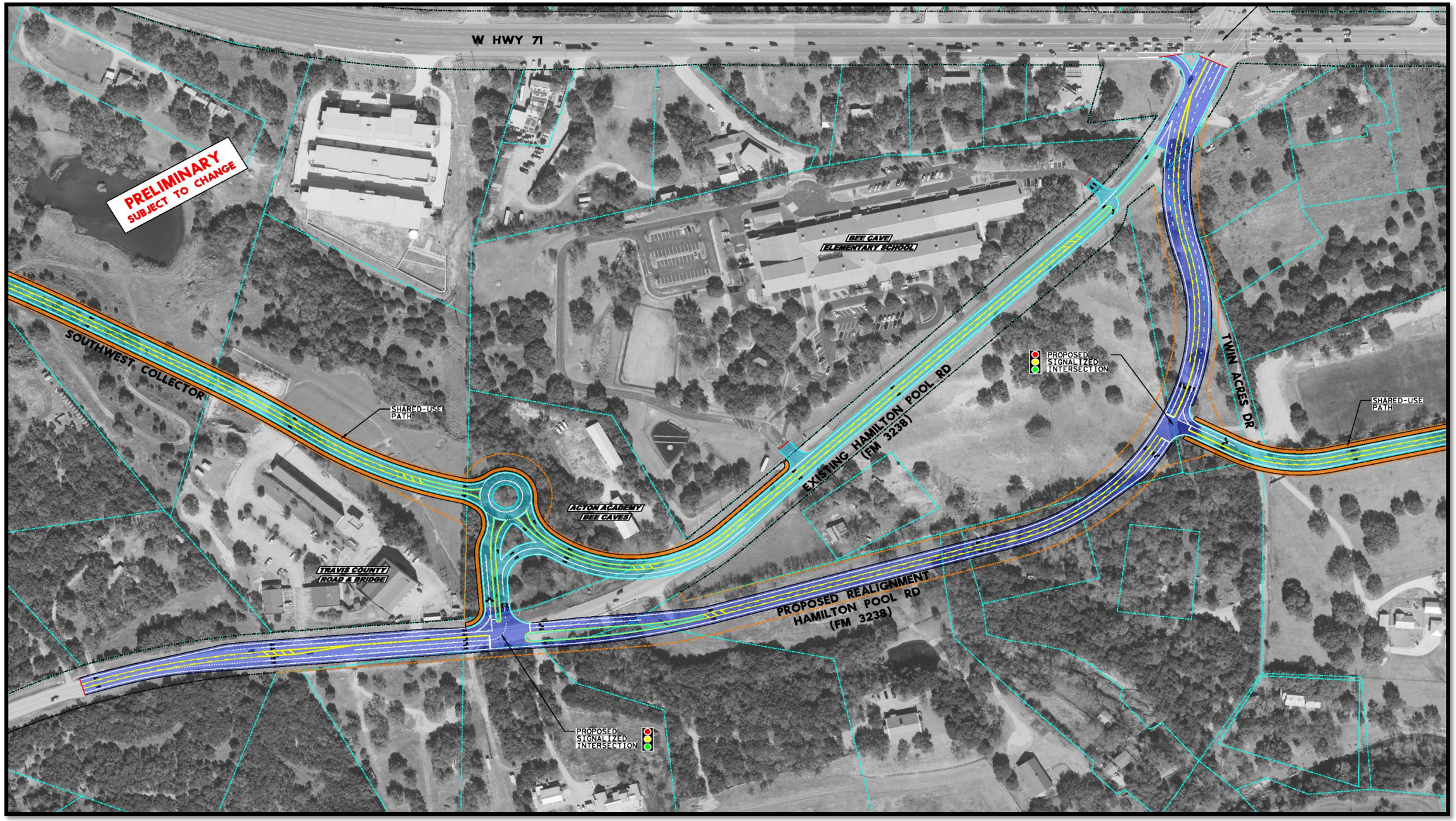

Figure 7. HPR/SWC Collector Layout—Option 2

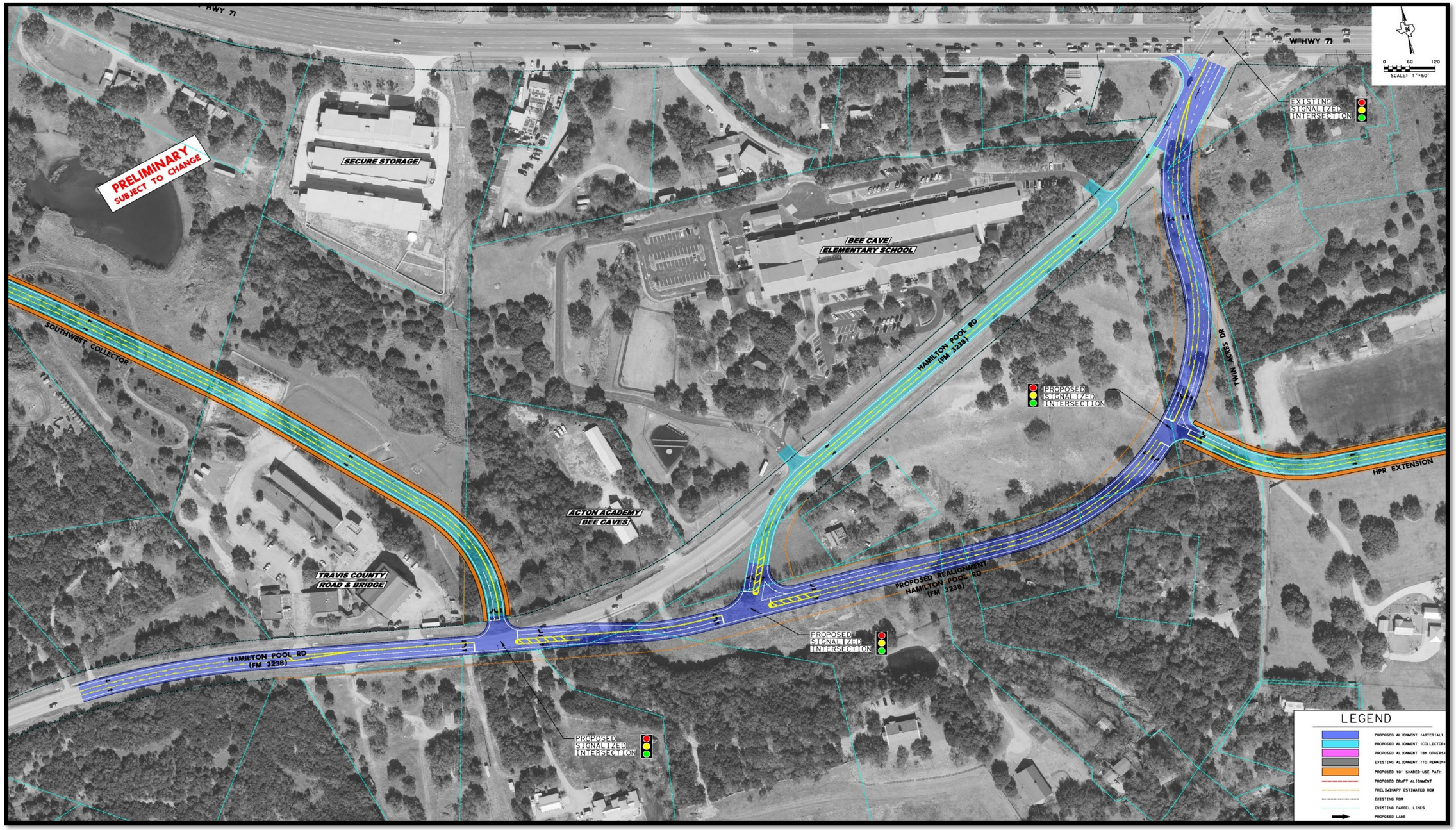

Figure 8. HPR/SWC Collector Layout—Option 3

Figure 9. HPR/SWC Collector Layout—Option 4

Table 2: INTERSECTION LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE	UNSIGNALIZED INTERSECTIONS (SEC./VEH.) [A]	SIGNALIZED INTERSECTIONS (SEC./VEH.) [B]	DESCRIPTION
A	< 10	< 10	Represents free flow. Individual users are virtually unaffected by others in the traffic stream. Usually no conflicting traffic.
B	> 10 to 15	> 10 to 20	Stable flow, but the presence of other users in the traffic stream begins to be noticeable. Occasionally some delay due to conflicting traffic.
C	> 15 to 25	> 20 to 35	Stable flow, but the operation of individual users becomes significantly affected by interactions with others in the traffic stream. Delay is noticeable, but not inconveniencing.
D	> 25 to 35	> 35 to 55	Represents high-density, but stable flow. Delay is noticeable and irritating; increased likelihood of risk taking.
E	> 35 to 50	> 55 to 80	Represents operating conditions at or near the capacity level. Delay approaching tolerance levels; risk taking behavior is likely.
F	> 50	> 80	Represents forced or breakdown flow. Delay exceeds tolerance level; high likelihood of risk taking.

A. Source: *Highway Capacity Manual (HCM) 7*, Chapter 20, Two-Way Stop-Controlled. Chapter 21, All-Way Stop-Controlled. Chapter 22, Roundabout.

B. Source: *HCM 7*, Chapter 19, Signalized Intersections

Vistro computes delay consistent with methodologies outlined in the Highway Capacity Manual 7th Edition. Delay at signalized intersections is taken from the whole intersection while delay at side-street stop-controlled intersections is taken from the movement with the highest delay value.

Existing Conditions (2022)

Existing condition models were developed using the Vistro software for AM and PM peak hours. At signalized intersections along SH 71, the latest signal timing plans were obtained from TxDOT. A summary of the existing intersection LOS and delay results are shown in Table 3.

Table 3: EXISTING (2022) VISTRO RESULTS

INTERSECTION NAME	CONTROL TYPE[1]	LOS (INTERSECTION DELAY / WORST MOVEMENT)	
		AM Peak Hour	PM Peak Hour
SH 71 AND VAIL DIVIDE	Signal	C (32.6)	C (27.5)
SH 71 AND DEL DIOS WAY	SSSC	C (NB Right)	C (NB Right)
SH 71 AND N JOINT ACCESS ROAD	Signal	A (8.5)	B (16.4)
SH 71 AND PALERMO DRIVE	SSSC	C (NB Right)	C (NB Right)
HAMILTON POOL ROAD AND CUEVA DR	SSSC	F (SB Left)	F (SB Left)
SH 71 AND BEE CAVE PARKWAY/HAMILTON POOL ROAD	Signal	E (67.0)	F (167.9)
HAMILTON POOL ROAD AND TWIN ACRES DRIVE	SSSC	C (NB Right)	F (NB Left)
SH 71 AND GREAT DIVIDE DRIVE	SSSC	F (NB Left)	F (NB Left)
SH 71 AND SPANISH OAKS CLUB BOULEVARD	SSSC	F (NB Left)	F (NB Left)
SH 71 AND RM 620	Signal	D (43.0)	E (58.6)
SH 71 AND CROSS TOWN PARKWAY	Signal	B (14.5)	C (29.3)
SH 71 AND FM 2244 (BEE CAVES ROAD)	Signal	D (43.6)	E (67.7)

[1]Signal = Signalized, SSSC = Side-Street Stop-Controlled

Several intersections along SH 71 experience high delay (> 55 seconds per vehicle) in existing conditions, particularly in the PM peak hour. These results align with field observations which showed that the PM peak hour experienced a higher level of congestion than the AM peak hour. The intersection of SH 71 and Bee Cave Parkway/Hamilton Pool Road showed the highest delay of all signalized intersections, with vehicles needing to wait for multiple cycles to be processed through the intersection. At unsignalized intersections, the results are consistent with observed conditions in which making left turns from side-streets onto SH 71 is difficult due to high through volume on SH 71 with multiple lanes to cross.

Existing Conditions Calibration

The existing conditions results were calibrated according to known traffic conditions alongside City of Bee Cave staff. During the calibration process it was noted that in the PM peak, there is an extensive eastbound queue along SH 71 at Bee Cave Parkway/Hamilton Pool Road. This is due to congestion propagating back from the Lake Travis Youth Association baseball fields. To replicate the observed traffic back-up, lane utilization and saturation flow rate parameters were adjusted in the PM peak model. These adjustments were carried forward for all PM peak scenarios that did not include a new intersection located at the baseball fields. In all other scenarios, the adjustments were reverted back to the default values.

Alternative Analysis (2025 and 2040)

Using the calibrated existing conditions Vistro models as a baseline, future-year models were developed for each of the previously listed scenarios. A summary of LOS results from each of the scenarios is shown in **Table 4 through Table 7** for 2025 and 2040 AM and PM peak hours. LOS is presented for the whole intersection for signalized intersections and for worst movement at two-way stop-controlled intersections, consistent with HCM 7 methodologies.

Note that there are two sub-scenarios analyzed for Scenario 5 (full build-out) in 2025. In the base-level traffic assignment assumptions, 10% of SH 71 through traffic would divert to the SWC and HPR Ext. corridors, which equates to about 200 vph. With this scenario, the delay was excessive on most of the intersections along SH 71. For example, the travel time was more than 20 minutes to travel from Vail Divide to Bee Cave Road. Since there was excess capacity on SWC and HPR Ext, an additional sub-scenario was analyzed in which 25% of SH 71 through traffic, or approximately 500 vph, would divert to the SWC and HPR Ext. corridors. This resulted in a travel time reduction of approximately 10 minutes. This sub-scenario is referred to as Scenario 5 Diversion in the tables below.

Table 4: 2025 AM VISTRO RESULTS

Intersection Name	Control Type[1]	No-Build	SWC2	SWC3	SWC4	Scenario 5	Scenario 5 Diversion	HPRExt2	HPRExt3	HPRExt4	HPRExt5	HPRExt6
SH 71 and Vail Divide	Signal	F (138.0)	F (189.3)	F (177.4)	F (182.0)	F (121.5)	F (121.4)	F (127.0)	F (135.9)	F (139.6)	F (139.6)	F (139.6)
SH 71 and Del Dios Way	SSSC	F (NB Right)	F (WB Left)	F (WB Left)	F (WB Left)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)
SH 71 and N Joint Access Road	Signal	E (55.0)	F (80.6)	E (79.6)	E (71.9)	C (34.3)	D (41.0)	D (47.9)	D (41.9)	D (43.9)	D (43.9)	D (43.9)
SH 71 and Palermo Drive	SSSC	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)
HPR and Cueva Drive	SSSC	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)
SH 71 and Bee Cave Parkway/HPR	Signal	F (117.6)	F (125.6)	F (123.9)	F (113.2)	F (121.5)	F (109.8)	F (131.3)	F (119.6)	F (126.6)	F (124.3)	F (124.3)
HPR and Twin Acres DR	SSSC	F (NB Left)	F (NB Left)	F (NB Left)	F (NB Left)	A (NB Thru)	A (NB Thru)	-	F (NB Left)	A (NB Thru)	A (NB Thru)	A (NB Thru)
SH 71 and Great Divide Drive	SSSC	D (NB Right)	D (NB Right)	D (NB Right)	D (NB Right)	D (NB Right)	C (NB Right)	C (NB Right)	D (NB Right)	D (NB Right)	D (NB Right)	D (NB Right)
SH 71 and Spanish Oaks Club BLVD	SSSC	D (NB Right)	E (NB Right)	D (NB Right)	D (NB Right)	E (NB Right)	C (NB Right)	D (NB Right)	E (NB Right)	E (NB Right)	E (NB Right)	E (NB Right)
SH 71 and RM 620	Signal	E (60.3)	E (60.1)	E (60.1)	E (60.5)	E (60.8)	F (119.2)	E (60.7)	E (60.5)	E (60.9)	E (60.7)	E (60.7)
SH 71 and Cross Town Parkway	Signal	B (16.9)	B (17.4)	B (17.3)	B (16.4)	B (17.0)	B (16.6)	B (17.0)	B (16.8)	B (17.0)	B (17.0)	B (17.0)
SH 71 and Bee Caves Road	Signal	F (95.1)	F (104.1)	F (103.2)	F (87.1)	F (96.9)	F (116.7)	F (94.6)	F (94.4)	F (98.0)	F (97.0)	F (97.0)
SH 71 and Village Oaks	Signal	D (52.5)	E (69.8)	E (67.3)	D (53.1)	E (64.5)	B (18.3)	D (52.4)	E (59.7)	E (68.2)	E (65.5)	E (65.5)
SH 71 and Streams Edge	SSSC	C (NB Right)	C (NB Right)	C (NB Right)	C (NB Right)	C (NB Right)	C (NB Right)	C (NB Right)	C (NB Right)	C (NB Right)	C (NB Right)	C (NB Right)
Great Divide Dr and HPR Ext.	SSSC	A (WB Right)	A (WB Right)	A (WB Right)	A (WB Right)	B (EB Thru)	D (EB Thru)	A (WB Right)	B (EB Thru)	B (EB Thru)	B (EB Thru)	B (EB Thru)
SH 71 and Proposed SWC Access #1	SSSC	-	D (NB Right)	D (WB Left)	D (NB Right)	F (WB Left)	F (WB Left)	-	-	-	-	-
SH 71 and Proposed SWC Access #2	Signal	-	E (63.1)	D (37.5)	C (33.9)	D (39.2)	B (16.9)	-	-	-	-	-
SH 71 and Proposed LTYA Access	SSSC	-	-	-	-	F (NB Left)	F (NB Left)	-	F (NB Left)	F (NB Left)	F (NB Left)	-

[1]Signal = Signalized, SSSC = Side-Street Stop-Controlled

Table 5: 2025 PM VISTRO RESULTS

Intersection Name	Control Type[1]	No-Build	SWC2	SWC3	SWC4	Scenario 5	Scenario 5 Diversion	HPRExt2	HPRExt3	HPRExt4	HPRExt5	HPRExt6
SH 71 and Vail Divide	Signal	F (108.7)	F (126.9)	F (124.9)	F (125.0)	F (125.5)	F (129.0)	F (119.1)	F (118.4)	F (129.1)	F (129.1)	F (129.1)
SH 71 and Del Dios Way	SSSC	F (NB Right)	F (NB Right)	F (NB Right)		F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)
SH 71 and N Joint Access Road	Signal	F (141.6)	F (145.3)	F (172.3)	F (172.3)	F (132.5)	F (123.9)	F (149.2)	F (130.7)	F (141.2)	F (141.2)	F (141.2)
SH 71 and Palermo Drive	SSSC	E (NB Right)	E (NB Right)	E (NB Right)	E (NB Right)	E (NB Right)	E (NB Right)	F (NB Right)	E (NB Right)	E (NB Right)	E (NB Right)	E (NB Right)
HPR and Cueva Drive	SSSC	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)
SH 71 and Bee Cave Parkway/HPR	Signal	F (367.9)	F (389.1)	F (380.8)	F (376.9)	F (251.6)	F (175.0)	F (393.4)	F (253.6)	F (265.9)	F (262.2)	F (262.2)
HPR and Twin Acres Drive	SSSC	F (NB Left)	F (NB Left)	F (NB Left)	F (NB Left)	A (SB Thru)	A (SB Thru)	-	F (NB Left)	A (SB Thru)	A (SB Thru)	A (SB Thru)
SH 71 and Great Divide Drive	SSSC	D (NB Right)	E (NB Right)	D (NB Right)	E (NB Right)	E (NB Right)	D (NB Right)	E (NB Right)	E (NB Right)	E (NB Right)	E (NB Right)	E (NB Right)
SH 71 and Spanish Oaks Club BLVD	SSSC	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	E (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)
SH 71 and RM 620	Signal	F (128.7)	F (143.8)	F (137.8)	F (132.2)	F (143)	F (132.3)	F (137.7)	F (136.3)	F (144.5)	F (143.5)	F (143.5)
SH 71 and Cross Town Parkway	Signal	D (48.9)	E (56.9)	D (53.2)	D (50.9)	E (55.1)	D (48.0)	D (53.6)	D (52.9)	E (57.6)	E (55.1)	E (55.1)
SH 71 and Bee Caves Road	Signal	F (169.5)	F (184.3)	F (173.6)	F (167.6)	F (182.9)	F (170.9)	F (177.8)	F (176.6)	F (185.2)	F (181.9)	F (181.9)
SH 71 and Village Oaks	Signal	F (221.4)	F (264.6)	F (251.7)	F (242.5)	F (239.0)	F (173.9)	F (240.9)	F (233)	F (254.1)	F (239.8)	F (239.8)
SH 71 and Streams Edge	SSSC	D (NB Right)	D (NB Right)	D (NB Right)	D (NB Right)	D (NB Right)	C (NB Right)	D (NB Right)	D (NB Right)	D (NB Right)	D (NB Right)	D (NB Right)
Great Divide Dr and HPR Ext.	SSSC	A (WB Right)	A (WB Right)	A (WB Right)	A (WB Right)	B (EB Thru)	C (EB Thru)	A (WB Right)	B (EB Thru)	B (EB Thru)	B (EB Thru)	B (EB Thru)
SH 71 and Proposed SWC Access #1	SSSC	-	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	-	-	-	-	-
SH 71 and Proposed SWC Access #2	Signal	-	F (104.1)	F (150.9)	F (154.9)	D (36.9)	F (96.3)	-	-	-	-	-
SH 71 and Proposed LTYA Access	SSSC	-	-	-	-	F (NB Left)	F (NB Left)	-	F (NB Left)	F (NB Left)	F (NB Left)	-

[1]Signal = Signalized, SSSC = Side-Street Stop-Controlled

Table 6: 2040 AM VISTRO RESULTS

Intersection Name	Control Type[1]	No-Build	SWC2	SWC3	SWC4	Scenario 5	HPRExt2	HPRExt3	HPRExt4	HPRExt5	HPRExt6
SH 71 and Vail Divide	Signal	F (290.2)	F (329.4)	F (291.9)	F (292.1)	F (253.0)	F (290.9)	F (286.2)	F (290.9)	F (290.9)	F (290.9)
SH 71 and Del Dios Way	SSSC	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)
SH 71 and N Joint Access Road	Signal	F (152.8)	F (181.4)	F (181.1)	F (166.8)	F (116.1)	F (154)	F (133.1)	F (135.6)	F (135.6)	F (135.6)
SH 71 and Palermo Drive	SSSC	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)
Hamilton Pool Road and Cueva Drive	SSSC	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (EB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)
SH 71 and Bee Cave Parkway/HPR	Signal	F (285.2)	F (233.2)	F (230.6)	F (212.7)	F (242.3)	F (308.7)	F (287.4)	F (254.0)	F (248.9)	F (248.9)
Hamilton Pool Road and Twin Acres Dr	SSSC	F (NB Left)	F (NB Left)	F (NB Left)	F (NB Left)	A (NB Thru)	-	F (NB Left)	A (NB Thru)	A (NB Thru)	A (NB Thru)
SH 71 and Great Divide Drive	SSSC	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)
SH 71 and Spanish Oaks Club Blvd	SSSC	F (SB Right)	F (WB Left)	F (WB Left)	F (WB Left)	F (SB Right)	F (SB Right)	F (SB Right)	F (SB Right)	F (SB Right)	F (SB Right)
SH 71 and RM 620	Signal	F (134.5)	E (72.6)	E (72.7)	E (69.7)	F (135.2)	F (137)	F (135.6)	F (138.1)	F (136.8)	F (136.8)
SH 71 and Cross Town Parkway	Signal	C (29.9)	C (24.5)	C (23.9)	C (20.5)	C (30.1)	C (31.0)	C (29.8)	C (31.4)	C (30.8)	C (30.8)
SH 71 and Bee Caves Road	Signal	F (185.7)	F (146.8)	F (144.3)	F (121.4)	F (185.2)	F (188.2)	F (185.4)	F (189.1)	F (187.2)	F (187.2)
SH 71 and Village Oaks	Signal	F (311.1)	F (345.0)	F (340.6)	F (313.1)	F (305.2)	F (322.8)	F (317.4)	F (321.5)	F (314.0)	F (314.0)
SH 71 and Streams Edge	SSSC	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)
Great Divide Dr and HPR Ext.	SSSC	A (WB Right)	A (WB Right)	A (WB Right)	A (WB Right)	C (EB Left)	A (WB Right)	C (EB Left)	C (EB Left)	C (EB Left)	C (EB Left)
SH 71 and Proposed SWC Access #1	SSSC	-	F (WB Left)	F (WB Left)	F (NB Right)	F (WB Left)	-	-	-	-	-
SH 71 and Proposed SWC Access #2	Signal	-	F (172.0)	F (124.2)	F (111.0)	F (144.4)	-	-	-	-	-
SH 71 and Proposed LTYA Access	SSSC	-	-	-	-	F (NB Left)	-	E (WB Left)	F (NB Left)	F (NB Left)	-

[1]*Signal = Signalized, SSSC = Side-Street Stop-Controlled*

Table 7: 2040 PM VISTRO RESULTS

Intersection Name	Control Type[1]	No-Build	SWC2	SWC3	SWC4	Scenario 5	HPRExt2	HPRExt3	HPRExt4	HPRExt5	HPRExt6
SH 71 and Vail Divide	Signal	F (242.8)	F (228.0)	F (225.7)	F (225.5)	F (267.1)	F (254.2)	F (253.3)	F (265.0)	F (265.0)	F (265.0)
SH 71 and Del Dios Way	SSSC	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)	F (WB Left)
SH 71 and N Joint Access Road	Signal	F (277.0)	F (289.3)	F (306.7)	F (306.7)	F (272.4)	F (284.2)	F (261.3)	F (272.3)	F (272.3)	F (272.3)
SH 71 and Palermo Drive	SSSC	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)
Hamilton Pool Road and Cueva Drive	SSSC	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)	F (SB Left)
SH 71 and Bee Cave Parkway/HPR	Signal	F (556.7)	F (544.8)	F (551.5)	F (545.4)	F (398.9)	F (581.7)	F (419.8)	F (412.0)	F (408.9)	F (408.9)
Hamilton Pool Road and Twin Acres Dr	SSSC	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	A (SB Thru)	-	F (NB Right)	A (SB Thru)	A (SB Thru)	A (SB Thru)
SH 71 and Great Divide Drive	SSSC	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)
SH 71 and Spanish Oaks Club Blvd	SSSC	F (SB Right)	F (SB Right)	F (SB Right)	F (SB Right)	F (SB Right)	F (SB Right)	F (SB Right)	F (SB Right)	F (SB Right)	F (SB Right)
SH 71 and RM 620	Signal	F (259.3)	F (248.5)	F (246.7)	F (230.7)	F (270.5)	F (269.0)	F (267.4)	F (276.9)	F (272.5)	F (272.5)
SH 71 and Cross Town Parkway	Signal	F (151.3)	F (138.5)	F (130.1)	F (124.2)	F (159.7)	F (160.0)	F (158.7)	F (167.0)	F (161.9)	F (161.9)
SH 71 and Bee Caves Road	Signal	F (297.2)	F (273.7)	F (258.3)	F (249.7)	F (311.8)	F (311.7)	F (310.2)	F (324.3)	F (309.6)	F (309.6)
SH 71 and Village Oaks	Signal	F (545.2)	F (744.0)	F (731.3)	F (723.9)	F (490.9)	F (566.4)	F (526.8)	F (529.0)	F (499.6)	F (499.6)
SH 71 and Streams Edge	SSSC	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)	F (NB Right)
Great Divide Dr and HPR Ext.	SSSC	A (WB Right)	A (WB Right)	A (WB Right)	A (WB Right)	D (EB Left)	A (WB Right)	C (EB Left)	C (EB Left)	D (EB Left)	D (EB Left)
SH 71 and Proposed SWC Access #1	SSSC	-	F (WB Left)	F (NB Right)	F (NB Right)	F (NB Right)	-	-	-	-	-
SH 71 and Proposed SWC Access #2	Signal	-	F (217.9)	F (318.6)	F (314.3)	F (123.1)	-	-	-	-	-
SH 71 and Proposed LTYA Access	SSSC	-	-	-	-	F (NB Left)	-	F (NB Left)	F (NB Left)	F (NB Left)	-

[1]Signal = Signalized, SSSC = Side-Street Stop-Controlled

As seen in **Tables 4 through Table 7**, delay at study intersections is expected to increase in the No-Build scenarios due to added traffic demand. In the studied build scenarios, traffic performance either stays at approximately the same level or shows improvement compared with the No-Build. On all SWC only scenarios (SWC2-SWC4) there was very little improvement compared to the No-Build Option because there was no continuity to the system, thus the SWC was used primarily as just a local roadway to access the proposed developments that parallel SH 71.

SH 71 and Proposed LTYA Access is expected to operate with LOS 'F'. This is due to NB left-turning vehicles experiencing delay when waiting for an adequate gap on SH 71. All scenarios which include this intersection have the option to re-route to the Village Oaks intersection to complete this movement. In addition, vehicles could also re-route to the Bee Cave Parkway/Hamilton Pool Road intersection in all HPR Ext. scenarios except for HPRExt3.

When comparing the No Build Option to the Full Build Option (Scenario 5), the greatest difference in delay is seen at the intersection of SH 71 and Bee Cave Parkway/Hamilton Pool Road. The PM peak hour intersection delay is expected to be 33% less than the No-Build in 2025 and 28% less than No-Build in 2040 at this intersection. Other HPR Ext. scenarios also saw improvements at this intersection with the exception of HPRExt2. This scenario does not address current congestion issues at the LTYA baseball fields and does not include a connection of HPR Ext. to Hamilton Pool Road.

SOUTHWEST COLLECTOR AND HPR EXTENSION DESIGN

As part of the feasibility study, the City of Bee Cave requested that RTG provide a preliminary conceptual layout of the proposed Southwest Collector and HPR Extension as well as options to improve traffic flow and safety on HPR in front of Bee Cave Elementary School. The guidelines used for the proposed design are shown in **Table 8**. The typical sections for the SWC and HPR Extension is shown in **Figures 10 and 11**. **Figure 10** shows the typical section with a continuous left-turn lane. It became apparent that there would be sections of roadway that would not require a continuous left-turn lane. Thus, a new typical section of developed without a continuous left-turn lane, as shown in **Figure 11**.

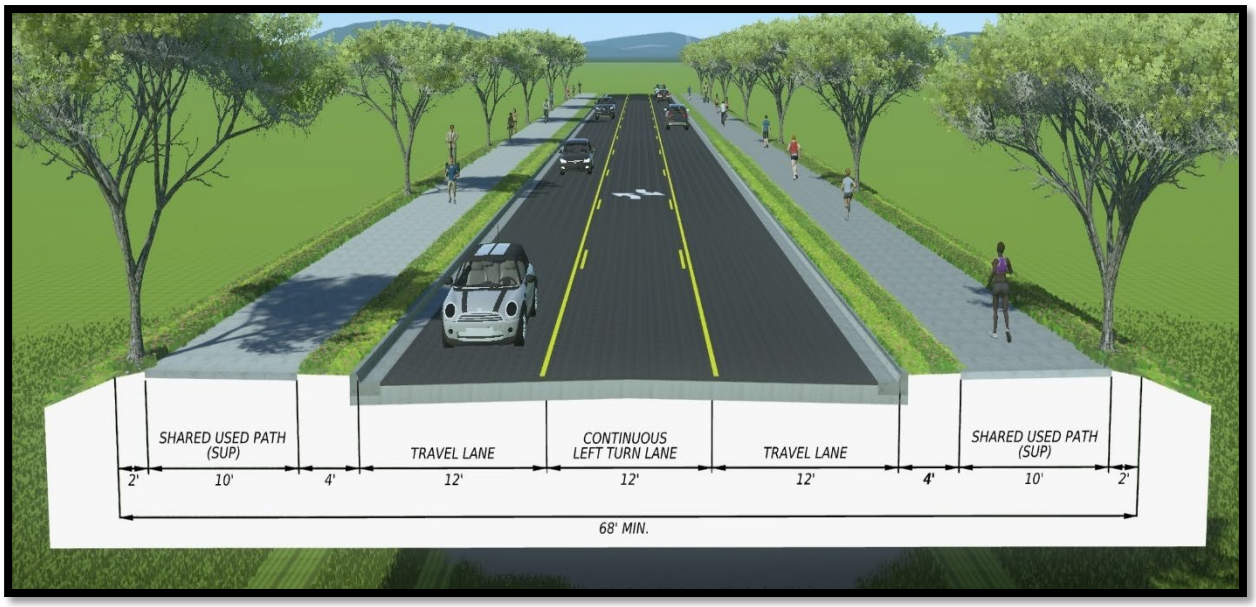

Figure 10. SW Collector and HPR Extension Typical Section With *Continuous Left-Turn Lane*

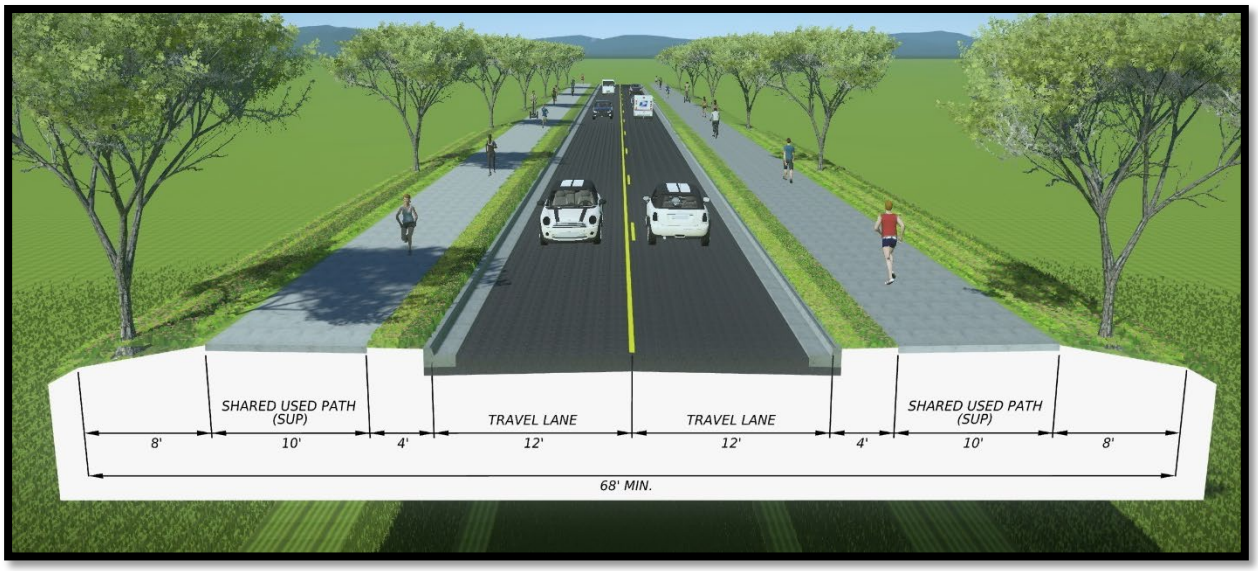

Figure 11. SW Collector and HPR Extension *Two-Lane* Typical Section

The design guidelines from the City of Bee Cave called for approximately 68 feet of right-of-way (ROW) with a design speed of between 30-35 mph, as well as bicycle and pedestrian facilities for a collector roadway. However, when laying out the proposed roadways, certain sections of the roadway would require more than 68 feet of ROW. This is only an approximation; the ROW requirements will change when a more detailed design is complete. In addition, there may be opportunities to reduce the projected ROW width in select areas that have fewer access points (e.g., adjacent to the Brown property) by removing the proposed 12' continuous left-turn lane. This However, for purposes of this initial feasibility study, the 3-lane typical section was assumed for all proposed sections of the SWC and HPR Extension. The recommended alternative layout is shown in **Appendix E**.

Table 8: SWC & HPR Extension Design Criteria

SOUTHWEST COLLECTOR (SWC) & HAMILTON POOL ROAD EXTENSION (HPR)					
LIMITS:					
SWC:	PALERMO DR. TO HAMILTON POOL RD (FM 3238)	1.2	MILES		
HPR:	HAMILTON POOL RD (RM 3238) TO SHOPS PKWY	1.3	MILES		
RM 3238:	(REALIGNED/RECONSTRUCTED)	0.5	MILES		
	TOTAL LENGTH:	3.0	MILES		
CITY OF BEE CAVE, TRAVIS COUNTY, TEXAS					
		SWC/HPR		RM 3238 (CSJ 0683-04-022)	
BACKGROUND DATA					
FUNCTIONAL CLASSIFICATION		COLLECTOR		MINOR ARTERIAL	
ROADWAY TYPE		URBAN STREET		SUBURBAN RDWY	
ADT	EXISTING (2022)			24,600	
	FUTURE (2042)			39,100	
ROW WIDTH (EXIST)		N/A		100' (USUAL)	
ROW WIDTH (PROP)		68'		100' (USUAL)	
PROPOSED GEOMETRIC DESIGN ELEMENTS					
		MIN	PROP	MIN	PROP
DESIGN CRITERIA					
DESIGN SPEED		30	35		50
MAX HORIZ CURVE		333'	510'		833'
MAX SUPERELEVATION		N/A	N/A		6%
K-VALUE (SAG)		37	49		96
K-VALUE (CREST)		19	29		84
MAXIMUM GRADE		11%	10%		7%
ROADSIDE FEATURES (SEE ATTACHED TYPICAL SECTION)					
BORDER WIDTH		15'	15'	N/A	N/A
SIDEWALK		5'	8'		N/A
SIDEWALK CROSS-SLOPE		1.5%	1.5%		
SHARED USE PATH (SUP)		8'	10'		
SUP CROSS-SLOPE		1.5%	1.5%		
SUP SHY SPACE		1'	2'		
SUP BUFFER (FROM FOC)		4'	4'		
FRONT SLOPE					
BACK SLOPE					
CLEAR ZONE	CURBED - FROM FOC, ALL OTHERS - FROM TRAVEL LN	4'	4'	20'	30'
ROADWAY FEATURES (SEE ATTACHED TYPICAL SECTIONS)					
LANE WIDTH		11'	11'	11'	11'
CURB OFFSET		1'	1'	N/A	N/A
MEDIAN (RAISED)	AT LEFT TURN LANE	4'	4'	N/A	N/A
	FOR PEDESTRIAN REFUGE (IF NEEDED)	6'	6'		
MEDIAN (TWLTL)		11'	12'	12'	12'
SHOULDERS - OUTSIDE		N/A	N/A	4'	6'
SPEED CHANGE LANES	LANE WIDTH	10'	11'	11'	11'
	DECEL/ACCEL LENGTH	105	150	265'	340'
	STORAGE LENGTH	100'	100'	100'	100'
	TAPER LENGTH	50'	50'	100'	100'
CROSS-SLOPES		2%	2%	2%	2%

Preliminary Opinion of Probable Cost

Cost estimates were developed for the overall project components, including SWC, HPR Extension, and the proposed re-alignment of HPR. A summary of the preliminary estimates is provided below in **Table 8**. More detail is provided in **Appendix F**.

Table 8: Preliminary Opinion of Probable Cost

ROADWAY	Limits	Length (miles)	Cost (millions)
Southwest Collector	Palermo Dr. to HPR	1.62	$ 14.91
HPR Extension	HPR to Shops Parkway (1)	0.88	$ 7.52
Subtotal		**2.50**	**$ 22.43**
HPR Realignment (Option 2)	from 0.2 miles west of SWC to SH 71	0.69	$ 10.67
TOTAL		**3.20**	**$ 33.09**

(1) Excludes Spanish Oaks section by others - Great Divide Drive to Sculpture Park Rd.

PUBLIC MEETING

These proposed alternatives as well as the results of the traffic analysis were presented at an Open House Public Meeting on November 16th 2022 and the summary of the public meeting is presented in **Appendix G**.

Questions with the proposed roadways were raised during and after the public meeting by the citizens of Bee Cave. These centered primarily on (1) the intersection of Great Divide Drive (GDD) and HPR Extension; (2) traffic diverting from SH 71 to SWC and HPR Extension; and (3) Vail Divide.

- GDD at HPR Extension: Great Divide Dr. was analyzed as a through movement which did not stop, and HPR extension was stop controlled in the initial analysis. However, due to the delay on HPR Extension, the intersection was analyzed as a roundabout. The resulting delay was approximately 10 seconds per vehicle at the roundabout using two software packages, PTV Vistro and Synchro. There was minimal queuing on NB Great Divide Drive, the delay for vehicles entering the roundabout was slightly above 10 seconds per vehicle, which translates to LOS B operation. The average queue length is approximately 100', i.e., approximately five vehicles long, for vehicles entering the roundabout from NB GDD. The Highway Capacity Manual (HCM) defines LOS B operations as reasonably unimpeded operations with slightly restricted maneuverability. There were adequate gaps in the roundabout traffic stream for vehicles entering the roundabout from NB GDD.
- Traffic Diverting from SH 71: There were also questions about the number of vehicles that would use the SWC and HPR Extension as an alternative to SH 71. Initially, minimal diversion was assumed, only approximately 100 vehicles per hour (vph) were diverted to the SWC and HPR Extension, because the design speed for the proposed roadways was

only 30-35 mph, and the numerous stop-controlled intersections on the route. When severe congestion was observed on SH 71 during both the 2025 AM and PM peak period, approximately 500 vph were diverted to the proposed roadways. This is an approximation based on terrible traffic operations on SH 71. Streetlight origin-destination data was used to help approximate the diversion.

Travel times were also calculated to determine the time savings on SH 71 if the proposed roadways were constructed. Based on diverting approximately 500 vph from SH 71 to the proposed roadways, motorists saved approximately 7 minutes during the AM peak period and over 10 minutes during the PM peak period on SH 71 if traveling from Vail Divide to RM 2244.

- Vail Divide impact on HPR/SH 71 intersection: The completion of Vail Divide to HPR, allowing for a connection between SH 71 and HPR, also helped traffic operations in the traffic model. Using Streetlight Data, there were approximately 125 vph that travel NB on HPR and turn left at the intersection of HPR and SH 71, those vehicles can now shorten their trip by 5-10 minutes by simply turning left on the Vail Divide connection from HPR in the AM peak. Removing the 125 vph turning left from NB HPR to WB SH 71 also helped the traffic operations.

CONCLUSION

RTG and DKS were tasked with analyzing a new collector roadway between Palermo Drive to Shops Parkway. The traffic analysis was completed using PTV Vistro and the ITE Trip Generation Manual to determine if a two-lane roadway with a continuous left turn lane would have sufficient capacity to handle a worst-case development scenario on empty parcels of land along the new roadway. The traffic analysis showed that a two-lane roadway with a continuous left turn lane could handle a realistic development scenario as well as additional local traffic and some SH 71 trip diversion traffic.

Furthermore, RTG developed four alternatives to alleviate safety and traffic operations issues in front of Bee Cave Elementary School on Hamilton Pool Road. While all four alternatives have advantages and disadvantages, RTG recommends the roundabout alternative (Option 2) because it removes the through HPR traffic in front of the Bee Cave Elementary School, greatly improving the safety in front of the school. However, further coordination is needed with TxDOT because HPR is a state roadway.

Finally, RTG developed a conceptual schematic layout that shows the location of the proposed Southwest Collector and HPR Extension. RTG developed the roadway with City of Bee Cave collector design criteria, calling for approximately 68’ of ROW and 30-35 mph design speed. The ROW will most likely exceed 68’ at some locations due to the challenging terrain. The exact ROW footprint cannot be determined until a detailed design is complete.

Finally, the conceptual design and findings of the study were presented in a public meeting on November 16th, 2022. Approximately 61 people attended the meeting. The results of the study will be presented to the City Council on January 25th, 2023.

End of Report

APPENDIX A

MODELING SCENARIOS

APPENDIX B

TRAFFIC COUNT DATA

APPENDIX B

TRAFFIC COUNT DATA

ATTACHMENT B-1

AM PEAK HOUR COUNTS

APPENDIX B

TRAFFIC COUNT DATA

ATTACHMENT B-2

PM PEAK HOUR COUNTS

APPENDIX B

TRAFFIC COUNT DATA

ATTACHMENT B-3

2019 TRAFFIC COUNTS

APPENDIX B

TRAFFIC COUNT DATA

ATTACHMENT B-4

2021 TRAFFIC COUNTS

APPENDIX B

TRAFFIC COUNT DATA

ATTACHMENT B-5

2022 TRAFFIC COUNTS

APPENDIX C

TIA DATA

APPENDIX C

TIA DATA

ATTACHMENT C-1

BEE CAVE MIDDLE SCHOOL TIA

APPENDIX C

TIA DATA

ATTACHMENT C-2

BACKYARD TIA

APPENDIX C

TIA DATA

ATTACHMENT C-3

EPISCOPAL CHURCH TRAFFIC STUDY

APPENDIX C

TIA DATA

ATTACHMENT C-4

KWIK CHEK PHT COMPARISON MEMO

APPENDIX C

TIA DATA

ATTACHMENT C-5

SPILLMAN RANCH TIA

APPENDIX C

TIA DATA

ATTACHMENT C-6

12111 UPLANDS RIDGE TIA

APPENDIX C

TIA DATA

ATTACHMENT C-7

THE VILLAGE AT SPANISH OAKS TIA

APPENDIX D

STREETLIGHT DATA

APPENDIX E

SWC AND HPR EXTENSION CONCEPTUAL LAYOUT

APPENDIX F

PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST

APPENDIX G

PUBLIC MEETING SUMMARY REPORT

Documentation of Public Meeting

Prepared by:
Rodriguez Transportation Group, Inc.

Project Location
City of Bee Cave

Southwest Collector and HPR Extension

Project Limits
Palermo Drive to Shops Parkway

Meeting Location
Bee Cave City Hall, 2nd Floor Meeting Room
4000 Galleria Parkway, Bee Cave, TX

Meeting Date and Time
Wednesday, November 16, 2022
6-8 p.m.

Translation Services
N/A

Presenters
N/A

Elected Officials in Attendance
Representative Vikki Goodwin - Texas House of Representatives (Dist 47)
Mayor Kara King - City of Bee Cave Councilmember
Andrea Willott, City of Bee Cave

Total Number of Attendees (approx.)
61

Total Number of Commenters
270

Submittal Date
January 20, 2023

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B. Meeting Notices 2

C. Sign-In sheets 2

D. Comments received 2

E. Meeting Exhibits 3

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Appendix B: Meeting Notices..... B-1 through B-3
Appendix C: Sign In Sheets..... C-1 through C-6
Appendix D: Comments Received..... D-1 through D-252
Appendix E: Meeting Exhibits..... E-1 through E-14

A. Comment/response matrix

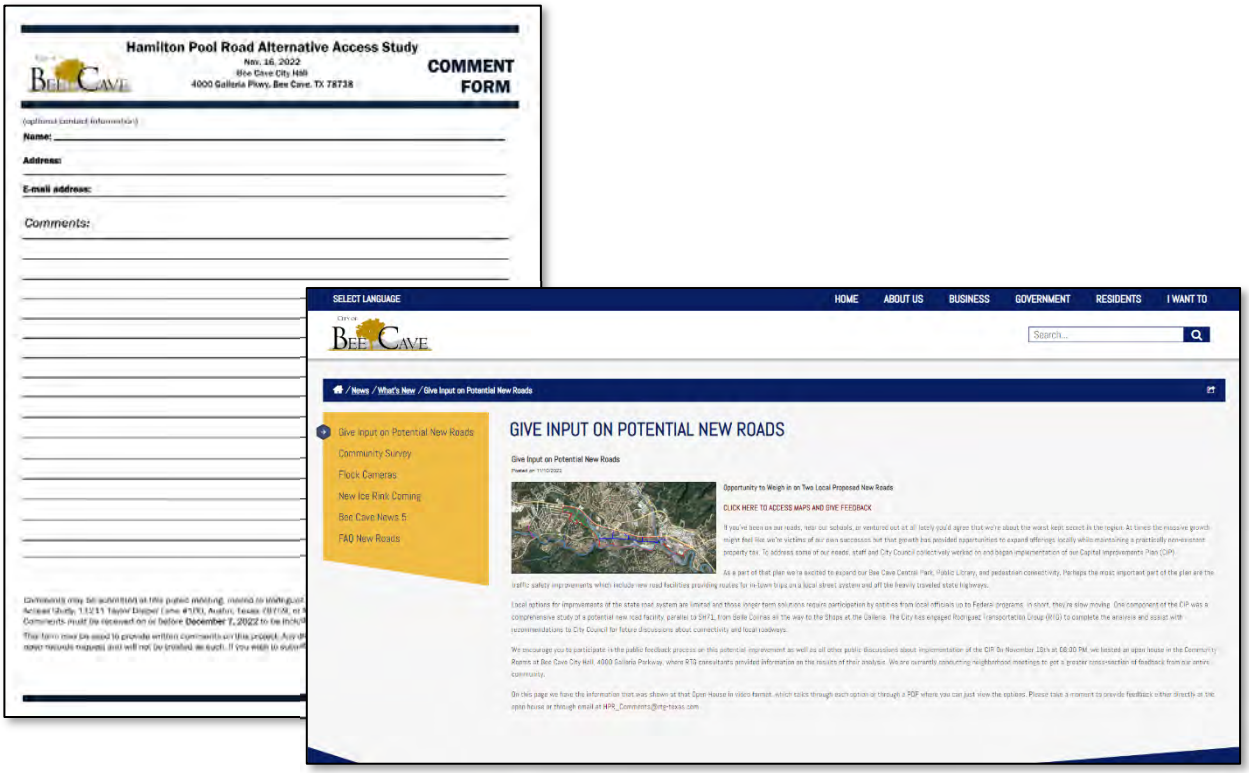
Printed comment forms were provided for attendees at the meeting and 27 completed forms were collected during the meeting, with an additional form being mailed in. Several alternate ways for citizens to provide input were provided as well, including:

1. Attendees could mail in the comment form to the address provided on the back of the form.
2. An e-mail address was provided for attendees to submit comments after the meeting: HPR_Comments@rtg-texas.com.

   For the above methods of commenting, the original deadline noted on the comment form to submit comments was ***December 7, 2022****.*

3. The Exhibit boards and roll plots presented at the meeting were posted to The City of Bee Cave's web page after the meeting with links provided for submitting comments (https://www.beecavetexas.gov/news/whats_new/give_input_on_potential_new_roads), *The comment period was extended to* ***January 11, 2023****.*

   The compiled list of citizen comments received through the deadline of January 11, 2023 is provided in **Appendix A**. A preliminary response is provided to each comment.



B. Meeting Notices

Advance notices of the open house public meeting were provided to the public via the City's web page (City Calendar), as well as the City's Facebook page. Documentation of the notices is provided in **Appendix B**.

C. Sign-In sheets

A sign in table was provided at the entrance to the meeting room. The completed sign-in sheets are provided in **Appendix C**.

D. Comments received

Scans of the original comments that are compiled n the comment-response matrix (Appendix A) are provided in **Appendix D**. This includes:

1. Comment forms received at the meeting or mailed in afterword;
2. Comments provided on the roll plot exhibits on the evening of the meeting;
3. Comments received via e-mail; and
4. Comments provided via the City of Bee Cave's webpage "Jotform" platform.

For privacy, any provided contact information from these forms has been redacted.

The following table summarizes the number of comments received by the various commenting methods by the deadline of midnight 01/11/23. While the comments received via methods 1 through 3 above generally noted whether they were in favor of the proposed SWC and HPR Extension, only comments received via method 4, the City's website, specifically asked for a yes, no, maybe, or no opinion. Rather than subjectively judge which of the comments received via method 1 through 3 were in favor or not, only the City website comments with the specific votes were tabulated.

Table 1: Summary of Public Meeting Comments Received

Comment Method	No. of Comments Received	Poll: In favor?		
		Yes	No	Other
Comment forms (1)	28	N/A		
Roll Plot Comments (1)	26			
E-mail Comments (2)(3)	50			
COBC Website (2)(4)	166	101 (61%)	43 (26%)	22 (13%)
Total Comments Received:	270			

(1) From the 11/16/22 Open House Meeting
(2) Received after 11/16/22 Open House Public Meeting but before midnight 01/11/23
(3) Received via HPR_Comments@rtg-texas.com
(4) Received via City of Bee Cave (COBC) Website ("Jotform" platform)

E. Meeting Exhibits

Exhibits summarizing the current findings and recommendations were prepared and presented at the meeting, and are included in **Appendix E**. As noted previously, these were also posted to the City of Bee Cave's web page after the meeting as well. These included the following:

1. Exhibit Boards (12 total) and narrative. The same exhibit boards were presented via projector on a wall in the meeting room, along with narration for each slide.
2. Roll Plot – a 1" = 100' scale plot of the preliminary recommended improvements for the Southwest Collector (SWC) and HPR Extension (HPRE) was provided at multiple locations in the meeting room. The roll plot included the recommended layout for the intersections of SWC and HPRE with a proposed re-aligned HPR (Option 2).
3. Insets were provided for alternative intersection configurations of SWC and HPRE with HPR; Options 1, 3, and 4.

End of Public Meeting Summary Report

APPENDIX A:

COMMENT-RESPONSE MATRIX

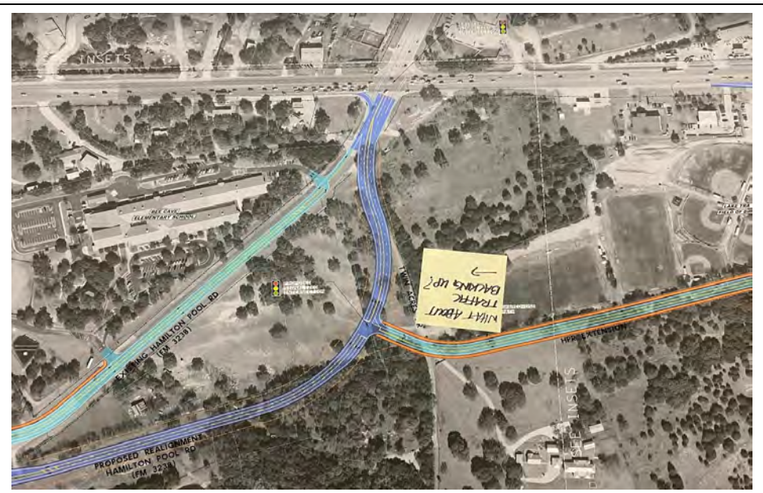
HPR Alternative Access Study - Open House
November 16, 2022
Comment/Response Matrix

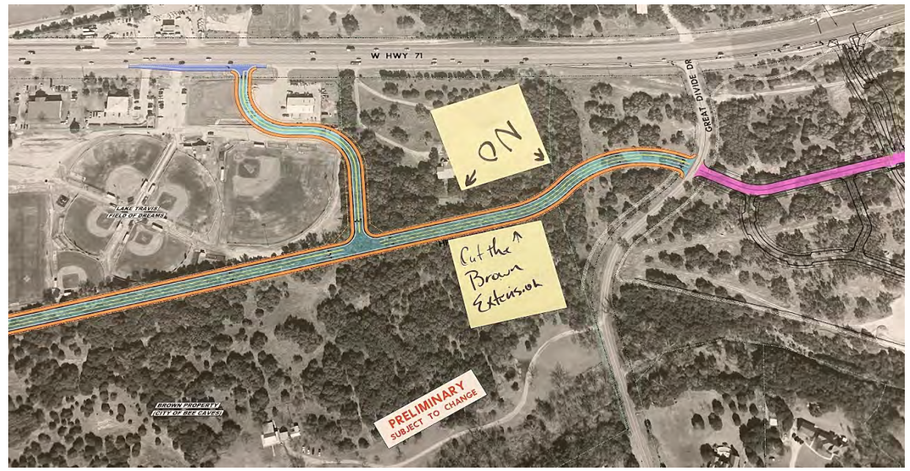
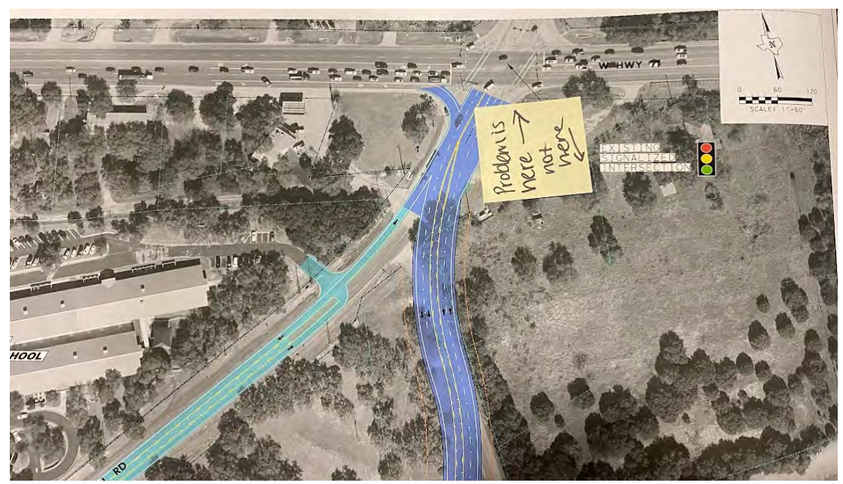
Comment Number	Commenter Name	Date Received	Source	Comment	Response
1	Marilynn Milor	11/16/2022	Comment Form	It appears that the road through the Brown property is 68' wide w/ bike lanes. This then narrows down to 2 lane road at Spanish Oaks. There is no stop sign or traffic control at Great Divide. So cars will be jockeying for position from Brown Property to Spanish Oaks road.	The preliminary typical roadway section shown at the public meeting provides a 2 lane roadway with a continuous middle turn lane as well as 10' wide shared use paths (SUP's) on either side. All within a preliminary estimated right of way (ROW) width of 68'. Based on comments received as well as additional review by the design team, a roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide. This will have a YIELD condition at all approaches.
2	John Milor	11/16/2022	Comment Form	Please provide bike lane on new roads.	The conceptual design shown at the public meeting provides for a shared use path (SUP) adjacent to both sides of the roadway. There is flexibility to refine this concept in further project development efforts by others. For example, an alternate design could include a striped bike lane (5 min. width) adjacent to the travel lanes within the same 68' ROW footprint by reducing the 10' SUP to a 5' sidewalk width.
3	Michelle & Fred Williams	11/16/2022	Comment Form	Having traffic diverted from a Highway through residential areas is dangerous and drastically affects the property values as well as destroying the rural quality of the neighborhood. Hwy 71 traffic will exit to speed through the perceived short cut to another location. As a citizen of Bee Cave, I do not want to pay for roads to redirect traffic into the commercials areas to benefit the developers of shopping centers. I would imagine that building a new city office in the commercial track on 71 and directing shoppers through the shopping centers is planned to benefit the commercial businesses, not the residents.	Thank you for your input.
4	Dave Ginger	11/16/2022	Comment Form	I'm opposed to Option 1 & 2. Both these options encourage traffic to use the proposed HPC. I'm in favor of the bypass (HPC) in that it will allow no access to Highway 71 West. Without the HPC, my only method to go west on 71 will be through the Village of Spanish Oaks. With the HPC and additional light at Field of Dream; access to Hamilton Pool & 71; Village of Spanish Oaks light and Vail Drive, I would at least have three to four routes to gain access to Highway 71 West.	Thank you for your input.
5	Cary J. Carnes	11/16/2022	Comment Form	My main concern is limited to the proposal to connect the road or roads to Avispa Way. The traffic that will dump into our neighborhood will ruin our way of life. Sounds alarmist but today you and I can walk pets and children around our loop (no sidewalks) and feel safe. With the connected roadway to Upper Avispa Way, this will come to an end; if google tells people it is one second faster then people are going to take that route. The roads, Cueva and Avispa Way cannot handle this increase and I and my neighbors are steadfastly against it.	Thank you for your input.
6	Julie Johnson	11/16/2022	Comment Form	People (like me) that live the Homestead need to be able to manuever with large trailers and/or RVs at all turns. Make sure there is room to turn these larger items without having to jump a curb or take the turn so wide to avoid a curb that we have to impede oncoming traffic. Need a safe way to turn west onto Hwy 71 - ideally at a traffic signal. It has become very dangerous to turn west out of the Homestead. Keep in mind that the Homestead is already challenged by only having one way in and out. We don't need any further obstacles to get out into the world. Thank you.	Based on comments received as well as additional review by the design team, a roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). This will have a YIELD condition at all approaches, and would accomodate truck-trailer combinations and RV's. The HPR extension provides safe signal-controlled connections from GDD to west bound SH 71 via access to HPR, or to (future) Village Oaks Drive.
7	Tom & Maxine Myers	11/16/2022	Comment Form	We have lived in the Homestead 44 years. We would expect a traffic light at Great Divide & 71 which means I have to negotiate all changes with a 20 foot load of hay and tractors through all of this change to go left or right on 71. As a tax payer in Bee Cave, I wonder why we have to as a city, pay for and maintain these TxDOT roads? TxDOT is and has widened 71 and now Hamilton Pool Road - encouraging development and building for beyond the capability of existing roads, i.e., Hamilton Pool & Hwy 71. I am not happy with the road through the Brown Property which will be more impervious land/road use which exacerbates the Great Divide low water crossing. Also confounding the residential traffic in and out of the Homestead, Spanish Oaks and the Shops of Bee Cave. Not a happy camper with this through road.	Based on comments received as well as additional review by the design team, a roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). This will have a YIELD condition at all approaches, and would accomodate truck-trailer combinations and RV's. The HPR extension provides safe signal-controlled connections from GDD to west bound SH 71 via access to HPR, or to (future) Village Oaks Drive. With respect to drainage design for the HPR roadway, this will be evaluated in more detail in future studies by others. Including any required mitigation strategies to handle any increases in stormwater runoff caused by additional impervious roadway areas, such as HPR exension.
8	Ben Eckermunn	11/16/2022	Comment Form	This is extremely critical to make Bee Cave traffic somewhat manageable but please continue to push TxDOT to widen Highway 71 to 3 lanes in each direction. ASAP, as well as to support 2 left turn lanes in each direction from 71 to Hamilton Pool Road and Bee Cave Parkway. Please do not add extra traffic lights to 71. Please make sure that the plans keep the bike/shared use path which would allow riding bikes to Bee Cave Elementary.	Thank you for your input. The City of Bee Cave will continue discussions with TxDOT for mobility improvements in and around the Bee Cave area, including SH 71 and the SH 71 intersection at HPR and Bee Cave Parkway. The additional traffic lights on SH 71 are necessary to balance the need for improved safety and access for turning movements with the need to maintain efficiency for through traffic on SH 71. Accomodation of bicycles and pedestrians as alternative modes to vehicular traffic will remain an important goal as the SWC and HPR extension concepts are carried forward in future project refinment efforts.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
9	Karen Winslow	11/16/2022	Comment Form	The problem of traffic is bigger than what can be solved by Bee Cave. Multiple turn lanes are needed turning left onto Hamilton Pool Road along with the lanes on 71 & HPR. A connecting road from HPR to Great Divide will impede ingress and egress for the Homestead. Drivers will use this road as a shortcut to 71 when HPR backs up. It will make no impact on the decision of shoppers whether they shop or don't shop at the Shops of the Galleria. Please don't run a road across the only access road to the Homestead. We need TxDOT and County to provide the solution for growing traffic problems.	The City of Bee Cave will continue discussions with TxDOT for mobility improvements in and around the Bee Cave area, including SH 71 and the SH 71 intersection at HPR and Bee Cave Parkway. Based on comments received as well as additional review by the design team, a roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. This is based on modeling using two (2) different industry standard traffic software programs (Synchro and PTV-Vistro). A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate.
10	Leah Crenwelge	11/16/2022	Comment Form	I understand the need for parents to get to Field of Dreams but the road does not need to go through the Brown property or across Great Divide. The Brown property should be a park because it is still pristine. A feeder road to Hamilton Pool will not help a great deal because HPR is still a one lane road. And an estimated time savings of 2 minutes seems like way too little to be bothering with. I do not think the road across Great Divide into the Galleria is a good idea because it will just give people a false sense of having another road to use so there will be even more traffic like the Katy Freeway in Houston. I think these plans should be rejiggered. Thank you.	Thank you for your input. With respect to the Brown Property, the proposed HPR extension was carefully routed along the north edge of the property to minimize impacts, yet still provide the needed access so residents can have reasonable access to the park from the east or west and enjoy the park's (future) amenities.
11	Cliff Braddock	11/16/2022	Comment Form	Before City makes any decision, do this: Describe the proposed solution provided by TxDOT to alleviate traffic congestion at 71/HPR and also make 71 3-lanes through all of Bee Cave City Limits. 1. Provide $$ to assist TxDOT to improve state roads. Use Bee Cave supplemental funding to push TxDOT	The City of Bee Cave will continue discussions with TxDOT for mobility improvements in and around the Bee Cave area, including SH 71 and the SH 71 intersection at HPR and Bee Cave Parkway. TxDOT currently has no plans for improvements to SH 71. Much of the region's current and near term funding is earmarked for the I-35 Capital Express program (improvements on IH 35 through Austin).
12	D Stauch	11/16/2022	Comment Form	1. Please do not connect Cueva/Avispa to Highway 71. 2. Please eliminate jog in SW collector near water tower.	Thank you for your input.
13	Frances Killebrew	11/16/2022	Comment Form	There is no point in having an HPR extension between the Field of Dreams and Great Divide Drive. This will cause: back-up at Great Divide Drive and difficulty for the residents to get out of the neighborhood. Congestion in Spanish Oaks. Congestion and back-ups at the Shops Parkway which has multiple stop signs. The idea of taking traffic off major highways and dumping it into neighborhoods is BACKWARDS!	The project goal of increasing network efficiency by providing alternative routes will be negated by introducing a discontinuity between Field of Dreams and Great Divide Drive. Based on comments received as well as additional review by the design team, a roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh.
14	Zack Morton	11/16/2022	Comment Form	Option 1 shouldn't be an option at all. It is a disastrous design for eastbound HPR access to Bee Cave Elementary and through traffic to Hwy 71. Option 2 is by far the best option of the 4. However, I don't understand the left turn at the light from HPR extension onto westbound HPR would reduce to 1 lane and the eastbound HPR double left turn lane must be longer with only 1 through lane on right to reduce backlog of traffic due to cars waiting in one lane to get into left hand turn lanes at light. Option 3 might be worse than Option 1. Two lights in close proximity, no reasonable access to Bee Cave Elementary from eastbound HPR or southbound southwest collector and a 3rd signal at HPR extension not good. Option 4 is only slightly worse than Option 2. I think the hard 90 degree turn eastbound of HPR at the light is probably not ideal for traffic flow and may encourage traffic onto HPR extension which is not ideal for local residents. And I don't understand the 2 lane westbound merge to 1 lane temporarily between the two new signals.	Thank you for your input. The designs at the two HPR intersections for option 2 will be reviewed and refined in consultation with TxDOT in future project development phases.
15	Carrell Killebrew	11/16/2022	Comment Form	The idea that this moves an appreciably useful amount of traffic off of Tx 71 is absurd and will be done substantially at the quality of life of residents who live south of Tx 71. Tx71 problems are the domain of TxDOT not the City of Bee Cave. Further the only way this works even in the slightest is if this bypass becomes heavily utilized which is in complete opposition to how Lindsey Oskovi pitched this for Councicl approval. Simply this some combination bait and switch or moving the goalposts.	The proposed SWC and HPR Extension are intended to help local residents have an alternative to using SH 71 for short local trips. This will help SH 71 function more efficiently for "through" trips between Vail Divide and RM 2244, leaving local trips able to use SWC and HPR Extension. For Bee Cave residents using SH 71 between Vail Divide and RM 2244, this is estimated to reduce travel time by approximately 7 minutes during the AM peak hour and 10 minutes during the PM peak hour.
16	Mark Kogler	11/16/2022	Comment Form	I oppose the southwest collector road connecting to Palermo Drive. This will only bring more traffic into our neighborhood of single family homes. People on SH 71 are using our neighborhood streets in Terra Colinas to shortcut traffic on SH 71 to get to Vail Divide and Bee Cave Middle School. We have already spent $10K on electronic speed signs to slow down traffic and Travis County Sheriff has placed speed signs on Palermo Drive - does not work will still have speeders. Do not connect to Palermo Drive. Contact me anytime. Thanks Mark	Thank you for your input. The project goal of increasing network efficiency and reducing reliance on SH 71 by providing alternative routes requires continuity and connections to existing roadways, such as the proposed connection to E Joint Access Rd. at Palermo Drive.
17		11/16/2022	Comment Form	Thank you for trying to solve the traffic problems associated with growth. Option 4 looks like the best solution	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
18	Jeff & Aimee Rockwood	11/16/2022	Comment Form	Cut the section of the new road from the Great Divide west along the Brown property. The Great Divide is the only entry to the Homestead and this new road can only benefit the commercial property and not the residence of the Homestead	The project goal of increasing network efficiency by providing alternative routes will be negated by introducing a discontinuity between Field of Dreams and Great Divide Drive. Based on comments received as well as additional review by the design team, a roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh
19	Zlatan Gradncic	11/16/2022	Comment Form	I like the way HPR is diverted away from the elementary school. The main problem we have is the intersection of 71 & HPR. On the evening of the Open House, the traffic was backed up all the way from that intersection to the Galleria. We should ask TxDOT to widen 71 and add 2 left turning lanes in to HPR - that would really bring relief. The proposed road from HPR to Great Divide will be a nice shortcut to avoid the 71 & HPR intersection. However this will come at a cost of the residents that use Great Divide Drive everyday including myself and my family. Please do not build the road from HPR to Great Divide. Instead, why don't we have a nice big park on the Brown property where all Bee Cave residents can enjoy nature and kids can play in the creek. Please Please Please Thank you!	The project goal of increasing network efficiency by providing alternative routes will be negated by introducing a discontinuity between Field of Dreams and Great Divide Drive. Based on comments received as well as additional review by the design team, a roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh. With respect to the Brown Property, the proposed HPR extension was carefully routed along the north edge of the property to minimize impacts, yet still provide the needed access so residents can have reasonable access to the park from the east or west and enjoy the park's (future) amenities.
20	Cathi Brown	11/16/2022	Comment Form	Road through Brown Property causes more problems than it solves. Road will be backed up with car cutting through to avoid 71/HPR back-up. The problem is 71/HPR. This must be addressed by TxDOT before a bypass road is considered.	The proposed SWC and HPR Extension, hereinafter referred to as the "build alternative", will carry local traffic and reduce traffic demand and associated delays on the SH 71/HPR intersection when compared to the no-build alternative. For the 2025 design year, the estimated delay reductions of the build vs. the no-build are: AM Peak Period ; WB SH 71: thru delay reduced by over a minute from 108 seconds per vehicle to 56 seconds per vehicle. NB HPR Left delay reduced as well. EB SH 71: thru delay is reduced by nearly half, from 757 seconds (12.62 minutes) to 358 seconds (5.97 minutes), this is a 6.65 minute savings, basically a person will have to sit through 3 less cycles of the light. PM Peak Period ; WB SH 71: thru delay reduced from 272 seconds (4.5 minutes) to 118 seconds (approx. 2 minutes), a saving of 2.5 minutes, sit through one less cycle at signal. NB HPR Left, reduced from 209 seconds (almost 3.5 minutes) down to 84 seconds (less than 1.5 minutes), sit through one less cycle.
21	Rob Nelson	11/16/2022	Comment Form	Do not force Great Divide Drive traffic/residents thru the Spanish Oaks development. Public road traffic forced thru a private development is bad policy. The Brown property was purchased - as we were told - as public parkland. Do not ruin it with the bypass road. Solve the 71/HPR intersection issue - by the way - it's a TxDOT problem, not the taxpayers of Bee Cave.	Thank you for your input.
22	Stacy Barne	11/16/2022	Comment Form	#1 doesn't address school traffic issue #2 & #4 use circles, many people can't drive circles effectively, I believe it will lead to more accidents.	Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. The recently constructed roundabout in Lakeway at Highlands Blvd and Baldovino Skyway provides an example of a local roundabout that functions efficiently and safely.
23	Terri Mitchell	11/16/2022	Comment Form	In the beginning, God created the Texas Hill Country. Now, the City wants to pave the most beautiful land that is left in this town - the Brown property - and uproot fox, deer, birds and more. Nature. How much is enough? Retail east of FOD? Really? An intersection at Great Divide, the only access in and out? I say "NO" - cut off that road at the FOD to u turn or go onto 71. HPR re-development makes some sense but can you start with controlling traffic lights and up the number of cars that go through each time. I hope you listen to the residents. Thank you.	Thank you for your input.
24	Dguana Patel	11/16/2022	Comment Form	The best thing that could happen to town. In full support of plan to connect to Galleria. It is very congested and we must need this. Road for future growth and better connectivity. 1000% support	Thank you for your input.
25	Chris Abramson & Truc Chi Ticu	11/16/2022	Comment Form	All 3 options for Hamilton Pool Road would directly and dramatically effect our business and property value. With all 3 options, we would be losing land and all frontage/visibility in addition to the effects of prolonged construction. Option 1 - no exit provided as within feet of the intersection. Option 3 - NO ACCESS to property accounted for. Option 4 - takes upwards of half our property, forces a crossing of the shared use path and no easy path to 71. Our hope is that this project fails to move forward. There are two businesses located on the property. Lakeway Taekwondo and Acton Academy.	Thank you for your comment. Providing a design that affords reasonable and safe access to adjacent businesses and properties along the proposed SWC and HPR extension routes will be explored in more detail in future project development efforts.
26	Kim Osborne	11/16/2022	Comment Form	Option 2 to alleviate school traffic and provide for access looks to be the best option to me. Having these connector roads would connect Bee Cave in an awesome way. Thanks for answering all questions I had.	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
27	Ed Guttes	11/16/2022	Comment Form	This comment form was emailed and contains a drawing. The wording is as follows: 4-lane road HPR bypass 2-lane Road SO Village Seems incompatible connecting these 2 - dissimiliar roads	The proposed HPR extension provides 2 travel lanes (one in each direction) and a continuous turn lane. The continuous turn lane will end at Great Divide (a proposed roundabout intersection) and will continue further east as a 2 lane road within the Spanish Oaks development (i.e., without a continuous turn lane)
28	Michelle Sexton	11/22/2022	Comment Form (mailed)	I am a resident of Bee Cave for over 25 years and live in the Homestead neighborhood. We absolutely DO NOT need the Hamilton Pool bypass. This road would cause unneed tax rates and would not help congestion. Just have the State put in two lanes along 71 to make it 6 lanes.	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
29	No Name Provided	11/16/2022	Roll Plot	 1. Can this dogleg be straightened for Southwest Connector through traffic?	Thank you for your input. The proposed SWC and HPR extension routes will be reviewed and refined further in future project development efforts.
30	No Name Provided	11/16/2022	Roll Plot	2. Please no new trafic ligh on 71. It will slow down 71 traffic too much. Not required. Use existing N. Jt Access light.	SH 71 is a state roadway, and TxDOT would need to approve any new traffic control devices, including traffic signals, along SH 71. The study team determined that the additional traffic signal location on SH 71 would be necessary to balance the need for improved safety and access for turning movements to and from the proposed Southwest Collector access point at SH 71. The spacing between this proposed new signal and the adjacent traffic signals at N JT Access (to the west) and HPR (to the east) provide adequate spacing to optimize the signal timing and minimize additional delays caused by the new signal.
31	No Name Provided	11/16/2022	Roll Plot	 What about traffic backing up?	Based on the traffic modeling, there is no significant queuing for the WB HPR Extension approach to HPR with the full build out option in 2025 for AM or PM. The model indicates Level of Service B for both the AM & PM peak periods.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
32	No Name Provided	11/16/2022	Roll Plot	 No. Cut the Brown Extension.	Thank you for your input. The project goal of increasing network efficiency by providing alternative routes will be negated by introducing a discontinuity between Field of Dreams and Great Divide Drive. Based on comments received as well as additional review by the design team, a roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh. With respect to the Brown Property, the proposed HPR extension was carefully routed along the north edge of the property to minimize impacts, yet still provide the needed access so residents can have reasonable access to the park from the east or west and enjoy the park's (future) amenities.
33	No Name Provided	11/16/2022	Roll Plot	 Problem is here (HPR at SH 71 intersection), not here (pointing away from intersection).	Thank you for your input. The City of Bee Cave will continue discussions with TxDOT for mobility improvements in and around the Bee Cave area, including SH 71 and the SH 71 intersection at HPR and Bee Cave Parkway. TxDOT currently has no plans for improvements to SH 71. Much of the region's current and near term funding is earmarked for the I-35 Capital Express program (improvements on IH 35 through Austin). The proposed SWC and HPR Extension, hereinafter referred to as the "build alternative", will carry local traffic and reduce traffic demand and associated delays on the SH 71/HPR intersection when compared to the no-build alternative. For the 2025 design year, the estimated delay reductions of the build vs. the no-build are: **AM Peak Period**; WB SH 71: thru delay reduced by over a minute from 108 seconds per vehicle to 56 seconds per vehicle. NB HPR Left delay reduced as well. EB SH 71: thru delay is reduced by nearly half, from 757 seconds (12.62 minutes) to 358 seconds (5.97 minutes), this is a 6.65 minute savings, basically a person will have to sit through 3 less cycles of the light. **PM Peak Period**; WB SH 71: thru delay reduced from 272 seconds (4.5 minutes) to 118 seconds (approx. 2 minutes), a saving of 2.5 minutes, sit through one less cycle at signal. NB HPR Left, reduced from 209 seconds (almost 3.5 minutes) down to 84 seconds (less than 1.5 minutes), sit through one less cycle.

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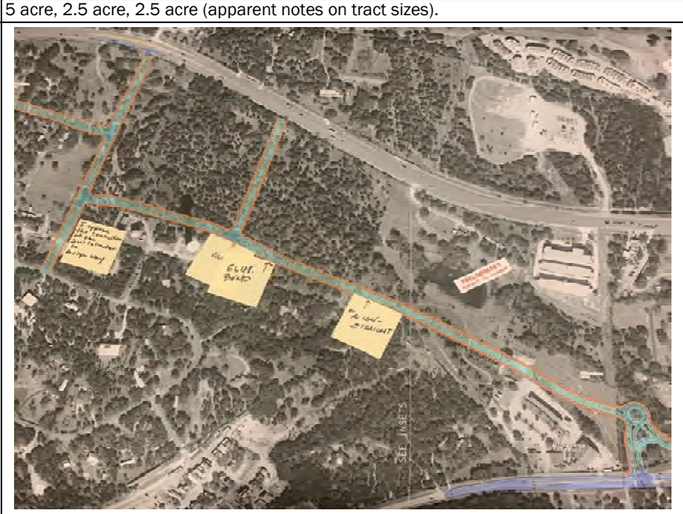
34	No Name Provided	11/16/2022	Roll Plot	 Oppose. Do not do (pointing to SWC connection to Palermo Drive).	Thank you for your input. The project goal of increasing network efficiency and reducing reliance on SH 71 by providing alternative routes requires continuity and connections to existing roadways, such as the proposed connection to E Joint Access Rd. at Palermo Drive.
35	No Name Provided	11/16/2022	Roll Plot	5 acre, 2.5 acre, 2.5 acre (apparent notes on tract sizes).	Thank you for your input.
36	No Name Provided	11/16/2022	Roll Plot	 I oppose the connection of the SW Collector to Avispa Way.	Thank you for your input.
37	No Name Provided	11/16/2022	Roll Plot	Eliminate bend.	Thank you for your input.
38	No Name Provided	11/16/2022	Roll Plot	Align - Straight.	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
39	No Name Provided	11/16/2022	Roll Plot	 No road through Brown property.	Thank you for your input. The project goal of increasing network efficiency by providing alternative routes will be negated by introducing a discontinuity between Field of Dreams and Great Divide Drive. Based on comments received as well as additional review by the design team, a roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh. With respect to the Brown Property, the proposed HPR extension was carefully routed along the north edge of the property to minimize impacts, yet still provide the needed access so residents can have reasonable access to the park from the east or west and enjoy the park's (future) amenities.
40	No Name Provided	11/16/2022	Roll Plot	Parking	Thank you for your input.
41	No Name Provided	11/16/2022	Roll Plot	Hike & Bike	Thank you for your input.
42	No Name Provided	11/16/2022	Roll Plot	Roundabout (at HPR Extension intersection with Great Divide Drive)	Thank you for your input.
43	No Name Provided	11/16/2022	Roll Plot	 Oppose SW Collector to Avispa Way	Thank you for your input.
44	No Name Provided	11/16/2022	Roll Plot	Oppose SW Collector to Avispa Way Section	Thank you for your input.
45	No Name Provided	11/16/2022	Roll Plot	Oppose SW Collector to Avispa Way	Thank you for your input.
46	No Name Provided	11/16/2022	Roll Plot	Oppose SW Collector to Avispa Way	Thank you for your input.
47	No Name Provided	11/16/2022	Roll Plot	Keep as Green space.	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
48	No Name Provided	11/16/2022	Roll Plot	 ENV. Bird. ROW.	Thank you for your input. Environmental resources will be studied in more detail in future project development efforts, to determine potential design refinements that would avoid/minimize impacts.
49	No Name Provided	11/16/2022	Roll Plot	Bottleneck. Lights not synchronized through (referring to HPR @ SH 71 intersection)	Thank you for your input. The City of Bee Cave will continue discussions with TxDOT for mobility improvements in and around the Bee Cave area, including SH 71 and the SH 71 intersection at HPR and Bee Cave Parkway. TxDOT currently has no plans for improvements to SH 71. Much of the region's current and near term funding is earmarked for the I-35 Capital Express program (improvements on IH 35 through Austin). The proposed SWC and HPR Extension, hereinafter referred to as the "build alternative", will carry local traffic and reduce traffic demand and associated delays on the SH 71/HPR intersection when compared to the no-build alternative. For the 2025 design year, the estimated delay reductions of the build vs. the no-build are: **AM Peak Period**; WB SH 71: thru delay reduced by over a minute from 108 seconds per vehicle to 56 seconds per vehicle. NB HPR Left delay reduced as well. EB SH 71: thru delay is reduced by nearly half, from 757 seconds (12.62 minutes) to 358 seconds (5.97 minutes), this is a 6.65 minute savings, basically a person will have to sit through 3 less cycles of the light. **PM Peak Period**; WB SH 71: thru delay reduced from 272 seconds (4.5 minutes) to 118 seconds (approx. 2 minutes), a saving of 2.5 minutes, sit through one less cycle at signal. NB HPR Left, reduced from 209 seconds (almost 3.5 minutes) down to 84 seconds (less than 1.5 minutes), sit through one less cycle.

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50	No Name Provided	11/16/2022	Roll Plot	 Roundabout here to HWY 71 or Ham. Pool Rd.	Thank you for your input. Based on comments received as well as additional review by the design team, a roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh. With respect to the Brown Property, the proposed HPR extension was carefully routed along the north edge of the property to minimize impacts, yet still provide the needed access so residents can have reasonable access to the park from the east or west and enjoy the park's (future) amenities.
51	No Name Provided	11/16/2022	Roll Plot	No thru road to Great Divide Dr.	Thank you for your input. The project goal of increasing network efficiency by providing alternative routes will be negated by introducing a discontinuity between Field of Dreams and Great Divide Drive.
52	No Name Provided	11/16/2022	Roll Plot	Single Road exit for neighborhood.	Thank you for your input.
53	No Name Provided	11/16/2022	Roll Plot	Oppose road crossing Great Divide. Agree.	Thank you for your input.
54	No Name Provided	11/16/2022	Roll Plot	Roundabout here (at HPR Extension intersection with Great Divide Drive)	Thank you for your input. See response above.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
55	Julie Ellett	11/17/2022	Email	Hello, As a resident of the homestead I'm writing to plead that we NOT have a roundabout on the proposed bypass road. With traffic likely to backup on that parallel road (just like 71), residents would never be able to pass in or out of the neighborhood. Thank you. Julie Ellett [redacted]	Based on comments received as well as additional review by the design team, a roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. This is based on modeling using two (2) different industry standard traffic software programs (Synchro and PTV-Vistro). A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate.
56	Erik Goodlad	11/16/2022	Email	Is there a PDF or other digital file we can download and review the options that were on display tonight further before submitting feedback? Thanks, Erik	Yes, please access the information presented at the meeting via this website: https://www.beecavetexas.gov/cms/One.aspx?portalId=18412027&pageId=19110017. Thank you for your interest!
57	David Stauch	11/17/2023	Email	Could you share the drawing (pdf) of the file that shows the area north of our property that we were discussing? I'd like to scale it from our fence to the ROW. In terms of comments, here are my current thoughts: 1.Firmly against connecting Cueva to 71 as shown. 2.Want the area north of our fence line to the proposed ROW to be greenspace / greenbelt. No built improvements. 3.Want to keep large trucks off the SW collector; make sure they stay on HWY 71.. 4.Want to keep the speed limit to 35 MPH max. Is this consistent with your thinking? Thanks, Dave	Yes, please access the information presented at the meeting via this website: https://www.beecavetexas.gov/cms/One.aspx?portalId=18412027&pageId=19110017. Responses to comments: 1. Comment noted. 2. Comment noted. 3. Comment noted. With respect to discouraging large trucks from using the Southwest Collector and HPR Extension, the reduced speed limit and relatively narrow street section combined with strategic signing (e.g., "NO THRU TRUCKS") and enforcement measures will communicate the intended use for local traffic. 4. Comment noted. Yes, 35 mph is the listed design speed for a residential collector per the City's current criteria.
58	Jill Carlucci-Martin	11/17/2022	Email	Adding a road and traffic circle or stop signs through Great Divide Drive to ease traffic at the 71/HPR intersection is an idea I greatly oppose. This will increase traffic through our neighborhood which will in turn increase the amount of accidents and our ability to come and go at our neighborhood's only entrance and exit. Adding a high traffic road through this area seems like an unreasonable use of tax dollars, especially to save just 60 seconds of commuters' time as the proposal suggests. Our neighborhood has a unique risk for wildfire and adding traffic congestion to the only exit seems like a dangerous idea. Instead why can't we put these funds towards efforts to have TxDOT expand 71 to a 3-lane road? The small HPR bypass is a bandaid that will not address the fact that more and more people are moving out towards Spicewood and Dripping Springs and expanding this road is inevitable. Why spend taxpayers' money on this short term solution and in turn create added danger in the process with extra through commuter traffic? If we are truly concerned about shoppers getting into the Galleria, it really takes hardly any time to right turn from HPR onto 71 with the dedicated right turn lane. It seems unreasonable to build this road to try to increase daily amount of shoppers. I'm certain that instead it will just handle overflow through traffic. I am truly a very concerned citizen and hope that the city officials will find a smarter alternative to this proposal. Best, Jill Martin [redacted]	Thank you for your input. The City of Bee Cave will continue discussions with TxDOT for mobility improvements in and around the Bee Cave area, including SH 71 and the SH 71 intersection at HPR and Bee Cave Parkway. The proposed SWC and HPR Extension are intended to help local residents have an alternative to using SH 71 for short local trips. This will help SH 71 function more efficiently for "through" trips between Vail Divide and RM 2244, leaving local trips able to use SWC and HPR Extension. With respect to the intersection of existing Great Divide Drive at HPR Extension, a roundabout is shown in the final recommended conceptual layout. Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. This is based on modeling using two (2) different industry standard traffic software programs (Synchro and PTV-Vistro). A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate.
59	Amanda Hill	11/17/2022	Email	Hello there, I'm a Bee Cave resident who lives on Great Divide. I'm highly concerned about an alternate road that mirrors 71 that will "cut through" Great Divide Drive. Of course those coming from Hamilton Pool will divert and use this road to stay off 71, but what about all the residents of the Homestead who use this road to take our kids to school and go to work? Will we have to sit there as second class citizens waiting for an endless stream of cars with no end in sight just to cross over Great Divide and we can't even leave our neighborhood? Even a roundabout means we have to "find a way in" which seems dangerous as we have to jut into the roundabout to get our spot in line because the cars aren't really ever going to stop. It's hard enough to get out of the neighborhood with only one entrance and exit. This will mean a long line every morning with a HUGE delay for ALL the members of our neighborhood. Kindly yours, Amanda B. Hill, JD Hill Law, PLLC [redacted]	Thank you for your input. With respect to the intersection of existing Great Divide Drive at the proposed HPR Extension, a roundabout is shown in the final recommended conceptual layout. Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. This is based on modeling using two (2) different industry standard traffic software programs (Synchro and PTV-Vistro). A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate.

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60	Gregory Ellett	11/17/2022	Email	Please consider how the residents of the Homestead will be able to get in and out of our residences. There is only one way in and out of our neighborhood. The propositions put forth are all poor for those of us living here. Having massive traffic blocking our basic entry and exit will not work, having a roundabout will not work, having stop signs will not work. How will this be solved. This is truly a TxDOT issue and not one Bee Cave should be solving.	Thank you for your input. The City of Bee Cave will continue discussions with TxDOT for mobility improvements in and around the Bee Cave area, including SH 71 and the SH 71 intersection at HPR and Bee Cave Parkway. With respect to the intersection of existing Great Divide Drive at HPR Extension, a roundabout is shown in the final recommended conceptual layout. Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. This is based on modeling using two (2) different industry standard traffic software programs (Synchro and PTV-Vistro). A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate.
61	Bonnie Wilson	11/17/2022	Email	I am opposed to the extension of roadway to attach to Avispa Way. Bonnie Wilson, [redacted]	Thank you for your input.
62	Julie Ellett (2)	11/18/2022	Email	With the light being put in at the Spanish Oaks entrance, just before the Great Divide Drive turn, and the proposed bypass going right through the Great Divide Drive thoroughfare, how are the residents supposed to enter and exit our homes? The light at Spanish Oaks will make a right hand turn (when heading East) impossible and the bypass will make an easterly, left-hand turn also impossible. What are the solutions for the residents?	Based on comments received as well as additional review by the design team, a roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). The HPR extension provides safe signal-controlled connections from GDD to and from west bound or east bound SH 71 via access to HPR the signal at HPR and SH 71, or to (future) signalized intersection of Village Oaks Drive and SH 71.
63	Leigh Polzin	11/18/2022	Email	I have the following comments about the proposed pass through road from HPR to the Shops (which will pass through the ONLY exit of the Homestead neighborhood) During morning school and work traffic, the only way to currently exit our neighborhood is to wait for a reprieve in traffic caused by the light at Hamilton Pool Road. Without the light at HPR, it would be close to impossible to turn out of our neighborhood. So if you add another main street THROUGH our only exit, how will you be able to regulate traffic so that we can get through that street. My understanding is that a roundabout or a 4 way stop sign would be put at Great Divide. If it's a 4 way stop sign, then I imagine the 60 seconds that is gained in commute time disappears completely. If it's a roundabout how are Homestead residents suppose to get into roundabout traffic when there is an expected steady stream of people during morning and afternoon commutes? And is all of this money spent and the disruption of the Homestead neighborhood worth saving a MINUTE on the commute? A minute that is potentially diminished whe you consider 1) the Great Divide intersection and 2: will traffic not back up at athe exit point at the shops? Or will the Homestead or Spanish Oaks intersection become the new exit points?	Thank you for your input. The proposed SWC and HPR Extension are intended to help local residents have an alternative to using SH 71 for short local trips. This will help SH 71 function more efficiently for "through" trips between Vail Divide and RM 2244, leaving local trips able to use SWC and HPR Extension. With respect to the intersection of existing Great Divide Drive at HPR Extension, a roundabout is shown in the final recommended conceptual layout. This will provide additional access points to both HPR and Shops Parkway, as opposed to just SH 71 as is the current condition. Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. This is based on modeling using two (2) different industry standard traffic software programs (Synchro and PTV-Vistro). A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate.
64	Marie Lowman	11/18/2022	Email	Concerning the HPR alternate access study, over the past few years there has been significant discussion around the Homestead subdivision and the Low Water Crossing related to emergency services/safety. The City Council made the decision to initiate improvements to the LWC on the basis of safety reasons - getting emergency personnel in and out of the neighborhood when necessary under all conditions - in opposition to a significant majority of residents. Now, there is a proposal in front of the City to further degrade an entrance/egress with a KNOWN emergency access issue even further? If would behoove the city to add a second emergency access prior to any additional degradation to at least maintain the current high risk status that exists today. But to add additional traffic to an already high risk scenario would be nothing short of extreme negligence on the part of the city. Marie Lowman, [redacted]	Thank you for your input. The proposed improvement to the existing low water crossing will improve safety by providing improved protection against overtopping and flooding vs. the current condition. Making it more likely that emergency responders can provide emergency services to residences in the Homestead subdivision during extreme weather events. With respect to HPR Extension, when connected to GDD will provide additional access points to both HPR and Shops Parkway, as opposed to just SH 71 as is the current condition. Thus emergency responders will have alternate routes for potentially faster response times during emergencies.
65	Cathy O'Nell Wenglar	11/18/2022	Email	Please do NOT move forward with this horrendous idea to expand east of Hamilton Pool road. Bee Cave would lose more of its natural habitat and become just more concrete. Homestead neighborhood would be disproportionately negatively affected as well. The local residents would have to fight the angry, aggressive commuters who would be speeding across Great Divide to save a whopping 60 seconds on their commute while Homesteaders are stuck indefinitely trying to get out of the neighborhood which already lacks a secondary exit. This would be devastating in an emergency situation and there will be many accidents and injured kids/horses/dogs. The congestion at 71-HPR is not a Bee Cave issue and TxDOT needs to figure out a flyover at that intersection and not just give people (and Waze) another option. Expanding 71 and HPR to additional lanes or again, adding a flyover option for commuters vs. local traffic would make much more sense. Thanks Cathy Wenglar	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
66	Amanda Hill (2)	11/18/2022	Email	Clint, I sent comments to the HPR email already and I know many of my neighbors are very vocal but I'm a resident of the Homestead and I thought I'd make my thoughts known in a very non-confrontational way. I live on Great Divide. My only comments to this new road extension which I believe are mirrored by many neightbors is: (1) We are very concerned about the one entrance and exit to our neighborhood as it is and of course the City is aware of the risks in an emergency, fire, etc. I know I'm likely speaking to the choir here. But an additional entrance and exit would be a good solution so we aren't just stuck on this one road out. (2) With more traffic flowing to an access road from HPR that crosses over Great Divide, that clogs things even more and makes most of us just feel even more trapped. Without stop signs, everyone will pour onto this road to bypass 71 without any regard to us Homesteaders wh need to get out of the neighborhood to get our kids to school. (3) A roundabout will give HPR traffic the right of way which will make Great Divide backed up and will have people forcing their way in, causing many middle fingers, honking of horns and accidents will happen and if there is an accident on that road it's basically a blockage that traps us all in. I think the concept that many homesteaders feel "trapped" inside the hood without another way out is prevalent and with another barrier to getting out or at a minimum slowing things down, it's making that fear worse. Just wanted to share my thoughts. Kindly yours, Amanda B Hill JD	Email response from Clint Garza on 11/18/22 : Ms. Hill Thank you for taking the time to reach out! I hear your concerns and though you might be speaking to the choir on some of it, I never mind being reminded. Response from RTG: Thank you for your input. With respect to the intersection of existing Great Divide Drive at HPR Extension, a roundabout is shown in the final recommended conceptual layout. This will provide additional access points for Great Divide Drive (GDD) to both HPR and Shops Parkway, as opposed to just SH 71 as is the current condition. Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are controlled by a YIELD condition on all approaches, so all approaches will be afforded equal access to the roundabout. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. This is based on modeling using two (2) different industry standard traffic software programs (Synchro and PTV-Vistro). A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate.
67	Chris Horlander	11/18/2022	Email	The traffic issues on highway 71 are a TXDOT issue. Texas 71 is a state highway used by the public and not all of the traffic passing through beecave is bee cave residents. I think some common sense is in order here, such as how many bee cave residents are there (10,000+-) and how many at any given time are actually traveling on highway 71? It's ludicrous to think that during a future heavy traffic situation generally available navigation apps will only benefit/route Bee Cave residents to either 71 or the proposed bypass road. Those travelers will not necessarily and likely not be Bee Cave residents. The development of any traffic solutions should be shared by ALL users, hence State Highways. The developments both West and East of Bee Cave which create traffic in Bee Cave are not and absolutely should not be the sole responsibility of Bee Cave tax payers to provide a traffic solution. Highway 71 provides the opportunity for all Texas citizens AND non residents with a roadway to their respective communities and destinations to and through Bee Cave. TXDOT needs to take the lead and let Bee Cave provide input not the other way around.	Thank you for your input. The City of Bee Cave will continue discussions with TxDOT, Travis County, and others for mobility improvements in and around the Bee Cave area, including SH 71 and the SH 71 intersection at HPR and Bee Cave Parkway.
68	Tracey Guttes	11/19/2022	Email	Hello All, Thank you for your efforts in putting together the presentation. A few thoughts come to mind: 1. It appears willfully life-threatening to clog up the only exit point from the Homestead knowing full well that there is not an alternate exit from this neighborhood? 2. No other school in LTISD has an auxiliary roadway. Why is the City of Bee Cave pushing to fund this particular project? 3. Walkways alongside roadways are not safe. Especially, along a roadway where the drivers are very specifically trying to get somewhere faster than the original route. Why would you endanger kids by putting a roadway through a nature preserve that busloads of kids are going to visit? 4. 3 lanes plus buffers and the traffic that goes with it is going to eat up a large chunk of the Brown Property thereby ruining the "nature preserve". This feels like a bait and switch operation, after the lovely presentation that brought in UT students to speak to the potential nature preserve. 5. How can I help? Respectfully, Tracey Guttes	Thank you for your input. Responses to your comments are provided as follows: 1. The proposed roundabout will be controlled by a YIELD condition on all approaches, so all approaches will be afforded equal access to the roundabout. The peak hour delay will be approximately 10 sec/veh during the peak hour, and less during off peak, resulting in minimal queuing. This is based on modeling using two (2) different industry standard traffic software programs (Synchro and PTV-Vistro). A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate. 2. The City has recognized operational and safety issues associated with school traffic at this particular school location during peak hours. This potential option to improve safety and operations was identified during the study as a benefit to Bee Cave parents, teachers and students. Funding for this improvement has not been identified. Further discussions with TxDOT, LTISD, and other stakeholders is anticipated during subsequent phases of project development. 3. The proposed 10' shared use path (SUP) is seperated from the low-speed travel lanes by a 5' seperation buffer (4' from face of curb + 1' curb offset) for safety. 4. The initial conceptual typical section showing the continuous turn lane will be evaluated and updated as needed as the project is refined in subsequent more detailed project development efforts. Particularly with respect to the portion of HPR Extension running adjacent to the Brown Property. 5. Stay engaged. Your input is valued and appreciated!

Comment Number	Commenter Name	Date Received	Source	Comment	Response
69	John Bollier	11/20/2022	Email	Hello and thank you for considering my comments. First of all, I am aware we need big improvements in our roads to accommodate the growth here in Bee Cave. I love the options for HPR and think those alone would greatly improve the traffic flow on HPR. I also think another elementary school and more use of the school busses would greatly reduce the congestion before and after school which is when our biggest bottle necks occur. The Vail Divide extension is also going to have a huge impact. I would also like to note that Vail Divide is constructed in a way to accommodate increased traffic. With two lanes in each direction, divided, sidewalks, houses set back with noise barrier walls all make accommodating the increased traffic safe for pedestrians with minimal impact on the homeowners.	Thank you for your input.
69	John Bollier	11/20/2022	Email (cont'd)	This brings me to Bee Cave West. I have lived here since 2008 and have enjoyed this neighborhood for it rural characteristics, minimal traffic and light pollution. I feel like adding a traffic cut through will have unintended consequences that will far outnumber any benefit to the BWC homeowners. Avispa and Cueva are barely wide enough now for two vehicles with multiple blind spots as you come around some of the curves on the hills. We also have no sidewalks. We also have very little street lighting which makes walking in the dark nearly impossible. I would like to note we do not want more street lights either. Adding more traffic to Avispa or Cueva without widening and sidewalks will make our quiet peaceful rural neighborhood a place we can no longer use for any sort of recreation. It feels like someone thinks we asked for this to help us. The presentation noted a minimus difference in travel time using Vail Divide vs a Cueva cut through. It seems like our safety risk and enjoyment of our neighborhood will be greatly reduced for little to ne benefit to the local traffic. I would also like to point out that the BWC residents rarely go from point "A" to "C". Our trips are HPR to the Galleria/HEB or into Austin. With Highway 71 backing up from all directions at all times of the day the cut through does little to improve our trip times. The only thing it helps is the left turn from Cueva onto HPR which can be solved with a middle turn lane and/or quick cycling/on demand traffic light. Thank you for considering my comments. John Bollier	Thank you for your input and sharing your concerns. The proposed connection of the Southwest Collector to Avispa Way will be further evaluated during subsequent phases of project development.
70	Gail Means	11/21/2022	Email	As a resident of Bee Caves West I have reviewed your options. I am not in favor of the feeder road at Avispa Way to the proposed Southwest Collector. It would create the same problems that opening Cueva DR would. There are no sidewalks In Bee Cave West. Adding more traffic would just make things very unsafe for residents. It would also destroy a longtime, lovely , large lot neighborhood where I have happily resided for 22 years. Regards, Gail Means	Thank you for your input.
71	Victoria Winburne	11/24/2022	Email	I live in the Homestead. I really think this plan has merit. How can you mitigate traffic congestion at your proposed intersection to Great Divide Drive...our only road in and out of the neighborhood? I suspect you've come up with a plan for that. Note, I've copied my husband, Lynn Brown, on this. Thank you. Victoria Winburne	Email response from Clint Garza on 11/24/22 : I think the best way to mitigate congestion is by making use of a roundabout at the intersection point. There are a few things we'd have to address as it relates to CCNG owned property there but the continuous flow on the roundabout has merit and should keep concerns about cross traffic and stopping at the intersection to a minimum. I've also seen questions regarding safety, which I do not think have as much merit with this particular option. The only safety concern I've seen is potential collisions from folks running a stop sign while someone else is in the intersection. RTG may wish to address that concern at council as I'm sure there are adequate studies regarding safety. Thank you as always for being a voice of reason in your participation.

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72	Victoria Winburne	11/24/2022	Email	Sure. Sounds solid. Could you add some sort of smart technology so that when it is jammed, something can happen to free it? I've been in a few jams at the galleria roundabout and it is gridlock (likely light timing and now you have control!). I suspect for those thinking of an emergency in case of a jam, they can hop the curb and get around it. Very unlikely to happen	The City of Bee Cave will continue to monitor operational issues with the Galleria Roundabout and discuss potential traffic signal timing adjustments with TxDOT. The roundabout at the Galleria is only 200 feet from the intersection at SH 71 and the reason it might queue is due to the signal timing. The relatively short separation distance only allows for approximately 10 vehicles per lane (20 feet per vehicle). The proposed roundabout at GDD and HPR Extension is approximately 320 feet from the SH 71 intersection, and is NOT controlled by a signal. Thus chances of a traffic queue backing into the roundabout are extremely remote.
73	Andy Watson	11/26/2022	Email	I like the plan except adding more stoplights on Hwy 71...that must be avoided at all costs. There are too many already and adding more will congest things even more.	SH 71 is a state roadway, and TxDOT would need to approve any new traffic control devices, including traffic signals, along SH 71. The study team determined that the additional traffic signal location on SH 71 would be necessary to balance the need for improved safety and access for turning movements to and from the proposed Southwest Collector access point at SH 71. The spacing between this proposed new signal and the adjacent traffic signals at N JT Access (to the west) and HPR (to the east) provide adequate spacing to optimize the signal timing and minimize additional delays caused by the new signal.
74	Brien Hierholzer	11/27/2022	Email	A few comments on taking property from the Hierholzer family. 1. The current designs have almost no room to fit two full roads into a ROW at the Travis county parks , the Acton school academy and my property driveway. 2.It doesn't consider existing driveway owned by the Bee Cave school that can leveraged and tied into a roundabout. See attached alternative design which fits , ties into the roundabout and leverages existing property already in use for traffic at the school. My proposed submission also still provides Acton no challenges to access on new road extension. Provides a better traffic mgmt option for Bee Cave school traffic and something that works for all parties and most importantly considers the appropriate amount of space needed. 3.The Hemphill/ Rutter property has zero birds , water quality , amphibious wildlife impact, environmental challenges unlike the Hierholzer property which has Limekiln creek, a pond , considerable amphibious Wildlife , gecko and multiple bird species nesting grounds along with a Crane habitat . A bird study can be provided of all nesting species See attached video of the Crane habitat in action at our pond. 4.We will be contacting Save Our Springs for further environmental considerations we are not aware of that impact this much road proximity to Limekiln creek that feeds directly into Little Barton creek and the watershed. 5.We assume it would be considerably better water quality, extensive amphibious wildlife , gecko , bird nesting and habitat impacts to Limekiln and Little Barton creek areas by putting the road extension on the Rutter / Hemphill tract 6.Hemphill has considerable development plans with density requirements on land that has little to zero vegetation, water quality proximity issues, bird nesting , bird habitat, gecko , salamander habitats etc 7.Hemphill would gain the ability to rezone and drive a higher land value with road improvements on his land. 8.Potential reclamations of Hamilton pool rd in front of school have not been considered for Hemphill negotiations.	Thank you for your input. Responses to your comments are provided as follows: 1. Comment noted. 2. Thank you for the concept sketch and comments. This will be passed along to the design team for further review. It is important to note that the recommended layout in this report is conceptual and subject to further refinement and revisions in future phases of project development. 3. Thank you for the offer of the bird study and the video. There will be opportunities in future project development efforts to further refine the footprint of the proposed HPR Ext in order to avoid sensitive environmental features and minimize impacts. 4. Comment noted. Detailed documentation of environmental resources and potential impacts was beyond the scope of this study. However, those aspects will be considered and included in future phases of project development. 5. Thank you for your input. There will be opportunities in future project development efforts to further refine the footprint of the proposed HPR Ext in order to avoid sensitive environmental features and minimize impacts. 6. Comment noted. 7. Comment noted. 8. Comment noted.
74	Brien Hierholzer	11/27/2022	Email (cont'd)	9.Hierholzer property is in the process of permitting for a new barn in the proposed area of the road and will be submitted before the end of the comment period 10.Hierholzer property is a multi-generational property that will Lose considerable value across all the owned acreage due to considerable noise impacts damage , loss of property. Loss of home value due to proposed proximity to my existing home The impact of lost value and damages will be in the millions of dollars. 11.Hierholzer family is in support of the proposed traffic signal at my driveway / Travis county parks and would be amenable to easement , ROW discussion etc at this intersection as we are advocating for community sidewalks , cross walks , traffic signals for school children, pedestrian focused, safe options for the community. Thank you for the consideration. Brian and Kelli Hierholzer	9. Comment noted. 10. Comment noted. 11. Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
75	Melissa Witek	11/28/2022	Email	We are opposed to the HPR Bypass. The only solution for traffic on 71 is for TxDot to widen 71. This bypass road will make it even more difficult for us to exit our neighborhood. Some say it will be a stop sign for the bypass yielding to GDD traffic but I strongly doubt that will happen. A traffic circle will keep Homesteaders from safely entering and exiting the neighborhood. My neighbors have explained many reasons this is a terrible idea. My husband and I are strongly opposed to the HPR bypass.	Thank you for your input. The City of Bee Cave will continue discussions with TxDOT for mobility improvements in and around the Bee Cave area, including SH 71. A roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate.
76	Will Douglas	11/28/2022	Email	Hey there, I have reviewed the YouTube video describing the different scenarios. I live on Great Divide, which is negatively impacted by the proposed road way running parallel to 71. From my perspective, any calculations are incomplete/inaccurate if the "way" they connect to, start/stop and traffic travels through Great Divide and any private developments are not factored. I do not believe critical paths of travel are agreed to and any study should clearly say as much. I hope this road does not happen as it brings more negative than positive to my neighborhood. Please let me know if further dialogue might be helpful. Thank you Will Douglas , JLL Managing Director	Thank you for your input.
77	Bonnie Pohl	11/28/2022	Email	I have lived in the homestead since 1992. We Moved here because it felt like the country but with access to the city. I cannot understand why anyone would want to ruin that by causing traffic from who knows where, to access 71 from our subdivision. It makes no sense. Nor is it right for you to plow a road through the Brown's beautiful property. We can't help it that there is too much building out 71. Don't punish the beautiful land for poor planning. Bonnie Pohl	Thank you for your input. While the road would run on the property, it would be along the property line, not through it. It will not disrupt plans for a nature center. The City understand the importance good stewardship and as a result, all planning efforts on the property have been and will be consistent with a vision of protecting the property and restoring it to a natural state.
78	Sydney Townsend	11/29/2022	Email	I was not able to attend your presentation in Bee Cave, but did review the materials. The proposed HPR bypass would take HPR traffic problems and make them Homestead traffic problems without meaningfully relieving HPR residents. This proposed bypass only serves to share misery, not improve mobility. The potential for backups leaving and entering the Homestead is enormous. What is the potential relief that could be achieved with this road? Additionally, it paves over property that could be turned into a city park or other enjoyable venue. This plan does little for anyone. Please do not proceed with the HPR Bypass. Thank you, Sydney Townsend	Thank you for your input. These roadways would provide mobility benefits. For example, drivers traveling west to east in Bee Cave during peak traffic hours would save about 11 minutes getting from Vail Divide Drive to the Shops at the Galleria and parents dropping off their kids and picking them up from Bee Cave Elementary School would save several minutes as well, since the realignment of Hamilton Pool Road would separate school traffic from through traffic. Another major benefit would be giving another access road to drivers when there is an accident on SH 71, which can back up traffic for an hour or more. Having a road that doesn't involve major intersections, where these accidents often happen, allows for traffic to continue to flow and gives emergency vehicles a much-needed alternative route.
79	Lou Anthony	11/30/2022	Email	The Brown property is the last green space in the City of Bee Cave. It is irreplaceable. Widening Highway 71 to alleviate traffic congestion makes so much more sense than sacrificing this beautiful land. Please stop what you are seeing as progress and save what little green space we have left . Lou Anthony	Thank your for your input.
80	Michael Pav	11/30/2022	Email	Howdy Folks, Thanks for sharing advance info, this is helpful and it's good to have a voice in how our city attempts to manage the growth while we retain a high quality of live, specifically in terms of local access. With the increase in pass-through traffic through the HWY 71 and HPR intersection, local residents would benefit from alternative access options. But those options, specifically the HPR Extension need to consider the impact of traffic flow at Great Divide and the HPR Extension as it enters the Village at Spanish Oaks. These are two large changes to how we use and access our city and need to be considered as a whole, not individually. What traffic flow options would be considered at the Great Divide/HPR Extension intersection to ensure the Great Divide traffic is not impeded by cut-through traffic on the HPR Extension? And, what traffic control options would be considered at the new HPR/HWY 71 intersection to incentivize commuter traffic from HPR that is intending to head East on HWY 71 to use that intersection vs looking for a cut-through option on the HPR Extension?	Thank you for your input. A roundabout is shown in the final recommended traffic flow option in the conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate. With respect to discouraging "cut through" traffic, the reduced speed limit and relatively narrow street section combined with strategic signing (e.g., "NO THRU TRUCKS") and enforcement measures will communicate the intended use for local traffic.

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81	Deborah Davidsson	11/30/2022	Email	Traffic studies on community access, circulation and impact should NOT be done in haste. I have not seen that our major issues with county rounds 71 / Hamilton Rd / and 620 have been thoroughly studied by the county or state. There are multiple factors that all need to be assessed including the inevitability of large additional traffic from the Back Yard and now potentially The Velvet Crown off 71 and Southwest Parkway in addition to the City's desire through marketing and additional retail and homes to make Bee Cave a destination to increase revenue. This is progress and that is fine when thoroughly and methodically planned. These impact studies should encompass all aspects of the city and surroundings and should be handled by the County & State in conjunction with the city. We as residents should not pay for these additional roads and need to see a collaboration of gov't entities working together to solve these issues. Not studied by any party or body with a conflict of interest. Nor parties being paid by the city. We once again see that there has been campaigning and an agenda by the mayor to rally and support these ideas to all of the city residents without all government (County and State) involvement. It feels very, very much like a rush to cater to retailers and NOT the residents. Most especially those most negatively impacted residents who are in the minority.	Thank you for your input.
82	Bonnie Pohl	12/1/2022	Email	Bee Cave is too beautiful to ruin. Please leave the Brown property alone and keep it beautiful.	Thank you for your input. While the road would run on the property, it would be along the property line, not through it. It will not disrupt plans for a nature center. The City understand the importance good stewardship and as a result, all planning efforts on the property have been and will be consistent with a vision of protecting the property and restoring it to a natural state.
83	Terri Mitchell	12/1/2022	Email	Attached are my comments and ideas regarding the HPR bypass. Specifically, ideas to prevent the road from going through the Brown Property. Thank you, Terri Mitchell TO: Rodriguez and Company DATE: December 1, 2022 Dear Friends, I was able to attend the Open House recently, and made some verbal, as well as written comments to your presentation. I understand that your work met with your direction from Bee Cave City Staff to get traffic off Hwy 71. I have had time to think about the proposal and am writing my ideas below: As a resident of The Homestead, a rural residential neighborhood, with over 200 homes and one way in, and one way out, the road through the Brown property, across Great Divide Drive and into Spanish Oaks is a mistake in the making doe various reasons:	Thank you for your input.
83	Terri Mitchell	12/1/2022	Email (cont'd)	ENVIRONMENTAL: TheEnvironmental consultants who produced a proposal for the Brown property suggested a 10% build out on the 44 acres. This is intended for a Nature Center. With a road on the northern part of the property, I cannot understand how a Nature Center would be quiet, clean, or full of birds and other animals, since the road and bike path would be right next to the proposed center. Also, the amount of trees, shrubs and grasses that will be cut down will displace natural habitat (birds, squirrels, fox, coyotes, deer, etc.) IDEA: I can see a circle drive coming from Hamilton Pool Road, ending with a pervious parking lot the circle behind the Field of Dreams (FOD)/future Nature Center. Options would be to make a U turn after dropping off kids at the Bee Cave Elementary school or curving north onto Hwy 71 and going east or west at the light. In the future, one could park at the lot and go to the Nature Center.	While the road would run on the property, it would be along the property line, not through it. It will not disrupt plans for a nature center. The City understand the importance good stewardship and as a result, all planning efforts on the property have been and will be consistent with a vision of protecting the property and restoring it to a natural state. With respect to the idea of cul-de-sac/trurnaround for access to the Brown property from HPR, this would not support the goal of the proposed SWC and HPR Extension to provide an alternative to using SH 71 for short local trips.
83	Terri Mitchell	12/1/2022	Email (cont'd)	FINANCIAL: Right now, there is no retail from the FOD to Great Divide drive and it's not zoned for retail, and I would bet there would be votes against retail in that area. So, why put a road through there? For the 1400 cars that go to the Shops at the Galleria? That's only an average of 150 cars an hour, based on the times the shops are open. That is not enough volume to support a million-dollar road that would upset the environment and residential flow of commuting.: IDEA: If the City of Bee Cave has so much money to spend on traffic flow, why can't they work with TXDOT to widen Hwy 71 into 3 lanes from RR 620 to Hamilton Pool Road? Or, at least put in safer and wider shoulders so that exit from or entry to businesses is safer and easier. Like into and out of Quaal Tech, the FOD, McCoy's, the Shell Station, etc? Several developers west of Hamilton Pool Road have included wide shoulders and sometimes specific lanes into and out of their properties. When the City of Bee Cave creates wider shoulders, there will be consistency throughout the Bee Cave city limits.	Comment noted.

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83	Terri Mitchell	12/1/2022	Email (cont'd)	SAFETY: With the road through the Brown property, crossing Great Divide Drive, I do not see a functional or safe flow of traffic. A circle drive would not allow neighbors with horse trailers to easily get through the intersection. My experience with the traffic circle at the Hill Country Galleria is confusing to many shoppers. Also, the location of the intersection from the "Brown Road" is at a slight curve on Great Divide Drive, creating difficult sighting for oncoming traffic in all directions. The Homestead is a busy neighborhood with commuters, USPS, UPS, other delivery trucks, school buses, construction trucks, lawn vehicles, visitors and more, coming into and out of the subdivision. Allowing cross traffic is not functional in the proposed presentation. Currently, Serene Hills Drive, from Hwy 71 going north into Lakeway, has been a thoroughfare from Hwy 71 to get to Flint Rock Drive, to RR620, or all the way into Lakeway. Recently, TWO stop signs were put on that road, backing up early morning commuter traffic. So, what was once a cut through road is now a roadway with two stop signs. I suspect the neighborhood asked for the stop signs so they could get out of their neighborhood, as traffic was usually going faster than the posted 35 mph speed limit. Is this the future of the Brown property road? A 4 way stop sign to or slow down traffic flow, when the purpose was to increase traffic flow? I am vehemently opposed to the road through the Brown property for reasons including harm to the environment, cost, and decreased function as currently proposed. Thank you, Terri Mitchell Homestead resident since 1986	A roundabout is shown in the final recommended traffic flow option in the conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate.
84	Scott Gurley	12/1/2022	Email	My wife and I are homeowners in the Homestead and want to state our disapproval of the HPR Extension connecting Hamilton Pool Road to Great Divide Drive. Great Divide Drive is the only road we have to get to and from our homes and adding east/west traffic and a roundabout or stop sign on Great Divide Drive will negatively impact our lives on a daily basis. And, from what I understand, it will have very limited positive impact on west to east traffic on Hwy 71. From what we've been told, the calculations show that 9% of the traffic (at peak hours) would be expected to take the HPR Extension and by taking the HPR Extension, they could be expected to save 60 seconds on their journey from the west to the east. And that is when 71 is backed up at the HPR light which it is only for approximately an hour on weekdays going west to east. It does nothing to ease the east to west traffic (which is where there is a greater traffic burden). Putting a roundabout or stop signs a stone's throw from the 71 intersection is a terrible idea. We are already losing the ability to turn left onto 71 from Great Divide and left onto Great Divide from 71 due to the Shops Parkway intersection being so close to Great Divide. This seems to be a huge waste of money that does little to benefit Bee Cave residents and adversely impacts the daily lives of all Homestead residents. I know of no Homestead property owner that wants this work to proceed. Thank you for your time and do not hesitate to reach out if that will help. Best regards, Scott and Julie Gurley	Thank you for your input. These roadways would provide mobility benefits beyond the one minute time savings you mention. The study looked at a scenario where 25% of SH 71 through traffic, or approximately 500 vph, would divert to the SWC and HPR Ext. corridors. This resulted in a travel time reduction of approximately 11 minutes when travelling west to east during peak hour from Vail Divide to the Shops at the Galleria. Parents dropping off their kids and picking them up from Bee Cave Elementary School would save several minutes as well, since the realignment of Hamilton Pool Road would separate school traffic from through traffic. Another major benefit would be giving another access road to drivers when there is an accident on SH 71, which can back up traffic for an hour or more. Having a road that doesn't involve major intersections, where these accidents often happen, allows for traffic to continue to flow and gives emergency vehicles a much-needed alternative route. A roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate.
85	Anne Perez	12/3/2022	Email	I'm a resident of The Homestead. I am beyond angry that the Bee Cave City Council wants to spend BEE CAVE tax monies on a bypass road that benefits only non-residents of Bee Cave. Furthermore, the proposed bypass from HPR to Great Divide Dr. would destroy the quiet, serene nature of our neighborhood. It would also clog traffic on the only road (Great Divide Dr.) that allows Homestead residents to enter and exit our neighborhood.	Thank you for your input.

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86	Zlatan Gradincic	12/4/2022	Email	I attended the open house on Nov. 16 at Bee Cave City Hall regarding the Hamilton Pool Road Alternative Access Study. Thank you very much for making it possible for us to better understand this proposal and provide our feedback. The RTG staff present during the open house was very helpful in explaining the proposal and answering my questions. One of the main objectives of these new roads is to alleviate congestion at the intersection of HWY 71 and Hamilton Pool Road. The proposed new roads would funnel the traffic away from that intersection into the neighborhoods through which those roads would be built. I think it is unfair that the established neighborhoods and long time residents should suffer for the sake of alleviating traffic on HWY 71. It would make much more sense to widen HWY 71 and build additional turn lanes into Hamilton Pool Road, instead of diverting traffic into the neighborhoods. Has this option been explored? If yes, why is it not presented as one of the possible options? On the other hand, I support re-aligning Hamilton Pool Road and building a low-speed access road in front of Bee Cave Elementary to increase safety and decrease traffic congestion during school drop-off and pick-up times. Option 2 seems to be the best one. But I do not support adding the local roads east and west of Hamilton Pool Road, as that would create a shortcut through existing neighborhoods. Local residents would be majorly impacted in a negative way. Thanks for your consideration.	Thank you for your input. Expanding SH 71 puts us at the mercy of the state for traffic alleviation –which includes competition for limited funds that can be diverted elsewhere at any time—and would take a significantly longer time to come to fruition than building our own local roads. Solving our traffic problem will take a multi-faceted approach and while we are continuing to work with the state to get our highways improved, local roads can be built sooner to improve traffic flow. Thank you for your comments and input on the conceptual HPR realignment in front of the Bee Cave Elementary School.
87	Alexia Moore	12/5/2022	Email	I live in Bella Colinas and am concerned about the extension behind my neighborhood going from Vail Divide to the Galleria. 1- added noise pollution 2 - no limit on size of cars or trucks on the road 3- cars cutting through Cinca Terra to get from Vail Divide to Joint Access Rd. 4- too high speed limit - 35? 5 - light pollution at night 6 - no speed bumps or similar deterrents for speeding I do not support this extension. Thanks-Alexia	Thank you for your input.
88	Graham Ware	12/5/2022	Email	Greetings, Opening of Avispa way and Cueva drive to through traffic would not be cost effective due to the ineffective travel time as proved from the road story. The cost of legally changing the deed restrictions the original owners had the foresight to put in place in the 1970s to protect the historical integrity,environment-noise ,air ,water and other ecological impacts. The deed restrictions maintain the historical integrity of one of the first subdivisions in Bee Cave. The roads study has shown that opening of Avispa Way and Cueva drive to through traffic is inefficient mobility which is not the goal of transportation engineering. This would not be a cost-effective option for the taxpayers dollar. Opening the roads to through traffic would negatively impact the surrounding area quality of life, environment and safety as these roads are not designed for the increased traffic volume.Since these roads were probably built in the 1970's they are not up to the standards of today's safety and structural standards to protect the environment due to increased vehicle traffic. The proposed opening up of the roads would greatly degrade the environment protection ,public safety and quality of life. This would put property owners at a higher risk for property and bodily damage and lower property values due to increased traffic. I have not seen any alternate transportation studies to solve traffic congestion. Is there any vehicle alternatives ? Hike and bike trails or sidewalks to allow children to safely walk or ride bicycles to school. More school buses. Collaborate with Lake Travis school district on the buses. Main part of congestion problem is on Hamilton Pool Road seems to be during school time with parents dropping off kids. What about more police traffic control . 98% of the property owners of Bee Cave West subdivision appose the opening of Avispa way and Cueva drive to through traffic which we gave a petition to the Bee Cave city council.The deed restrictions due not allowed for roads only single-family homes. My property is my sanctuary.This is what I have been working for my whole life. I have lived here since 1986.Opening Avispa way and Cueva drive would destroy my quality of life and my sanctuary. I am strongly opposed to this traffic proposal. Respectfully Graham Ware	Thank you for your input and sharing your concerns. The proposed connection of the Southwest Collector to Avispa Way will be further evaluated during subsequent phases of project development. With respect to vehicle alternatives, the proposed typical SWC and HPR Extension would include 10' shared use paths (SUP's) to encourage use by bicyclists and pedestrians as alternative modes of travel to driving in an automobile.

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89	Kyle Bender	12/5/2022	Email	Thanks for receiving our comments. I have quite a few concerns over the introduction of the HPR Bypass that runs through the Brown Property onto Great Divide Dr. As a resident of the Homestead (I live on Great Divide Dr), Great Divide is the only ingress/egress for our neighborhood. The city has also approved a major development on the opposite side of GDD from the Spanish Oaks Village. The amount of potential traffic from HPR and SO Village onto our one way out or in is not worth the risk/reward, in general, and especially in an emergency. If there were an alternative safety plan for our neighborhood, I would still have significant concerns over the function and proposed benefit of such a road and the negative effect to the way of life of the Homestead neighborhood. But since there is no alternative, I am against this proposed road. Thanks again for receiving our input. Kyle Bender	Thank you for your input.
90	Page McDaniel	12/5/2022	Email	My name is Page McDaniel and my family owns 25 acres in Bee Cave that sits between Hwy 71 and Hamilton Pool road.The new thoroughfare plan directly affects my family's property more so than any other single owned property in Bee Cave. We have owned our 25 acres for over 50 years. The issues we have with ALL versions of the thoroughfare plan are as follows: -The Cueva Drive extension would dissect our property North and South. Currently 4 of our 5 tracts (15 acres) are a part of the Bee Cave West subdivision and have deed restrictions attached to them.The neighborhood of Bee Cave West is a sleepy little dead end loop off of Cueva Dr. with 33 acreage lot owners. This extension would greatly affect the lives of these 33 homeowners. It is absolutely unnecessary for the Cueva connection to Hwy 71 to happen. BCW is a neighborhood with no sidewalks, curbs or gutters. It is rural and private. A 68' ROW cutting North and South through our property would widdle away at the land that we have owned as a family for over 50 years. There are plenty of other connections that the study can use where roads can cut through properties that have already been sold by the original land owners. Cueva would bottleneck onto HPR. I know because I drive this everyday. You have not put boots on the ground and actually walked our terrain or visited the BCW subdivision or you would absolutely agree that this connection is absurd. -The connection that is proposed to run East and West through the McDaniel tracts would be taking away a great deal of land use from our property with a 68' or more ROW. -These connections should be evaluated AFTER the HPR improvements have been completed and AFTER the Vail Divide cut through is complete. It is too premature to suggest that such a cut through is warranted. Page McDaniel	Thank you for your input.
90	Page McDaniel	12/5/2022	Email (cont'd)	-We have attended many meetings with the City and it has been brought to our attention that there are current Council Members who believe our 25 acres that fronts HWY 71 should remain zoned Single Family Rural Residential, while all our neighbors across HWY 71 and East and West of us have Multi Use Neighborhood Service or MU-N zoning. I would argue with anyone who is wanting to cut a road with a 68' plus ROW through our property and keep us Rural Residential Zoning. Our 25 acres should be zoned at least MU-N. - I would like to add that the Bee Cave West residents and the McDaniel Family are all against the Cueva connection as it would be detrimental to the everyday lives of established property owners. Page McDaniel	With respect to land use, the study assumed a future land use of Townhomes (9 units/ac) on the McDaniels Tract for for purposes of generating future traffic volume projections. With respect to the proposed Cueva Drive connection, we appreciate your input.

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91	Eric Moody	12/6/2022	Email	RTG EngineeringStaff, I see nothing in your preliminary report that addresses ADT counts on HPR or the various negative impacts to existing Bee Cave residents, that currently reside in The Homestead and Meadow Fox subdivisions, that depend on Great Divide Drive for egress and ingress to their homes. Were these negative traffic impacts (noise, congestion, head lights, exhaust fumes), to existing Bee Cave residents, considered in your study? In a more formal sense, did your study include a Traffic Impact Analysis (TIA) on the impact of the HPR Bypass to existing traffic on Great Divide Drive? What about future traffic projections on HPR, 10 years, and 20 years out? Was that addressed in your study? Please recognize and acknowledge that The Homestead and Meadow Fox subdivisions will have to live with the negative impacts of this ridiculous proposal for years to come. Please act in a Professional manner and speak truthfully to the Bee Cave City Council on the negative effects of this proposal. The fact is, we can't solve TxDOTs long term planning issues regarding the intersection of HPR and Tx 71 with this "shortcut." Any competent traffic engineer knows that it would be ludicrous to propose a new minor collector road (HPR Bypass) as a reasonable "alternative" to avoid an intersection between a major collector road (Hamilton Pool Road) and a major arterial (Tx Hwy 71). The number of daily HPR "non-local" motorists that would simply seek to avoid the HPR-Hwy 71 intersection by taking the "HPR shortcut" would number in the thousands. This will grow exponentially in the years to come. This would destroy the tranquility of our 50 year old established neighborhoods and create significant travel delays to residents of The Homestead and Meadow Fox subdivisions that require access to GDD. In the mornings we would have to deal with the HPR shortcut traffic traveling eastbound. In the afternoons we would have to deal with the HPR shortcut traffic turning left on GDD, from Hwy 71, in an attempt to avoid the Hwy 71-HPR intersection.	Thank you for your input. The study team did gather existing traffic count data, and did develop future year ADT traffic projections (2025 and 2040) to use in the PTV VISTRO traffic model to evaluate the proposed SWC and HPR Exension roadways. The study did evaluate congestion for various scenarios, the results of which are included in the final deliverable traffic study report. The study did not evaluate envrionmental impacts (noise, air quality, etc.). With respect to impacts on existing traffic on Great Divide, that was studied. At the intersection of HPR Ext. and Great Divide Drive, it was assumed that HPR Ext. will be stop-controlled while Great Divide Drive will be uncontrolled (i.e., no STOP sign on Great Divide Drive). The results for both 2025 and 2040 projected traffic conditions are included in the final traffic study report. Based on comments received as well as additional review by the design team, a roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate. The team looked at the effects of peak hour traffic diversions, including a scenario where 25% of SH 71 through traffic, or approximately 500 vph, would divert to the SWC and HPR Ext. corridors during peak hour. This resulted in a travel time reduction of approximately 11 minutes when travelling west to east during peak hour from Vail Divide to the Shops at the Galleria. Another major benefit would be giving another access road to drivers when there is an accident on SH 71, which can back up traffic for an hour or more. Having a road that doesn't involve major intersections, where these accidents often happen, allows for traffic to continue to flow and gives emergency vehicles a much-needed alternative route.
91	Eric Moody	12/6/2022	Email (cont'd)	As licensed Professional Engineers, I would ask that RTG be Professional, ethical and forthcoming about the true impact of this ludicrous proposal to ALL citizens of Bee Cave, Texas. Please don't placate the existing Bee Cave City council. Call this what it is, a boondoggle that benefits a few wealthy landowners and does nothing for the Citizens of Bee Cave, Texas. Eric Moody, P.E.	Thank you for your input.
92	Jeff Mcdaniel	12/6/2022	Email	As a landowner(since 1973) that is being affected by this plan I understand that the traffic is bad.I'm not necessarily opposed to the east-west road being built west of HPR but I do not agree with Cueva being extended. It does not seem to be necessary with Vail Divide Extension being open. Jeff McDaniel	Thank you for your input.
93	Rich Cleary	12/6/2022	Email	To Whom It May Concern: My wife and I recently moved to the community from downtown Austin (we live in Rocky Creek) and would like to voice our support for the Hamilton Pool Road (HPR) extension from Hamilton Pool Road to the Galleriaafter watching the Youtube video. We are ambivalent on the southwest collector - we believe the Vail Divide cut though will be enormously helpful in reducing the westbound traffic at the HPR/71 intersection although are not against this if the community between HPR and Vail Divide supports this. For the HPR extension to the Galleria we are highly supportive. We loved the preliminary design concepts in the video and believe we would use the road often, especially in cases where there is higher traffic. Options 2, 3,and 4 all seem like great options. Although we do not yet have school age children, there wasan appalling amount of traffic during the start of the school year and we feel strongly that the elementary school should have its own accessand trafficsignal to ease congestion. If we had to pick we would say our preference is Option 2 since there are only two traffic signals and no right hand turn, but options 2/3/4 are all good options. Thank you for your consideration of our comments. We realize there are many constituencies and hope this is helpful for the committee when making a decision. Best Regards, Rich [redacted]	Thank you for your input.

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94	Tia Carnes	12/6/2022	Email	I live in Bee Cave West and strongly oppose the Southwest collector road plan in Bee Cave. Specifically the cut through to Cueva Rd. in Bee Cave West.The approximate 1 minute lost in travel time to Hwy 71 is going to be paid for with a complete elimination of the quiet, small safe neighborhood we live in. I understand Bee Cave is growing at an exponential rate. The ruination of our neighborhood is too high a price for 1 minute less transit time. The majority of the neighborhood residents oppose this road. I spoke with two separate representatives at the meeting when the SW collector road was revealed. Each representative could only come up with one benefit for the Cueva Rd extension, Convenience for the neighbors in Bee Cave West. The people who live in Bee Cave West overwhelmingly do not want this road. It's difficult to understand why this cut through would be put in to avoid one minute of transit time for the relatively few people in Bee Cave West; reducing a very small overall amount of traffic on HWY 71 and Hamilton Pool Rd while annihilating our quality of life. I implore you to consider our voice and the damage to our neighborhood and our safety and remove Cueva Dr from this road proposal. Tia Carnes	Thank you for your input. These roadways would provide mobility benefits beyond the one minute time savings you mention. The study looked at a scenario where 25% of SH 71 through traffic, or approximately 500 vph, would divert to the SWC and HPR Ext. corridors. This resulted in a travel time reduction of approximately 11 minutes when travelling west to east during peak hour from Vail Divide to the Shops at the Galleria. Parents dropping off their kids and picking them up from Bee Cave Elementary School would save several minutes as well, since the realignment of Hamilton Pool Road would separate school traffic from through traffic. Another major benefit would be giving another access road to drivers when there is an accident on SH 71, which can back up traffic for an hour or more. Having a road that doesn't involve major intersections, where these accidents often happen, allows for traffic to continue to flow and gives emergency vehicles a much-needed alternative route. With respect to your the proposed Cueva Drive connection, your input is noted and appreciated.
95	Ian J Molineux	12/7/2022	Email	I hereby submit my objections to your proposed plans for the Hamilton Pool Road (HPR) extension that passes through the Brown tract, crosses Great Divide Drive (GDD), and continues into the West Village shops area. I understand that you were asked to study "get local traffic off 71 and on to local roads" but any successful solution to avoiding the main traffic problem in this area – the Tx71-HPR/Bee Cave Parkway intersection, necessarily provides a short-cut for HPR->Tx71 (east) commuters during the morning peak period, and a comparable short-cut in reverse for the evening peak period. Attempts to dissuade commuters from using the HPR extension by low speed limits, stop signs etc. will simply make the extension less attractive to local traffic but have the same cost of building coupled to a permanent maintenance cost that will be used by fewer people. Conversely, if commuters do use the extension, thereby avoiding the Tx71-HPR intersection, it raises the question of how they merge onto Tx71. It is unlikely that HPR->Tx71 east commuters will use the "dog-leg" around the Field of Dreams to rejoin Tx71 at an un-signalized intersection. They will likely continue to GDD and turn left to use the also un-signalized intersection with Tx71 (TxDOT has vetoed placing a signal at GDD, the only road out of the entire Homestead subdivision) or enter the West Village at Spanish Oaks shopping area. This latter area is obviously not designed to handle commuter traffic.	Thank you for your input.
95	Ian J Molineux	12/7/2022	Email (cont'd)	Exiting the Homestead/MeadowFox subdivisions already often necessitates a signal change at the Tx71-HPR intersection before vehicles can safely merge onto Tx71 East (TxDOT intend to prohibit left-turns both into and out of GDD). Tx71 traffic is rapidly increasing and is expected to increase for years to come but even now there is frequently a line of cars waiting. Adding HPR commuter traffic to the mix on GDD can only compound the problem. It could even result in vehicles backing up to or beyond the proposed intersection of GDD and the HPR extension. I note that your presentation described the time savings associated with select trips using the Southwest Collector Road system, and an estimate that the HPR extension could save 60 secs in travel time. What is completely missing is an estimate of the increased time that residents of the Homestead and MeadowFox will spend exiting their subdivisions. If such an estimate is outside your charge from the City of Bee Cave, that should be clearly stated in your report. Similarly, as you estimate that the HPR extension will be used for ~1400 trips per day, an unbiased report requires an estimate of the number of trips per day to and from the Homestead/MeadowFox subdivisions that pass through the GDD-HPR extension. There is confusion about the GDD-HPR extension intersection. Your presentation shows it as two roads intersecting more or less at right angles. The engineers present at the Open House gave mixed responses, some saying that only the extension and the road into the shopping area would have Stop signs, traffic on GDD would not stop; other engineers had another or even no response. What your final recommendation actually is needs to be clearly delineated in your report. However, more recent information I have read suggests that the extension will dead-end at a T junction with GDD, with a second, significantly displaced, T-junction with the shopping area road. The latter configuration involves blind curves at both junctions, raising a safety issue that is not mentioned. Neither is the fact that GDD is the only road in and out of the subdivision, and thus if you recommend that additional traffic utilize GDD in order for a few drivers to save a maximum of 60 sec driving time, it necessarily exacerbates a known major safety hazard for all subdivision residents. This does not seem to be a carefully considered option.	These roadways would provide mobility benefits beyond the one minute time savings you mention. The study looked at a scenario where 25% of SH 71 through traffic, or approximately 500 vph, would divert to the SWC and HPR Ext. corridors. This resulted in a travel time reduction of approximately 11 minutes when travelling west to east during peak hour from Vail Divide to the Shops at the Galleria. Parents dropping off their kids and picking them up from Bee Cave Elementary School would save several minutes as well, since the realignment of Hamilton Pool Road would separate school traffic from through traffic. Another major benefit would be giving another access road to drivers when there is an accident on SH 71, which can back up traffic for an hour or more. Having a road that doesn't involve major intersections, where these accidents often happen, allows for traffic to continue to flow and gives emergency vehicles a much-needed alternative route. With respect to impacts on existing traffic on Great Divide, that was studied. At the intersection of HPR Ext. and Great Divide Drive, it was assumed that HPR Ext. will be stop-controlled while Great Divide Drive will be uncontrolled (i.e., no STOP sign on Great Divide Drive). The results for both 2025 and 2040 projected traffic conditions are included in the final traffic study report. Based on comments received as well as additional review by the design team, a roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. This is based on modeling using two (2) different industry standard traffic software programs (Synchro and PTV-Vistro). A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate.

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95	Ian J Molineux	12/7/2022	Email (cont'd)	No defensible rationale for a 68 ft plus roadway for the HPR extension is provided. Where is all this turning traffic in the center lane actually going to? The south side of the road has been publicly slated for some form of preserve and presumably will only have limited vehicular access points. Why should any pedestrians utilize the south shared use path when they are right next to a green area even further from the road? There are no public plans for the north side of the extension. If it was your assumption or the charge from the City of Bee Cave to accommodate additional access to existing Tx71-facing entities or to support potential new commercial development on either side of the road, that position should be made clear in your report so that Bee Cave residents are informed prior to any act by City Council. I have no opinion on the proposed Southwest Collector Road system as I rarely travel in that direction. Residents of that area can provide much more considered opinions. Ian J. Molineux	The design guidelines from the City of Bee Cave call for approximately 68 feet of right-of-way (ROW) with a design speed of between 30-35 mph, as well as bicycle and pedestrian facilities for a collector roadway. However, the 68' width is only an approximation; the ROW requirements will change when a more detailed design is complete. In addition, there may be opportunities to reduce the projected ROW width in select areas that have fewer access points (e.g., adjacent to the Brown property) by removing the proposed 12' continuous left-turn lane. However, for purposes of this initial feasibility study, the 3-lane typical section was assumed for all proposed sections of the SWC and HPR Extension.
96	Jennifer Cunningham	12/7/2022	Email	I appreciate the city looking into ways to improve traffic, however I do have several comments/questions. I am wondering why the intersection at GDD was not defined in terms of what it would look like? That information would help tremendously to assess this proposal. That intersection would have a big impact on our daily lives in The Homestead. There is only one way in and out of our neighborhood and putting an intersection there would most certainly cause problems. For us and for traffic coming through. Particularly in the location proposed. I can't find any information anywhere on what that intersection is proposed to look like. There are several design options given for HPR/71 intersection around the school but nothing about this. Please direct me to this information if I am wrong. I think this may be why some people in our neighborhood are very upset at the idea, it has not been communicated at all. I think the additional roadage around BCE would be very beneficial to those who need to get to the school. This does not impact me directly but it does indirectly as I have children going to BMCS and traffic going that way is very difficult at times due to the back up at BCE specifically. I think that part of the project is needing specific input from local residents on how it is best to be designed. I am also wondering what can be done to have TXDOT fix the problems on the 71, which seems like a more direct and useful approach to the major traffic issues. From 620 to Sweetwater should be made the same as the section from 620 to Bee Cave Road, i.e. 6 lane divided. My understanding from the study is that it is expected that 9% of 71 users driving eastbound on 71 could potentially use the bypass option during rush hour. This does nothing for the major problems westbound and reducing traffic 9% would not even likely keep up with growth in the area. Thank you for the opportunity for input from citizens. Traffic is most definitely a major problem in our area. Sincerely, Jennifer Cunningham	Thank you for your input. A roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate. Thank you for the input on the option to seperate school traffic from HPR through traffic at Bee Cave Elementary School. These roadways would provide mobility benefits. The study looked at a scenario where 25% of SH 71 through traffic, or approximately 500 vph, would divert to the SWC and HPR Ext. corridors. This resulted in a travel time reduction of approximately 11 minutes when travelling west to east during peak hour from Vail Divide to the Shops at the Galleria. Parents dropping off their kids and picking them up from Bee Cave Elementary School would save several minutes as well, since the realignment of Hamilton Pool Road would separate school traffic from through traffic. Another major benefit would be giving another access road to drivers when there is an accident on SH 71, which can back up traffic for an hour or more. Having a road that doesn't involve major intersections, where these accidents often happen, allows for traffic to continue to flow and gives emergency vehicles a much-needed alternative route.

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97	Mark Anthony	12/7/2022	Email	I was not able to attend the preliminary public meeting, so I apologize if any of these issues have already been addressed. My understanding is that the purpose of the current study is to: "Identify potential solutions to reduce reliance on State road network for local traffic, to ultimately increase network efficiency by providing alternate routes." My primary questions address the HPR extension concept, which would connect Hamilton Pool road to Shops Parkway. I hope the study will attempt to address the amount of "non-local traffic" trips using this proposed extension as a way to avoid the traffic light at 71 and HPR (or the proposed realigned HPR). Unless the delay is comparable to or greater than the delay at the 71 intersection, a large fraction of non-local drivers will be expected to explore and adopt the alternate route. This will of course greatly reduce any benefit to local traffic. I also hope the study will attempt to quantify the effects on Homestead residents who utilize Great Divide as a sole method of ingress/egress. It is clear that the additional traffic, both local and non-local, can only increase the transit times for Homestead residents. I would expect similar issues for Spanish Oaks, although these will perhaps be less severe due to multiple access points there. Since most/all businesses along this proposed corridor currently have access on 71, the purpose appears to be a way to ferry traffic from HPR directly to Great Divide (and vice versa). This suggests fairly free flowing traffic, which of course will further encourage cut-through drivers. Multiple stops along this path to slow traffic and make it less attractive as a short cut will also make it less beneficial to local traffic.	Thank you for your input. These roadways would provide mobility benefits. The study looked at a scenario where 25% of SH 71 through traffic, or approximately 500 vph, would divert to the SWC and HPR Ext. corridors during . This resulted in a travel time reduction of approximately 11 minutes when travelling west to east during peak hour from Vail Divide to the Shops at the Galleria. Parents dropping off their kids and picking them up from Bee Cave Elementary School would save several minutes as well, since the realignment of Hamilton Pool Road would separate school traffic from through traffic. Another major benefit would be giving another access road to drivers when there is an accident on SH 71, which can back up traffic for an hour or more. Having a road that doesn't involve major intersections, where these accidents often happen, allows for traffic to continue to flow and gives emergency vehicles a much-needed alternative route. A roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate.
97	Mark Anthony	12/7/2022	Email (cont'd)	Finally, an estimate of the amount of impervious cover created by such a roadway would be beneficial to understand, especially since it abuts one of the largest green spaces in Bee Cave. Also, although perhaps outside the scope of this particular study, it is worth noting that implementation of such a roadway will obviously lead to development and further impervious cover in this area. Thank you for your consideration. Mark Anthony	Estimates of impervious cover related to the roadway or future development were beyond the scope of the current study.
98	Niti M	12/7/2022	Email	I am writing to express my concern around the HPR bypass as a resident of the Homestead. I moved to this beautiful city 1.5 years ago. Please see my points of concern listed below: 1) I am deeply concerned about the safety for entering/exiting the great divide drive which is our sole point of entry to the neighborhood. I also didn't see any data presented on the impact of traffic on the neighborhood's only road. With the current bus situation in our district, I end up driving every day to pick/drop off kids in 2 different schools. If the bypass traffic starts to take over, getting in and out will get even more stressful and unsafe. I was also concerned to see the blind spots that the curves in the road will create. 2)While safety is a very big concern, I do share another serious concern of the ability to preserve the beauty of the Brown property. Having moved recently from California where there are so many more county/state parks that give access to the public, a lot of beautiful land in Texas is privately owned. I was pleased to hear that our city has bought this nature gem. But if we slice and dice this gem with roads that will bring in so much traffic, noise, pollution, and add the parking lots on top of it, what will remain there? By preserving it and making it into a nature center, you will be doing future generations of not only Bee Cave but also other surrounding cities a huge favor which will let them explore native flora, fauna, pollinators and provide access to the beautiful creek.	Thank you for your input. 1) A roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate. Future more detailed designs will confirm that all applicable sight distance requirements are met. 2) While the road would run on the property, it would be along the property line, not through it. It will not disrupt plans for a nature center. The City will continue planning efforts for the property to ensure the vision of protecting the property and restoring it to a natural state are realized. These efforts have included partnerships with trained biologists tasked with ensuring ALL planning and development will follow our vision. Part of the value of the property lies within the educational benefits in the future. While we feel the acquisition of the property protects it from traditional development, we have a real opportunity to showcase sound land management techniques, multi-phase restoration, and natural beauty inside a growing area by providing a public space accessible by all. The current entrance to the property is located within a floodplain and area of concentrated drainage adjacent to a residential subdivision, currently served by a single point of access. While not ideal, we feel providing access to the property on the north side accomplishes a goal of providing a space for all to enjoy, the location of access and future improvements can be planned to minimize impacts on the neighboring subdivision and more sensitive areas of the property.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
98	Niti M	12/7/2022	Email (cont'd)	3)Finally, I wanted to share with you a conversation that I had with my work colleague a few months ago. My colleague who recently moved to Dripping Springs lives near the intersection of HPR and RR12. I work at AMD and commute to Southwest parkway. When I mentioned to him, I live on great divide dr., his response was that he knows where it is and he can't wait for that bypass to open up that will connect HPR with the great divide so that he can use it to escape the traffic on HPR/71 intersection. I was shocked because as a fairly new resident, I wasn't even aware of the thoroughfare plan. I am mentioning this so that you don't make assumptions that this bypass is for Bee Cave locals who are getting to the shops. Thanks to google maps, anyone and everyone will be using it to cut across and we will be seeing a lot more accidents. I hope you don't approve the HPR bypass but instead consider pursuing TXDOT for adding more lanes to 71. Thanks for hearing me out, Niti	3) With respect to discouraging "cut through" traffic, the reduced speed limit and relatively narrow street section combined with strategic signing (e.g., "NO THRU TRUCKS") and enforcement measures will communicate the intended use for local traffic.
99	Scott Cronk	12/7/2022	Email	Thanks for the community outreach on the HPR extension. It seems that any solution would still require: 1. A west side (Twin Acres) entrance/exit from LTYA Field of Dreams isa necessity A single exit from LTYA FOD is not an acceptable solution. a. From this west exit it would be great to allow folks to go the HPR/71 light & also have an option to tie in further South on HPR to go each toward Drip. A lot of the backup on Twin Acres when FOD's is exiting is folks trying to turn left (South I believe) onto HPR similar to option 4. 2. Any connection to 71 should consider the impact to parking and traffic flow at LTYA as well. We will still need to drive around baseball field 1 and park. Parking is already limited at LTYA FOD and the loss of parking would clearly have an impact. a. Would it make more sense to run that connector straight out and include anotheraccess point to LTYA FOD? Thanks, Scott PS: these are my personal viewsand not the views of LTYA.	Thanks for your input. 1. Comment noted. 1a. Comment noted 2. Comment noted 2a. The preliminary concept was for the LTYA FOD access to line up with future Skaggs Drive for purposes of this study. However, the merits of further refinements such as the additional access to SH 71 that you suggest could be reviewed in future project development efforts.
100	Paige Moore	12/8/2022	Email	Thank you for taking comments on the HPR bypass and I hope that you consider my thoughts below. My name is Paige and I moved into the Homestead about two years ago. My husband has a business in Bee cave and we love living in this community. I am writing to address the part of the HPR bypass that will impact our neighborhood and hope that the bias that the council tends to display against the Homestead can be put aside. We are often judged by a few bad players and it seems unfair. As a new member of the Homestead, I do feel as though there is a prejudice against us and have been troubled to see it displayed in public forums and on social media. I have come to know so many amazing people that live in our neighborhood and I hope that the council can embrace us and listen to our concerns. Regarding the HPR bypass and the intersection on Great Divide Dr, I have a few specific issues and am against the connection of the bypass through Great Divide Dr to Hamilton Pool Rd. My concerns are listed below: 1. Unlike most neighborhoods in Bee Cave, We only have one way in and out. The new traffic will make it difficult to enter and exit our neighborhood. I also believe it will create many safety issues for the residents of the Homestead. Not only will the traffic cause concern, but the layout of the bridge and new road creates blind spots. Our neighborhood has over 200 homes, no sidewalks, livestock and this decreases our safety if we would be in the situation where we would have to evacuate in the case of wildfire... with so many residents and animals.	Thank you for your input. 1) A roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate. Another safety aspect is that when HPR Extension is connected to GDD, this will provide additional access points to both HPR and Shops Parkway, as opposed to just SH 71 as is the current condition. Thus emergency responders will have alternate routes for potentially faster response times during emergencies. With respect to roadway curves and sightlines, future more detailed designs will confirm that all applicable sight distance requirements are met.

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100	Paige Moore	12/8/2022	Email (cont'd)	2. We are excited for the future of the Brown property and that residents of Bee Cave will have access to this land. We need to preserve as much green space in Bee cave as we can because this is what draws people to our community and I do believe that the council has worked hard to create a balance between open natural spaces and local business. I just ask that you reconsider a road that will split up the brown property and create pollution and noise in a space that could be a sanctuary for all residents. I hope that differences and prejudice can be put aside and that the council can look past the few outspoken bad players in the homestead and hear our concerns. This will drastically impact our neighborhood and the lives of many of your Bee Cave residents. Thanks, Paige Moore	2) While the road would run on the Brown property, it would be along the property line, not through it. It will not disrupt plans for a nature center. The City will continue planning efforts for the property to ensure the vision of protecting the property and restoring it to a natural state are realized. These efforts have included partnerships with trained biologists tasked with ensuring ALL planning and development will follow our vision. Part of the value of the property lies within the educational benefits in the future. While we feel the acquisition of the property protects it from traditional development, we have a real opportunity to showcase sound land management techniques, multi-phase restoration, and natural beauty inside a growing area by providing a public space accessible by all. The current entrance to the property is located within a floodplain and area of concentrated drainage adjacent to a residential subdivision, currently served by a single point of access. While not ideal, we feel providing access to the property on the north side accomplishes a goal of providing a space for all to enjoy, the location of access and future improvements can be planned to minimize impacts on the neighboring subdivision and more sensitive areas of the property.
101	David Graham	12/20/2022	Email	As a person who watched the horror of Silicon Valley growth, and now, after 20 plus years of seeing the same thing in Bee Cave/Greater Austin. A few points of suggestion. 1) The Bee Cave Parkway/Galleria was built without shoulders, bike lanes and utilities right up against the road at a time when it was just scrub/ranch land, a huge wasted opportunity to make a safer roadway. 2) Turn lanes, over/under pass designs are critical and should never be abandoned due to cost, the ability to avoid bottlenecks and accommodate future growth is undeniable.Freeway/tolls or both are inevitable, so the faster land and right of ways are secured, the lower the cost. 3) Bee Cave/Lakeway have allowed developers to over build without hitting each new development with costs for traffic mitigation charges, this needs to change fast. David Graham	Thank you for your input. 1) As shown in the conceptual typical roadway section, the proposed SWC and HPR Extension collector roadways would include a 10' shared use path (SUP) on both sides of the roadway to encourage alternate modes of transportation (i.e., biking, walking). 2) The conceptual typical section includes a continuous turn lane to safely remove slower moving left turning traffic from the through travel lanes. Right turn lanes may also be considered at intersection approaches, where warranted by high right turning volumes. 3) Developers are required to build roads internal to their project.
102	Julian King	1/6/2023	Email	Hello, It would be in the best interest of a rapidly growing city to decrease the traffic. On the next vote, the best course of action would be to pass the HPR Access plan.	Thanks you for your input.
103	Gary Ahrendt	1/8/2023	Email	Hi, I'd like to first say thank you to Clint Garza for doing an excellent job managing the Bee Cave roadways. His knowledge and experience is very impressive and we're fortunate to have him. My concern is with the "Southwest Collector" portion that would run East from Palermo Drive.I feel the "Southwest Collector" through the properties just south of HW71, particularly the farm property is not needed. I don't realistically believe local Bella and Terra Colinas residents would use this slower road to travel to the Galleria area. Access to the properties/ proposed businesses just south of HW71 should be available from HW71 or Cueva Drive. The Vail Divide extension already gives drivers access between HW71 and HPR. If a wreck occurs on HW71 between Vail Divide and HPR, cars can be diverted using the HPR/ Vail Divide "loop" to bypass that area of HW71.As a home owner, I'm also concerned about increased road noise and further disruption to homeowners who live near the East boarder of Terra Colinas.Thank you so much for your time and for listening to my concerns! Gary Ahrendt	Thanks you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
104	Tanja Knutson	1/9/2023	Email	Hi there - I'm fairly new to The Homestead and getting involved in city topics for the first time in my life! (1) I'd like to kindly request that the city council reconsider the proposed HPR Extension behind the Field of Dreams. I understand how hard the council works at trying to improve the quality of life for all Bee Cave residents, and I don't feel that this particular project will have the intended benefits. At first, when I first learned about this project, it seemed the idea was to alleviate the traffic during the congested school hours at BCE. I remember sitting in on the city council meeting when the idea was originally raised, and there were brainstorming ideas shared on how to increase bus ridership and thus reduce the traffic, eliminating the need for the bypass road. There was mention of a different exit, one that did not even cross GDD. I remember hearing of the road being a destination in itself, for a butterfly park, or some sort of nature center if. Now it seems like the main purpose of the bypass is to move a substantial amount of traffic off 71. I think if more people had fully understood the extent of the road, there would have been more push-back at the original discussion. I am against this road for numerous reasons, mainly due to concerns about safety as this new road intersects Great Divide Road. A roundabout is statistically the safest form of intersection, but it will cause a bottleneck for Great Divide users attempting to merge into the circle. A 4-way stop sign would give Great Divide users more accessibility to cross the intersection, but it will slow the intended use of the collector road. . If the collector road (HPR Extension) is not the time saver it's created to be at peak use times, then it is not worth the upfront cost, nor the long term upkeep. (2) Which intersection is currently being used in the calculated time savings for travel, stop sign or roundabout? If any of the planned bypass gets altered, will a new traffic study be done? I would imagine the current traffic study would only apply if the entire road goes through as planned. (3) Also, will this road pass through the Brown property? (4) If so, is this in accordance with the intended use of the Brown Property? (5) I thought it was designated as an open space or an offset for impervious cover, or whatever the correct term is. (6) If this is crossing the Brown Property, has that property already been re-zoned?	Thank you for your input. Responses to your comments are provided as follows: 1) Comment noted. 2) A roundabout is proposed. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh. **Responses below provided by Clint Garza on 1/9/23:** 3) Yes 4) Yes 5) Our plan is a nature center. If the roadway is approved and constructed then visitors to the property would access from that road instead of putting all the traffic on Great Divide Drive. I personally prefer using the north side for access instead of down by the creek. Ideally we'll continue restoration near the creek in the most sensitive areas and IC placed on the property be further north and away from the floodplain. 6) It is zoned public. No re-zoning will be necessary.
104	Tanja Knutson	1/9/2023	Email (cont'd)	(7) I read that this road will be a 3 lane road, 70 feet wide - is this correct? That seems like a lot of concrete to pour in an area that was supposed to be kept green. Also, it looks like it's a 3 lane road. Why is there a need for a middle lane for the entire length from HP to GDD? I always thought a middle lane was to allow for turning lanes. What would cars be turning into, off of the bypass road? Is there future development planned along the sides of this bypass road? Has any re-zoning of adjacent properties been discussed? If this road goes in, will some commercial projects be built off this road between GDD and HPR? (8) I'm also concerned this bypass road would cause backlog from drivers coming from 71 onto GDD, since the bypass road is so close to the current highway. Will there no longer be a left turn option onto GDD when heading west on 71? (9) Whatever intersection is used, it seems that Great Divide users safety will be impacted with greater traffic. I know the council has in the past expressed dogged concern over the safety of Homesteaders by approving the building of a bridge over the LWC. The council did this in spite of a majority of Homestead residents expressing they did not want it, and in spite of it still leaving the residents with a single exit point in the case of a forest fire or other emergency which would endanger more lives than the risk of a resident needing emergency care while the LWC is closed (Starflight has landed here recently on 2 occasions, even though the road was open, so it could do the same if the road was closed). (10) The proposed bypass on the other hand, is taking frazzled 71 users onto a bypass road, promising them time savings, but they will still be rushing their commute, on a slower road, and will be more likely to rush through a roundabout, or worse, may not even know how to properly use one. A stop sign improves safety, but slows the promised commute time saving. The intersection on GDD puts Homestead residents at risk, all day, every day. So if Homesteaders safety is as important as the council expressed during the LWC discussions, I would hope that council applies the same concern to those most at risk and that they can see the dangers inherent in this intersection. (11) I love that I live in an equestrian neighborhood - what consideration has been given to the horse trailers that need to access the proposed intersection?	7) The initial conceptual typical section showing the continuous turn lane, and 10' SUP on both sides in a 68' ROW width will be evaluated and updated as needed as the project is refined in subsequent more detailed project development efforts. Particularly with respect to the portion of HPR Extension running adjacent to the Brown Property. 8) Based on comments received as well as additional review by the design team, a roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. This is based on modeling using two (2) different industry standard traffic software programs (Synchro and PTV-Vistro). A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate. Left turns from WB SH 71 to GDD were not prohibited in our traffic analysis. Response 9 below provided by Clint Garza on 1/9/23 : 9) The majority of the homestead residents voted against a very very large bridge structure that Travis County was proposing. During that process they were given an option to do nothing or build a bridge that would pass the 500 year storm event. Council took on the responsibility of the crossing but has never taken any action to build a structure that large. I think most residents I've talked to didn't care so much about something being done just not what they saw on those diagrams from the Commissioner's office 10) Comment noted. As referenced in your comments and as noted in response no. 8 above, roundabouts are provent to be safer than STOP controlled intersections. The HPR Extension will also improve safety by providing alternate routes for emergency responders to access the Homestead community from HPR (to the west) and from Shops Parkway (to the east). 11) The preliminary roundabout design shown in the recommended layout will accomodate typical truck-horse trailer combinations.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
104	Tanja Knutson	1/9/2023	Email (cont'd)	(12) Since the traffic issues on 71 are TxDot problems, can you help me understand why Bee Cave is stepping up to foot the bill that TxDot is responsible for? I understand that they are slow to take action, but is that actually a valid reason to let them railroad Bee Cave taxpayers into footing their bill? What are the tax implications for Bee Cave residents? I remember it being said that the developers will be responsible for footing the bill for the portion of the road they are developing. How is the dollar value being calculated? What is the cost of this proposed bypass? If we don't have a cost yet, then how are developers to know what added costs will accompany their development? (13) And if there is no development between GDD and HPR, then is this section cost entirely borne by taxpayers? Has this tax implication been shared at all the community meetings in each neighborhood? (14) Also, can you help me understand why there is an eventbrite registration required for the Homestead meeting on this topic? (15) None of my friends who have attended these information meetings were asked to register their names in advance. (16) If not, was the city secretary there to record the names of all attendees? (17) If not, then it would seem impossible to use any feedback from these meetings in council, since there would be no transparency. (18) Does TOMA apply to these meetings? (19) Has council ever gone from neighborhood to neighborhood, even beyond Bee Cave, like this for any other issues?	Responses 12 through 29 below provided by Clint Garza on 1/9/23: 12) Developers are required to build roads internal to their project regardless of cost. They'd plan for that at the time the work on site planning materials since the construction costs can change so rapidly. 13) I've covered tax implications at each meeting and in discussions with residents directly. At this time we are only talking about identifying the connections in the plan and haven't yet reached a point were we'd be discussing design and costs associated with design. If council decides to add the section of roadway in question to the thoroughfare plan then the the other details work themselves out in time. 14) I print packets for each person attending my meetings. The Eventbrite was partially to get a headcount so I had adequate water and packets handy but also served to limit the number of residents that attended since some of the meetings were in people's homes with limited capacity. The homeowner told me what they'd be willing to host and we limited participation to that number by use of the Eventbrite. 15) We took walk-ins each time I'm sure. I've not spent the time to compare the sign in sheet to the Eventbrite RSVP's but we never got so close to capacity that there was a problem taking a walk in. A number of times I had residents from other neighborhoods show up that would've not been sent the invitation. Worked out great. 16) NO 17) This is not true. I've had council members and my staff present at various meetings and during the course of the discussion I provide a QR code so folks can leave feedback as you have done here. That feedback is being documented and will be presented to City Council on the 25th. 18) NO. I have not had a quorum of council present at these meetings. My time is not subject to the Texas Open Meetings Act. 19) No.
104	Tanja Knutson	1/9/2023	Email (cont'd)	(20) What was it about the bypass that made council decide to have private meetings and not ask the public to show up at council? (21) What made council feel it appropriate to request that Homestead residents refrain from attending these meeting? (22) I am not very familiar with city issues, but it would seem that transparency would be welcome by everyone.	20) City Council had nothing to do with the decision to hold these meetings nor did they have anything to do with the locations and which neighborhoods to include in the discussion. That was my decision alone. 21) I'm not sure what you mean here. If a meeting was at someone's private residence then naturally they get to make the decision who's invited. 3 meetings were planned and will be held at ISD property and open for all to attend. The content of each discussion is largely focused on single neighborhoods and my time is most efficiently spent on matters that are specific to the residents I'm sitting in front of. Falconhead West or Ladera residents my be sympathetic to a Homestead or Lakes Edge residents concerns but that is their time to discuss matters that affect them most directly. Since I went out of my way to ensure adequate and complete coverage of the ENTIRE community I support anyone's decision to limit participation in their home to their neighbors. 22) I'd really like to discuss the transparency comment with you directly if this is a real concern of yours. I have tried to be as fully transparent as possible. I'm sure you'll find that your neighbors who have attended meetings outside of the Homestead have witnessed me be very honest about the process and why I'm taking the time to gather feedback from everyone else. I made the decision to reach out to all the other communities after I was terribly disappointed in the turnout at a public open house where only 61 people attended and in reality only 2 of our neighborhoods were represented. Should I have only sent the feedback from 51 Homestead and Bee Cave West residents to City Council on a decision that impacts 10,000 residents in the city and nearly that many outside the city?

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104	Tanja Knutson	1/9/2023	Email (cont'd)	(23) Finally, when is the proposed bridge set to be built, and when would the proposed bypass construction begin? (24) Again, thinking of the safety of its residents, I would ask council to kindly consider a timeline that would not double bottle neck GDD. If there were a forest fire during any of this construction, and we are down to a single lane during construction, the results could be catastrophic. Again, kindly apply the same concern for Homestead residents as you applied during the decision to build a bridge. (25) I realize that you know a lot more information on this project than I do from my limited perusal of the available documents and public discourse. I also believe that the council really does want to serve the residents. But I read a disturbing exchange on the mayor's FB page, and feedback from my friends who've attended the neighborhood meetings, and it made me realize that The Homestead is viewed by many as a pain in the side of The City Council. (26) It's often just rolled eyes, or unfinished sentences, such as "well, you know…" and some snide laughter. One of my friends who attended a meeting said that in the meeting, it was said that since this impacts The Homestead more, that if council doesn't drum up support in the rest of Bee Cave, then the meetings will only be attended by Homesteaders, and this gives skewed representation or negative opinions. (27) It makes it seem like all these neighborhood meetings are just to rally an "us against them" mentality: Bee Cave against The Homestead. (28) This makes me feel like the city would just prefer to steamroll through this and drown out the voices of the Homestead Residents, by artificially garnering support of residents who otherwise aren't impacted enough to bother attending a public council meeting.	23) We don't have timelines for either of these. I'm planning on taking a bridge discussion to council in March. If I had to guess, I'd say bridge happens in advance of any road improvements. 24) I believe we'll have a plan to maintain adequate traffic flow during construction. It'll be a headache for sure but we're planning on trying to make it as easy as possible. 25) It is unfortunate that this is the perception but frankly it can be true. 26) This is true, unfortunately. Homestead residents used to come up to the podium during public comment and say "I'm from the homestead and I vote". There's an obvious reason they said it and for a very long time they were overrepresented on boards, commissions, and council solely based on population data. There are 11 times more rooftops in Falconhead and Falconhead West than in the Homestead and Meadow Fox. When we're making decisions that affect the entire community, the entire community should be represented and considered. I wish the system was perfect but I've been around elected officials for a very long time and often times if they're not hearing from a wide range, they assume everyone feels the exact same way that the 10 most vocal community members do. I can explain my reasoning more either directly or at the meeting on Wednesday. But I've been very honest and will continue to say that I'm gathering input from everyone else that normally isn't paying attention to the process because I have been confident the benefits community wide are worth the efforts. 27) I assure you this is not my goal. I'm quite persuasive and of course could've taken that tact. I have been highly complementary of the Homestead, explained why this road decision is such a hot topic for the residents back there, and shown the other neighborhoods why I'm empathetic to their concerns. 28) The support isn't artificial. I sat with these folks in their homes or at their community centers. I've never witnessed such gratitude given to a public servant as I've seen from folks that took the time to attend. They didn't know they should be paying attention until we told them and as a result I believe we'll have a large group of residents far more involved in the process from here on out.
104	Tanja Knutson	1/9/2023	Email (cont'd)	(29) It leaves me feeling distrustful of the aims of the city council, in spite of me truly believing that they really do take on this extra work in hopes of serving their constituents, or at least those who agree with them. I would kindly ask that you add this letter to the officially obtained feedback, and that you answer the questions that I've raised.Thank you so much, Tanja Knutson	29) If distrust is to come from the process, I ask that you point that and direct it at me and not council or my staff. The decisions that you're upset with are my own. I am blessed to get the opportunity to represent the entire community and despite a number of efforts from folks who disagree with me, efforts that could've been utilized to fully make this a Homestead vs the remainder of the city issue, I have met a couple hundred people I'd never have been able to otherwise. I fully expect to be back out in neighborhoods regularly in the future as other decisions or concerns come forward. Council asked us to conduct a study and bring back the results of the study. That really is the extent of their participation on this issue. My responsibility is to provide that feedback and it was wholly inadequate to cut off public comment after a single poorly attended open house.

Comment Number	Commenter Name	Date Received	Source	Neighbor-hood	In Favor of Project?	Comment	Response
105	Robert Sullivan	11/29/2022	Jotform	Homestead	No	This road will create a bottleneck to our residential area. The Hamilton Road and Hwy 71 intersection has MAJOR traffic issues. Building this road is like putting a Bandaid on an artery. The final result will not significantly help the real issue. TexDot needs to build roads and intersections that will solve the problem. The design of this major intersection is incredibly poor. Hamilton Pool Road in time could have similar traffic as Hwy 71. Do you think this waste of tax payer dollars will provide any real relief? The Homestead has one way in and one way out and now you basically want to block it. We have FIRE and FLOOD issues now regarding possible evacuation issues already. You promised us a bridge and it appears to be a non starter other than spending money on designs. The Brown property will be overwhelmed with noise and traffic. How does that help develop it? Who ever came up with this idea needs something better to do with their time. This is a waste of tax payer money and diminishes the value of property in the Homestead development. Provide the Homestead with another egress and build a bridge should be your priority. In the short or long run the City of Bee Cave should let TexDot handle this with real solutions.	Thank you for your input. The City of Bee Cave will continue discussions with TxDOT for mobility improvements in and around the Bee Cave area, including SH 71 and the SH 71 intersection at HPR and Bee Cave Parkway. TxDOT currently has no plans for improvements to SH 71. Much of the region's current and near term funding is earmarked for the I-35 Capital Express program (improvements on IH 35 through Austin). With respect to the intersection of existing Great Divide Drive at HPR Extension, a roundabout is shown in the final recommended conceptual layout. This will provide additional access points for Great Divide Drive (GDD) to both HPR and Shops Parkway for emergency responders, as opposed to just SH 71 as is the current condition. Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are controlled by a YIELD condition on all approaches, so all approaches will be afforded equal access to the roundabout. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. This is based on modeling using two (2) different industry standard traffic software programs (Synchro and PTV-Vistro). A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate. With respect to the Brown Property, the proposed HPR extension was carefully routed along the north edge of the property to minimize impacts, yet still provide the needed access so residents can have reasonable access to the park from the east or west and enjoy the park's (future) amenities.
106	Mary Smith	11/29/2022	Jotform	Homestead	Depends	I would prefer that the access road not intersect Great Divide Drive, as it would cause delays to our sole egress from The Homestead, which could be dangerous. There are other points at which the access road could exit to Highway 71, for folks who want to avoid the traffic jams by Bee Cave Elementary School.	Thank you for your input. The roundabout shown in the final recommended conceptual layout will provide additional access points for Great Divide Drive (GDD) to both HPR and Shops Parkway for emergency responders, as opposed to just SH 71 as is the current condition. Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are controlled by a YIELD condition on all approaches, so all approaches will be afforded equal access to the roundabout. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. This is based on modeling using two (2) different industry standard traffic software programs (Synchro and PTV-Vistro). A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate.
107	Melissa Witek	11/29/2022	Jotform	Homestead	No	The only solution for traffic on 71 is for TxDot to widen 71. This bypass road will make it even more difficult for us to exit our neighborhood. Some say it will be a stop sign for the bypass yielding to GDD traffic but I strongly doubt that will happen. A traffic circle will keep Homesteaders from safely entering and exiting the neighborhood. My neighbors have explained many reasons this is a terrible idea. My husband and I are strongly opposed to the HPR bypass. This is not a good option for The Homestead and Bee Cave residents.	The City of Bee Cave will continue discussions with TxDOT for mobility improvements in and around the Bee Cave area, including SH 71 and the SH 71 intersection at HPR and Bee Cave Parkway. TxDOT currently has no plans for improvements to SH 71. Much of the region's current and near term funding is earmarked for the I-35 Capital Express program (improvements on IH 35 through Austin). With respect to the intersection of existing Great Divide Drive at HPR Extension, a roundabout is shown in the final recommended conceptual layout. This will provide additional access points for Great Divide Drive (GDD) to both HPR and Shops Parkway for emergency responders, as opposed to just SH 71 as is the current condition. Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are controlled by a YIELD condition on all approaches, so all approaches will be afforded equal access to the roundabout. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. This is based on modeling using two (2) different industry standard traffic software programs (Synchro and PTV-Vistro). A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate.

Comment Number	Commenter Name	Date Received	Source	Neighbor-hood	In Favor of Project?	Comment	Response
108	Steve Albert	11/29/2022	Jotform	Homestead	Depends	The entire presentation left me with way more questions than answers. I thought the focus was supposed to be on collector roads: providing better access to local businesses and local residents. Instead the emphasis appears to be on providing access (esp. left turn onto HPR) for non-residents during the PM rush hour. Little benefit to others passing thru 71/Bee Cave Parkway. Intersection is still failing with 5+ minute wait times and 2-3 signal rotations. No study of local road thru Lamar Brown Property and collector road past VSO to Shops. Only benefits appear to be safer Bee Cave Elementary and 1 minute reduction in 6 minute wait time at rush hour for 1 of 12 directions. A continuous chicken lane should not be the default collector option and should be used only where appropriate. The City shouldn't continue these efforts without the express support of LTISD, TxDot, CAMPO and Travis County. So far study is of little value...	Thank you for your input. The City of Bee Cave will continue discussions with TxDOT for mobility improvements in and around the Bee Cave area, including SH 71 and the SH 71 intersection at HPR and Bee Cave Parkway. The proposed SWC and HPR Extension are intended to help local residents have an alternative to using SH 71 for short local trips. This will help SH 71 function more efficiently for "through" trips between Vail Divide and RM 2244, leaving local trips able to use SWC and HPR Extension. The proposed SWC and HPR Extension, hereinafter referred to as the "build alternative", will carry local traffic and reduce traffic demand and associated delays on the SH 71/HPR intersection when compared to the no-build alternative. For the 2025 design year, the estimated delay reductions of the build vs. the no-build are: **AM Peak Period** ; WB SH 71: thru delay reduced by over a minute from 108 seconds per vehicle to 56 seconds per vehicle. NB HPR Left delay reduced as well. EB SH 71: thru delay is reduced by nearly half, from 757 seconds (12.62 minutes) to 358 seconds (5.97 minutes), this is a 6.65 minute savings, basically a person will have to sit through 3 less cycles of the light. **PM Peak Period** ; WB SH 71: thru delay reduced from 272 seconds (4.5 minutes) to 118 seconds (approx. 2 minutes), a saving of 2.5 minutes, sit through one less cycle at signal. NB HPR Left, reduced from 209 seconds (almost 3.5 minutes) down to 84 seconds (less than 1.5 minutes), sit through one less cycle. The initial conceptual typical section showing the continuous turn lane will be evaluated and updated as needed as the project is refined in subsequent more detailed project development efforts.
109	No Name Provided	11/29/2022	Jotform	Signal Hill	Yes	I would prefer option 4. The roundabout eliminates 2 lights when using the Southwest Collector.	Thank you for your input.
110	Jennifer Gauntt	11/29/2022	Jotform	Homestead	No	I haven't heard enough of a compelling reason to go to this trouble and to justify permanently altering the Brown property. The impact to Homestead residents has not been adequately explained and from what I have heard, the consequences are more negative than positive. It will be an expensive proposal with a negative environmental impact and will not be beneficial to all.	Thank you for your input.
111	Jim Tolles	11/29/2022	Jotform	Homestead	No	All the development on HPR is not the Homestead's problem. There is no justification to putting the HPR traffic burden on the Homestead, reducing our access for no benefit. Mixing Homestead traffic with HPR traffic is a bad idea. It will create traffic issues for us that don't exist currently. All it does is move the problem onto our only means of access. Solve the HPR traffic problem within it's own corridor. Add more lanes to HPR and SH71. Why not work with TXDOT to solve the problem instead of destroying our access. The Homestead is a jewel in Bee Cave. If there is anything that would help it would be a simple light at Great Divide.	Thanks you for your input. Expanding 71 puts us at the mercy of the state for traffic alleviation –which includes competition for limited funds that can be diverted elsewhere at any time—and would take a significantly longer time to come to fruition than building our own local roads. Solving our traffic problem will take a multi-faceted approach and while we are continuing to work with the state to get our highways improved, local roads can be built sooner to improve traffic flow. Even if 71 is expanded, we still need another access point to get across town in the event of an accident at an intersection that would halt traffic. Widening the state road would undeniably add capacity to the regional system. But, most roads, including 71, get bogged down at intersections, not the points in between– so simply adding lanes doesn't really get at the core issue. And a single intersection can only be "improved" so much. That's why having multiple ways to get around is so critical–so that no one intersection becomes the single point of failure (like 71/HPR/Bee Cave Parkway is and has been). Some combination of local and state efforts will be required for the entire transportation system to function as efficiently as possible.
112	Daniel Carroll	11/30/2022	Jotform	Homestead	No	I am not in favor of bringing extra traffic to my neighborhood's doorstep. The new shopping center development has access via a traffic light; there is no need to divert traffic through a public park (Brown tract) and across the entrance to the Homestead just to add an access point to that shopping center. The connector will also encourage denser retail development, more traffic, and degrade the quality of life for Homestead residents. The degradation of the quality of life for Homestead residents is like levying a special tax just on us.	Thank you for your input.
113	Brandy Morgan	11/30/2022	Jotform	Signal Hill	Yes	Option 2	Thank you for your input.
114	Akash Sharad Thakare	11/30/2022	Jotform	Provence	Yes	Currently huge traffic congestion at 71/hpr. Need more parallel road away from school to alleviate traffic. Please have wider lanes on HPR. Driving in night is scary sometimes with high beam on coming traffic.	Thank you for your input.
115	Nalinj Tula	11/30/2022	Jotform	Provence	Yes	I think Beecave needs these additional routes for faster commute. Beecave parkway and Hamilton pool road is a bottle neck and seems the only route to access anything around. I support building these access routes.	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Neighbor-hood	In Favor of Project?	Comment	Response
116	Karen Winslow	11/30/2022	Jotform	Homestead	No	1 The Homestead has only one access road for a neighborhood of 200 homes. 2. How would you ensure only local traffic for shopping would use this road intersecting Great Divide? 3. Did the study evaluate how many cars turning right from Hamilton road to HWY 71 were going to the Shops of the Galleria? 4. Based on responses I received on the night of the presentation, and the lack of a poster with the positive and negative impacts of the Brown Property bypass road intersection at Great Divide, it does not appear the impact of the Hamilton Pool Road cut through road/Great Divide intersection was studied. 5. It seems extremely likely the road cutting through the Brown property would carry heavy traffic trying to avoid the Hamilton Pool Road/HWY 71 intersection traffic back up. 6. How does the developer of the Village at Spanish Oaks feel about heavy cut through traffic on their privately maintained roads? 7. Just because the study showed how things could be done, it does not mean it should be done. 8. A road going through the Brown property does not support the goal of maintaining this property as a nature preserve park for Bee Cave. The engineering study did not look at the optimal way to improve the increasing Hamilton Pool Road/Bee Cave Parkway/HWY 71 traffic loads. The problem of population growth in western Travis County resulting in traffic loads too heavy for the current county and state roads, cannot and should not be solved using Bee Cave City funds for cut through roads that will minimally address the problem. This needs to be addressed by Travis County and TX DOT.	Thank you for your input. Responses to your comments are provided as follows: 1. Agree. Comment noted. 2. The reduced speed limit and relatively narrow street section combined with strategic signing (e.g., "NO THRU TRUCKS") and enforcement measures will communicate the intended use for local traffic. 3. The study used the "STREETLIGHT" program to identify origin-destination patterns, including The shops of the Galleria. Using the origin on HPR EB, just to the west of Cueva, we are seeing that approximately 80 vehicles perform that right turn movement during 4-6 PM, and 373 vehicles on a typical weekday, and 533 vehicles on a weekend. 4. Based on input from the meeting, and further evaluation by the design team, a roundabout is shown in the final recommended conceptual layout. The benefits and features of a roundabout are noted in previous responses. 5. See response no. 2., above. 6. HPR extension will provide additional access for Village Oaks residents to the Brown property and HPR vs. just SH 71 as is currently proposed. 7. Comment noted. 8. With respect to the Brown Property, the proposed HPR extension was carefully routed along the north edge of the property to minimize impacts, yet still provide the needed access so residents can have reasonable access to the park from the east or west and enjoy the park's (future) amenities. The City of Bee Cave will continue discussions with TxDOT, Travis County, and others for mobility improvements in and around the Bee Cave area, including SH 71 and the SH 71 intersection at HPR and Bee Cave Parkway.
117	No Name Provided	11/30/2022	Jotform	Homestead	No	I believe this is a lot of tax dollars on a bypass road that I feel will not make a big difference in traffic. It results in more traffic lights and more stopping points that is just going to continue to back up traffic. More lanes and light timing adjustments are better suited to solve some of the traffic problems. I do not think the bypass road will be used by many. If it is used by a lot of people then it is not going to be just as crowded and slower than the current path so then they will go back to 71. I do not see any documentation on what type of intersection will be at a bypass road and Great Divide. What will that intersection look like? That is our subdivisions only in/out path.	Thank you for your input. With respect to your question about the intersection of HPR Extension and Gread Divide Road, a roundabout was identified as the recommended intersection type. This will provide additional access points for Great Divide Drive (GDD) to both HPR and Shops Parkway for residents of the Homestead neighborhood, as opposed to just SH 71 as is the current condition. Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are controlled by a YIELD condition on all approaches, so all approaches will be afforded equal access to the roundabout. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. This is based on modeling using two (2) different industry standard traffic software programs (Synchro and PTV-Vistro). A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate.
118	Jacqueline Dorward	11/30/2022	Jotform	Signal Hill	Yes	Safety concerns on HPR, as well as by BCE	Thank you for your input.
119	Nicole Clines	11/30/2022	Jotform	Provence	Yes	We are considering moving out of the Bee Cave area because traffic is awful and makes for a crazy commute to our son's school off of N. Lamar. The worst part is turning from 71 onto Hamilton Pool Rd. This adds 10 minutes or more - just to get through that ONE light. Also, I have been driving 2 or 3 miles over the speed limit in the morning on Hamilton Pool Road and had several pickup trucks decide I was too slow and pass me over the double yellow line during a busy time when this could certainly cause a fatal accident and endanger the safety of me, my son, and everyone else on the road. The reckless driving of others and the extreme delay at 71 and Hamilton Pool Road are the reasons I'm in favor of these changes. The most important factors in choosing between the options presented should be safety, safety, and safety. Drivers aren't getting any more polite or any safer. This is the opinion of a government project manager, veteran, mom, and local resident. Thanks for collecting our opinions.	Thank you for your input.
120	Bill Linder	11/30/2022	Jotform	Signal Hill	Yes	Improve traffic flow and driving experience in all directions	Thank you for your input.
121	Michael Pav	11/30/2022	Jotform	Not Provided	Yes	With the increase in pass through traffic through the HWY 71 and HPR intersection, local residents would benefit from alternative access options. But those options, specifically the HPR Extension need to consider the impact of traffic flow at Great Divide and the HPR Extension as it enters the Village at Spanish Oaks. These are two large changes to how we use and access our city and need to be considered as a whole, not individually. What traffic flow options would be considered at the Great Divide/HPR Extension intersection to ensure the Great Divide traffic is not impeded by cut-through traffic on the HPR Extension? And, what traffic control options would be considered at the new HPR/HWY 71 intersection to incentivize commuter traffic from HPR that is intending to head East on HWY 71 to use that intersection vs looking for a cut-through option on the HPR Extension?	Thank you for your input. A roundabout is shown in the final recommended traffic flow option in the conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate. With respect to discouraging "cut through" traffic, the reduced speed limit and relatively narrow street section combined with strategic signing (e.g., "NO THRU TRUCKS") and enforcement measures will communicate the intended use for local traffic.

Comment Number	Commenter Name	Date Received	Source	Neighbor-hood	In Favor of Project?	Comment	Response
122	Deborah Davidsson	11/30/2022	Jotform	The Homestead	No	Resubmission with corrections to my last section, last comments. Thanks for disregarding my first submission. Traffic studies on community access, circulation and impact should NOT be done in haste. I have not seen that our major issues with county rounds 71 / Hamilton Rd / and 620 have been thoroughly studied by the county or state. There are multiple factors that all need to be assessed including the inevitability of large additional traffic from the Back Yard and now potentially The Velvet Crown off 71 and Southwest Parkway in addition to the City's desire through marketing and additional retail and homes to make Bee Cave a destination to increase revenue. This is progress and that is fine when thoroughly and methodically planned. These impact studies should encompass all aspects of the city and surroundings and should be handled by the County & State in conjunction with the city. We as residents should not pay for these additional roads and need to see a collaboration of gov't entities working together to solve these issues. Not studied by any party or body with a conflict of interest. Nor parties being paid by the city. We once again see that there has been campaigning and an agenda by the mayor to rally and support these ideas to all of the city residents without all government (County and State) involvement. It feels very, very much like a rush to cater to retailers and NOT the residents. Most especially those most negatively impacted residents who are in the minority.	Thank you for your input.
123	Bonnie Pohl	12/1/2022	Jotform	The Homestead	No	Bee Cave is too beautiful to ruin. Please leave the Brown property alone and keep it beautiful.	Thank you for your input.
124	David Ginger	12/1/2022	Jotform	The Homestead	Yes	I'm in favor of a Limited Use Roadway for the HPR extension. Without the HPR extension, the Homestead residences will only have the traffic light at Hwy 71 and the entrance Villages of Spanish Oaks to turn West on Hwy 71. In the future in future, it could allow me additional routes to gain access to West Hwy 71, to include Hamilton Pool and 71 light and the conceptual light at the Field of Dreams. However, I'm opposed to Option 1 and 4. Both these options will encourage traffic to use HPR extension, instead to turning left and to return to East Hwy 71. It encourages greater usage of through traffic to Great Divide (Homestead Neighborhood) during peak traffic hours.	Thank you for your input.
125	Reid Howell	12/1/2022	Jotform	Signal Hill Estates	Yes	Option 4 allows the most access and controls speeds	Thank you for your input.
126	Scott Gurley	12/1/2022	Jotform	The Homestead	No	Great Divide Drive is the only road we have to get to and from our homes and adding east/west traffic and a roundabout or stop sign on Great Divide Drive will negatively impact our lives on a daily basis.And, from what I understand, it will have very limited positive impact on west to east traffic on Hwy 71. A resident spoke with the engineers and they said their calculations show that 9% of the traffic (at peak hours) would be expected to take the HPR Extension and by taking the HPR Extension, they could be expected to save 60 seconds on their journey from the west to the east. And that is when 71 is backed up at the HPR light which it is only for approximately an hour on weekdays going west to east. It does nothing to ease the east to west traffic (which is where there is a greater traffic burden).So we are talking about ruining the Brown Property by driving a road through it (and leaving less than 200 feet of "park" on this side of it), all to save 9% of the traffic volume 60 seconds of travel time for less than an hour on weekday afternoons. And putting a roundabout or stop signs a stone's throw from the 71 intersection is a terrible idea. We are already losing the ability to turn left onto 71 from Great Divide and left onto Great Divide from 71 due to the Shops Parkway intersection being so close to Great Divide. This seems to be a huge waste of money that does little to benefit Bee Cave residents and adversely impacts the daily lives of all Homestead residents.	Thank you for your input. These roadways would provide mobility benefits beyond the one minute time savings you mention. The study looked at a scenario where 25% of SH 71 through traffic, or approximately 500 vph, would divert to the SWC and HPR Ext. corridors. This resulted in a travel time reduction of approximately 11 minutes when travelling west to east during peak hour from Vail Divide to the Shops at the Galleria. Parents dropping off their kids and picking them up from Bee Cave Elementary School would save several minutes as well, since the realignment of Hamilton Pool Road would separate school traffic from through traffic. A roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate.
127	John Horn	12/2/2022	Jotform	The Homestead	Maybe, it depends on which option is chosen	Option 2 seems to be the best choice to improve HPR traffic flow. I am more concerned about the timing and configuration of the HPR Extension (including the Village at SO part) and how the Great Divide intersection will be handled. I want to understand what options are being considered for those proposed roadways. While I understand many of my neighbors' resistance to the HPR Extension, personally I believe that this area is growing rapidly whether anyone likes it or not, and if we don't do something to manage traffic flows HPR and 71 will be an unmanageable nightmare in 5-10 years. I am not offended by these access roads in that context. I support the GD low water crossing bridge from a safety standpoint, but want to understand how construction will be handled and the impact on our ingress/egress. My biggest concern is the lack of any emergency egress other than Great Divide, even with a bridge. Our wildfire risk here is high, and a fire that blocks Great Divide could trap and endanger hundreds of citizens. Is the city working on this issue, and what options are there to address it?	Thank you for your input. A roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). This will provide additional access points for Great Divide Drive (GDD) to both HPR and Shops Parkway for residents of the Homestead neighborhood as well as emergency responders, as opposed to just SH 71 as is the current condition. Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate. With respect to timing, City Council will first decide whether to include the roads in the City's thoroughfare plan, which is a blueprint of current and proposed future roads for the City of Bee Cave. They will <u>not</u> be voting on whether to fund these roads, when to build the roads, or whether to proceed with construction. Timelines on those items have not been established.

Comment Number	Commenter Name	Date Received	Source	Neighbor-hood	In Favor of Project?	Comment	Response
128	Mark Lecuona	12/4/2022	Jotform	The Homestead	Maybe, it depends on which option is chosen	I am against the SW Collector because this is an immaterial savings of time versus the cost to build the road. I am against the HPR bypass UNLESS the following is GUARANTEED: There will be no impact from HPR or 71 to the current ingress/egress traffic of The Homestead. In other words, Great Divide is not a pass-through at all (meaning dead-ends at the West end of the East bound bypass and at the East end of the West bound bypass) OR stop signs for bypass traffic at Great Divide and complete right of way for traffic specifically earmarked for The Homestead (meaning no stop sign or yield signs). 2) Any section of the bypass is constructed in a manner which feels exactly like the mall road at The Shops at the Galleria. This road is not used as a pass-thru (even from Bee Caves Road). It has numerous stop signs and slow moving traffic. There is never any back-up. Whatever the reason for this (and this is very important), it must be completely incorporated into the HPR bypass so that after a few experimental trips, ALL who wish merely to pass-thru Bee Caves will avoid it entirely and only those who wish to shop along that road will use it. The visual given on the video seemed to foster fast moving traffic. The point being, there must be no incentive to 71 or Hamilton Pool PASS-THRU traffic to use the bypass. And yes, this means the traffic problem on 71 will not be solved by the bypass except to the extent of those who truly wish to shop and frequent the City of Bee Cave. We do wish to be swept under the rug as collateral damage in the quest to split the 71 traffic into two sections only to remerge later on the trip thru our city. Why don't we approach the state to widen 71 on it's dime? I wish to understand the difference of a project being in the city's thoroughfare plan and a project not being in the city's thoroughfare plan. This is a distinction that was mentioned in the recorded presentation. What does this mean? I am assuming nothing has been decided so everything is on the table. But what would it take for the city to push the HPR bypass into the thoroughfare plan? A referendum? A mere vote? A complete study along with cost estimates?	Thank you for your input. There will be some diversion of traffic during peak hours. However, the proposed roundabout will efficiently handle the diverted traffic. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate. With respect to discouraging "cut through" traffic, the reduced speed limit and relatively narrow street section combined with strategic signing (e.g., "NO THRU TRUCKS") and enforcement measures will communicate the intended use for local traffic. Expanding 71 puts us at the mercy of the state for traffic alleviation –which includes competition for limited funds that can be diverted elsewhere at any time—and would take a significantly longer time to come to fruition than building our own local roads. Solving our traffic problem will take a multi-faceted approach and while we are continuing to work with the state to get our highways improved, local roads can be built sooner to improve traffic flow. City Council will decide in January whether to include the roads in the City's thoroughfare plan, which is a blueprint of current and proposed future roads for the City of Bee Cave. They will <u>not</u> be voting on whether to fund these roads, when to build the roads, or whether to proceed with construction.
129	Zlatan Gradincic	12/4/2022	Jotform	The Homestead	Maybe, it depends on which option is chosen	I have watched the presentation and attended the open house on Nov. 16 at Bee Cave City Hall. Thank you very much for making it possible for us to better understand this proposal and provide our feedback. One of the main objectives of these new roads is to alleviate congestion at the intersection of HWY 71 and Hamilton Pool Road. The proposed new roads would funnel the traffic away from that intersection into the neighborhoods through which those roads would be built. I think it is unfair that the established neighborhoods and long time residents should suffer for the sake of alleviating traffic on HWY 71. It would make much more sense to widen HWY 71 and build additional turn lanes into Hamilton Pool Road, instead of diverting traffic into the neighborhoods. Has this option been explored? If yes, why is it not presented as one of the possible options? On the other hand, I support re-aligning Hamilton Pool Road and building a low-speed access road in front of Bee Cave Elementary to increase safety and decrease traffic congestion during school drop-off and pick-up times. Option 2 seems to be the best one. But I do not support adding the local roads east and west of Hamilton Pool Road, as that would create a shortcut through existing neighborhoods. Local residents would be majorly impacted in a negative way. Thanks for your consideration, and looking forward to hearing your answers. Zlatan Gradincic	Thank you for your input. Expanding SH 71 puts us at the mercy of the state for traffic alleviation –which includes competition for limited funds that can be diverted elsewhere at any time—and would take a significantly longer time to come to fruition than building our own local roads. Solving our traffic problem will take a multi-faceted approach and while we are continuing to work with the state to get our highways improved, local roads can be built sooner to improve traffic flow. Thank you for your comments and input on the conceptual HPR realignment in front of the Bee Cave Elementary School.
130	No Name Provided	12/4/2022	Jotform	The Homestead	No	The roads are not consistent with the Comprehensive Plan and Future Land Use Map. A Comprehensive Transportation Plan with robust community input is needed vs the Thoroughfare Plan.	Thank you for your input.
131	John Bollier	12/4/2022	Jotform	Bee Cave West	Maybe, it depends on which option is chosen	The Cueva cut through fails to provide adequate pedestrian safety.	Thank you for your input. If the SWC and HPR extension are approved by City Council to be added to the City's thoroughfare plan, more detailed engiineering studies and designs would be prepared to ensure all applicable pedestrian safety measures are incorporated.
132	No Name Provided	12/5/2022	Jotform	The Homestead	No	The road through the Brown Property is a concern. As you know, the Homestead only has one ingress/egress and the potential traffic that will be introduced to a relatively short section of road - between the connection to Hamilton Pool and the Spanish Oaks development - brings up significant safety concerns as a resident. I do not see the benefit from a city's perspective that could outweigh any safety and traffic concerns for residents of Bee Cave.	Thank you for your input. While the road would run on the Brown property, it would be along the property line, not through it. It will not disrupt plans for a nature center. The City will continue planning efforts for the property to ensure the vision of protecting the property and restoring it to a natural state are realized. The connected of HPR Extension to Great Divide Drive will provide additional access points to both HPR and Shops Parkway for residents of the Homestead neighborhood as well as emergency responders, as opposed to the current single access location to SH 71.
133	Page McDaniel	12/5/2022	Jotform	McDaniel Property/BCW	No	It is too premature to warrant the roads that cut through our property. There needs to be a study produced after the completion of HPR improvements and the cut through at Vail Divide.	Thank you for your input.

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134	Graham Ware	12/5/2022	Jotform	Bee Cave West	No	Opening these roads to through traffic would destroy our quality of life and the environment-noise,air and water quality. These roads are not designed for the increase in proposed vehicle traffic as they are not traffic engineered for the traffic.The study has shown that it would be an ineffective mobility option wasting tax payer dollars while degrading the historical integrity of a neighborhood that the original owners had the fore thought to protect with deed restrictions that do not allow roads to be legally built through private property . My property is what I have worked for my whole life . This is my sanctuary. I strongly oppose this proposal. 98% of the neighborhood oppose this proposal.it is indicative of government to follow the will of the people. Why isn't there a proposal for alternative traffic solutions like hike and bike trails for children to walk or bike to school,more school buses or police traffic control on congested roads.	Thank you for your input. With respect to alternative modes, the proposed typical SWC and HPR Extension would include 10' shared use paths (SUP's) to encourage use by bicyclists and pedestrians as alternative modes of travel to driving in an automobile.
135	Gail Means	12/5/2022	Jotform	Bee Cave West	No	Opening Avispa or Cueva to this plan would be very unsafe because we have no sidewalks or crossways . This is a large lot neighborhood and we all really like it the way it is. I have lived here 22 years and like it as it is. I understand the traffic needs to be addressed - but I think there must be a better way .	Thank you for your input.
136	Nikki Bryant Irion	12/5/2022	Jotform	Falconhead	Yes	Options seem too little to late. Add alternate route from 71 into Falconhead so avail divide get relief. Alternate corridors needed near 620 - alternate ways to get N/S	Thank you for your input.
137	Robert Willson	12/5/2022	Jotform	Falconhead	Yes	We are in a growing community surrounded by more growing communities. These communities tend to be young with growing families. Travel, shopping, going to and from work, church, synagogues, etc, all this will require roads necessary for residents to get around in efficient times. Clint Garza did an excellent presentation. This was my first attendance, and I found it very informative.	Thank you for your input.
138	No Name Provided	12/6/2022	Jotform	Falconhead West	No	It's a waste of taxpayer money to pay for the problems of TXDoT. Why we be on the hook for stupid roads that only "may" benefit commuters to save 60 seconds on a good day, yet we will have to pay to maintain them? I understand there are a few property owners who will benefit immensely when that tract of land the city bought for nature area turns into another Shops at the Galleria. Bad optics as it was a conflict of interest between the city and Jon Cobb, and it still exists today based on the ridiculous push for this idiotic project. It also will negatively impact the people living in The Homestead by adding noise, pollution, and traffic jams to those residents just trying to get to work and home. NO TO ANY NEW BEE CAVE ROADS OF ANY KIND.	Thank you for your input.
139	Cary Carnes	12/6/2022	Jotform	Bee Cave West	No	I live on Avispa Way, so am opposed to the plan to connect proposed roadway Avispa Way. The 68 foot minimum that the plan outlines looks great, with walkways on either side and happy people walking and riding bikes on these walkways. This would end at Avispa Way, where there is a 21 foot wide roadway that we, the residents of Bee Cave West use for vehicles and pedestrians with pets and children. I have lived here since 1986, and this has never been an issue. Connecting the proposed roadway to Avispa Way, thereby dumping traffic into our neighborhood, would drastically reduce our quality of life. When the Vail Divide cut through becomes congested and Google or Waze chooses Avispa Way/Cueva Dr. because it is seconds faster, a high percentage of people will choose cutting through our neighborhood. This scenario will not only be irritating, it will be extremely unsafe. Mentioning that we, the residents, will save a minutes time is insulting when you compare it to the devastating consequence of this traffic. Devastating is a strong word, but it is appropriate. We voted to incorporate Bee Cave (Village of Bee Cave) to avoid just this sort of scenario; then it was the fear of Austin annexing and implementing just this sort of heavy-handed plan.	Thank you for your input. Your concerns about the connection to Avispa Way are noted.
140	Tia Carnes	12/6/2022	Jotform	Bee Cave West	No	I live in Bee Cave West and strongly oppose this plan. Specifically the cut through to Cueva Rd. in Bee Cave West. The approximate 1 minute lost in travel time to Hwy 71 is going to be paid for with a complete elimination of the quiet, small safe neighborhood we live in. I understand Bee Cave is growing at an exponential rate. The ruination of our neighborhood is too high a price for 1 minute less transit time. The majority of the neighborhood residents oppose this road. I spoke with two separate representatives at the meeting when the SW collector road was revealed. Each representative could only come up with one benefit for the Cueva Rd extension, Convenience for the neighbors in Bee Cave West. The people who live in Bee Cave West overwhelmingly do not want this road. It's difficult to understand why this cut through would be put in to avoid one minute of transit time for the relatively few people in Bee Cave West; reducing a very small overall amount of traffic on HWY 71 and Hamilton Pool Rd while annihilating our quality of life. I implore you to consider our voice and the damage to our neighborhood and our safety and remove Cueva Dr from this road proposal.	Thank you for your input. Your concerns about the connection to Avispa Way are noted.

Comment Number	Commenter Name	Date Received	Source	Neighbor-hood	In Favor of Project?	Comment	Response
141	Lori Wakefield	12/6/2022	Jotform	Falconhead	Yes	I like that the access roads can help alleviate traffic flow during peak times, I like that it gives people a way to detour a wreck or Road hazard if necessary, and gives people options in their daily travels if they prefer to stay off the highway. Thank you Clint and staff for your hard work and countless hours above and beyond.	Thank you for your input.
142	Ada Stepan	12/7/2022	Jotform	Falconhead	Yes	Growth in our area requires a stronger infrastructure. Having an alternate route to 71 is an excellent solution to the traffic we are currently experiencing. We can't stop progress and should be planning for it ! We appreciate Mayor King and the Board being forward thinking and supporting our community.	Thank you for your input.
143	Donna Harris	12/7/2022	Jotform	Falconhead West	Yes	We need traffic off Hamilton Pool for thru traffic. I like Option 2. Option 2 or 4, but think 2 is better.	Thank you for your input.
144	Amelia Evans	12/7/2022	Jotform	Falconhead West	Yes	Seems like a no brainer given how hard/dangerous it is to get on/off/across 71. And hopefully this could help lessen some of the traffic on 71 during peak travel times.	Thank you for your input.
145	Amanda Hill	12/7/2022	Jotform	The Homestead	No	We have one way in and one way out. It's hard enough to get out now. More traffic crossing over Great Divide won't help, it will only hurt. Thank you for hearing our perspectives and thoughts!	Thank you for your input.
146	Jill Carlucci-Martin	12/7/2022	Jotform	The Homestead	No	This does not at all address the root of the traffic problem. A small collection road will only ruin the Brown tract which is supposed to be a park, and create a traffic nightmare and egress danger for residents of the Homestead. On top of this it will only save a commuter 60 whole seconds on their drive. The perceived benefits are heavily outweighed by the negatives of added traffic, noise and pollution to a place where there is less right now. Please instead use your power as an elected official to try your hardest to get funding from the state to widen 71, which is the root of the problem - overdevelopment without the foresight of proper infrastructure. Please consider a development moratorium until the infrastructure can catch up, as Dripping Springs did.	Thank you for your input.
147	Leslie Evans	12/7/2022	Jotform	The Homestead	No	We am in favor of marking updates that will help Bee Cave Elem with the one way traffic, if that will turkey help. I am not for a bypass from HPR to Great Divide as it will go right through the Brown Property that is entended to be a green space/park and I feel adding this road will take away from the atmosphere that was intended when it was gifted to the city. I also worry about the safety of citizens of my neighborhood with all the additional traffic. We will already see quite an increase with the addition of the Village shops, apartments, and offices. I truly do not see any true traffic benefit to adding it. The only way to keep commuters from using it would be to add speed bumps and additional stop signs.	Thank you for your input.
148	Jeff Rockwood	12/7/2022	Jotform	The Homestead	No	This new road does not alleviate the traffic that we have on 71 and Hamilton Pool Road.This new road will only hurt the neighborhood of the Homestead.	Thank you for your input.
149	Aimee Rockwood	12/7/2022	Jotform	The Homestead	No	This plan is a huge disservice to our neighborhood and does nothing to alleviate our traffic issues. Our city government is not representing the people, primarily selfish financial interests. This is a public issue with very private meetings being held behind closed doors. Unbelievable. Sad for all of us.	Thank you for your input.
150	Jerry Wiggins	12/7/2022	Jotform	onhead/Spillman R	I don't have a strong opinion either way	Honestly, this project more directly affects the Homestead, Bella Colinas, and Falconhead West. Our neighborhood's primary entrance/exit is not on Highway 71, and our children do not go to Bee Cave Elementary. While I'm glad that you informed us of the project, I think that those three neighborhoods should have the most say overall in shaping the direction of this project. Especially the Homestead and Bella Colinas since the roads will be going through their neighborhoods. Not on this project. If you wanted to discuss the Vail Divide extension and how that will bring additional cut through traffic to our neighborhood, then I think everyone in Falconhead would be up for that discussion.	Thank you for your input.
151	No Name Provided	12/7/2022	Jotform	Falconhead	Yes	Option 2. The location of the elementary school causes a huge safety risk due to traffic backing up and the realignment of the road away from that for separate travelers is important.	Thank you for your input.
152	Nicholas Martin	12/7/2022	Jotform	The Homestead	No	Not Provided	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Neighbor-hood	In Favor of Project?	Comment	Response
153	Jennifer Cunningham	12/7/2022	Jotform	Not Provided	Maybe, it depends on which option is chosen	I am wondering why the intersection at GDD was not defined in terms of what it would look like? That information would help tremendously to assess this proposal. That intersection would have a big impact on our daily lives in The Homestead. There is only one way in and out of our neighborhood and putting an intersection there would most certainly cause problems. For us and for traffic coming through. Particularly in the location proposed. I can't find any information anywhere on what that intersection is proposed to look like. There are several design options given for HPR/71 intersection around the school but nothing about this. Please direct me to this information if I am wrong. I think this may be why some people in our neighborhood are very upset at the idea, it has not been communicated at all. I think the additional roadage around BCE would be very beneficial to those who need to get to the school. This does not impact me directly but it does indirectly as I have children going to BMCS and traffic going that way is very difficult at times due to the back up at BCE specifically. I think that part of the project is needing specific input from local residents on how it is best to be designed. I am also wondering what can be done to have TXDOT fix the problems on the 71, which seems like a more direct and useful approach to the major traffic issues. From 620 to Sweetwater should be made the same as the section from 620 to Bee Cave Road, i.e. 6 lane divided. My understanding from the study is that it is expected that 9% of 71 users driving eastbound on 71 could potentially use the bypass option during rush hour. This does nothing for the major problems westbound and reducing traffic 9% would not even likely keep up with growth in the area.	Thank you for your input. A roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate. Thank you for the input on the option to seperate school traffic from HPR through traffic at Bee Cave Elementary School. These roadways would provide mobility benefits. The study looked at a scenario where 25% of SH 71 through traffic, or approximately 500 vph, would divert to the SWC and HPR Ext. corridors. This resulted in a travel time reduction of approximately 11 minutes when travelling west to east on SH 71 during peak hour from Vail Divide to the Shops at the Galleria. Parents dropping off their kids and picking them up from Bee Cave Elementary School would save several minutes as well, since the realignment of Hamilton Pool Road would separate school traffic from through traffic. Another major benefit would be giving another access road to drivers when there is an accident on SH 71, which can back up traffic for an hour or more. Having a road that doesn't involve major intersections, where these accidents often happen, allows for traffic to continue to flow and gives emergency vehicles a much-needed alternative route.
154	Scott Carlson	12/7/2022	Jotform	Falconhead West	Yes	Something needs to get done. Clint did a very good job presenting the issue and possible solution.	Thank you for your input.
155	Paul Smith	12/7/2022	Jotform	Falconhead West	I don't have a strong opinion either way	It does not seem to me that these roads will truly help long-term. HWY71 will continue to have more lights/traffic and make travel through to Austin or where ever much longer. Are there any plans to make a 71 bypass that would go around Bee Cave Proper and make the current 71 - 71-Bus? I assume this would have to be well south of 71. This seems like the only thing that would have a significant long-term benefit.	Thank you for your input. According to TxDOT's Project Tracker web page, there are no planned improvements or studies in the 10+ year horizon to add capacity on SH 71 through the City of Bee Cave.
156	No Name Provided	12/8/2022	Jotform	Falconhead West	Yes	These peripheral roads will help alleviate congestion on 71, improve overall traffic flow, reduce time spent in traffic and increase safety for numerous (currently) dangerous intersections. Incorporate, into this proposed road, an OBNOXIOUSLY ENORMOUS, GIGANTIC, BEHEMOTH of an overpass over Great Divide Drive to assuage The Homestead's concerns of increased traffic in their neighborhood.	Thank you for your input.
157	Carolyn Ohls	12/8/2022	Jotform	Falconhead West	Yes	To relieve the congestion and fatalities on Hwy 71	Thank you for your input.
158	Larry Ohls	12/8/2022	Jotform	Falconhead West	Yes	We need alternative routes in the event of wrecks or disabled vehicles. The issue came up last night about the volume of traffic east bound in the Afternoon. I believe a large portion is the Bee Cave middle school pick ups. I wonder if an incentive to use the school bus would have an effect. Of course we would need drivers. We realize that we are OLD and when we had school age kids we didn't give them an option...they got their butts on the bus.	Thank you for your input.
159	No Name Provided	12/8/2022	Jotform	Falconhead West	Yes	HPR & 71 is bottlenecked and dangerous.	Thank you for your input.
160	Olga Yang	12/8/2022	Jotform	Falconhead West	Yes	I don't have a specific choice... in general, anything that alleviates the traffic volume on H71, I'm in favor of.	Thank you for your input.
161	David Galvan	12/8/2022	Jotform	Falconhead West	Yes	I am in favor of the City doing anything reasonable to remove traffic off congested arteries, regardless if they are city, county or state roadways, onto alternate routes. I realize that these alternate roadways will impact certain neighborhoods negatively but we have to do what is best for everyone! I would like to thank the mayor, the council, the manager and city staff for having the political will to address this massive issue now rather than ignoring it at this time as it only going to get worse.	Thank you for your input.
162	Brian Berg	12/8/2022	Jotform	Falconhead West	Yes	Additional infrastructure is needed - i don't see any downside. Vail Divide/Spillman Ranch Loop cut-through traffic (volume, speed, noise) is a major concern for me.	Thank you for your input.
163	Steven Jones	12/8/2022	Jotform	nside at Falconhea	Yes	Increased mobility and lower commute times. The traffic on 71 is bad. The presentation of the options was very confusing so I can not give feedback on which one I prefer. I trust the professionals will make the best choice.	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Neighbor-hood	In Favor of Project?	Comment	Response
164	María Kean	12/8/2022	Jotform	Falconhead West	Yes	I support the project of adding the access roads , I believe this will easy the traffic on 71 making it safer for all residential commuters on this busy road with a history of almost daily accidents. Thank you for organizing meetings in the neighborhoods, Bee Cave will take care us and we will take Bee Care, thankful for our mayor King.	Thank you for your input.
165	Frank Smith	12/8/2022	Jotform	Falconhead West	Yes	Traffic on Hamilton Pool Road has increased dramatically in the last 7-8 years and continues to today. Something has to be done such as an alternate route which prevents all that traffic dumping on to Highway 71 which all seen substantial growth west toward Spicewood and beyond. The southerly alternate route is a very good partial solution and the quicker the better.	Thank you for your input.
166	No Name Provided	12/8/2022	Jotform	Falconhead West	Yes	Need to have devices in turn lanes to prevent people from doing U-turns or passing in areas where there is not a place to turn	Thank you for your input.
167	No Name Provided	12/8/2022	Jotform		Yes	Better access to Spanish Oaks	Thank you for your input.
168	John Colman	12/8/2022	Jotform	The Homestead	No	1) It destroys a part of the Brown property - which was sold to the city to save it from development. 2) It does not solve the problem of congestion on 71 and the 71/HPR intersection.	Thank you for your input.
169	Isaac Garcia	12/8/2022	Jotform	Falconhead	Yes	Faster access and less traffic everywhere. As traffic on Hamilton Pool increases with future development additional infrastructure is required. I'm very concerned about a significant increase in traffic through Falconhead West and Falconhead from the new Vaid Divide connector particularly to Lake Travis High School. Speed and traffic mitigation through the peaceful neighborhood should be a top priority or Falconhead will need to implement a gate system of some sort. Volume is going to significantly increase thru Falconhead as it is a shortcut to Lake Travis High School and Lakeway that avoids multiple lights and 620 traffic.	Thank you for your input.
170	Michelle Sexton	12/8/2022	Jotform	The Homestead	No	No reason... just add a lane or two to hwy 71. Do not disrupt Little Barton Creek or build a giant bridge and charge it to Bee Cave. The bridge is not needed... only larger culverts.	Thank you for your input. According to TxDOT's Project Tracker web page, there are no planned improvements or studies in the 10+ year horizon to add capacity on SH 71 through the City of Bee Cave.
171	Christopher Sweeney	12/8/2022	Jotform	Not Provided	No	As much as traffic is a problem the proposed road does't make a significant impact on the problem when several thousand homes are coming to Spicewood, the road can't handle the volume necessary to address the congestion, it adversely impacts neighborhoods such at The Homestead and Spanish Oaks, TX DOT needs to address the major traffic issues with a significant improvement plan. Unfortunately proposed efforts like this are well intended but fall very short of addressing the problem at hand. TX DOT needs to get focused on the immediate and longterm issues on 71 and Bee Cave is not equipped to address a problem of this scale without adversely impacting city residents for little to no improvement.	Thank you for your input.
172	Curt Sexton	12/8/2022	Jotform	The Homestead	No	I do not agree that diverting traffic through our neighborhood provides benefit to local residents especially our neighborhood and that improved traffic on 71 would make much more sense. this also impacts environmental areas along creek and further clogs our primary and only egress route.	Thank you for your input.
173	Vivek Sundararaman	12/8/2022	Jotform	Falconhead West	Yes	Will help mitigate the congestion on HWY 71	Thank you for your input.
174	No Name Provided	12/8/2022	Jotform	The Homestead	No	I would like to see the Brown property remain pristine. Think of it like New York city and Central park which they preserved for their residence without traffic going through (except for horse drawn carriages). The other issue you have is that the Thomas ranch (projected build out 3500 homes with shops, restaurants, their own city, etc.) that will be developed off of 71 and Paleface road will bring an enormous amount of traffic through our city and the city needs to put pressure on TXDOT to resolve the issues on 71 before it becomes even a bigger problem. Having the City of Bee Cave take up road building and later have the tax payer pay for the maintenance from everyone else that travels through here is ridiculous. This is definitely not a win win situation. I will say it again, I don't like a road through Bee Cave Central Park. Turn the old Revival into a parking lot that people can park and access Central park from there. Keep the patrons safety first when visiting Bee Cave Central Park.	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Neighbor-hood	In Favor of Project?	Comment	Response
175	Leigh Polzin	12/8/2022	Jotform	The Homestead	No	I believe the HPR road is an extremely expensive endeavor to shave 60 seconds off a commute. All of which comes at the expense of the Homestead neighborhood. Not only will we deal with excessive (and potentially dangerous) traffic in our only entrance and exit into our neighborhood, but it will not solve the traffic problem at the HPR light. My fear is the proposed road won't become a local connection to shopping but rather a perceived shortcut for commuters through the Homestead, which would lead to speeding and excessive traffic making it difficult and dangerous for us to come and go in our neighborhood. Can you please address how you can assure the safety and access at the Great Divide intersection? And how this will meet up with the proposed entrance into the future Spanish Oak shopping area? And if the city does plan on doing a stop sign or light or traffic circle at the Great Divide intersection, does that impact the proposed 60 seconds of saved commuter time?	Thank you for your input. These roadways would provide mobility benefits beyond the one minute time savings you mention. The study looked at a scenario where 25% of SH 71 through traffic, or approximately 500 vph, would divert to the SWC and HPR Ext. corridors. This resulted in a travel time reduction of approximately 11 minutes when travelling west to east during peak hour from Vail Divide to the Shops at the Galleria. Parents dropping off their kids and picking them up from Bee Cave Elementary School would save several minutes as well, since the realignment of Hamilton Pool Road would separate school traffic from through traffic. Another major benefit would be giving another access road to drivers when there is an accident on SH 71, which can back up traffic for an hour or more. Having a road that doesn't involve major intersections, where these accidents often happen, allows for traffic to continue to flow and gives emergency vehicles a much-needed alternative route. A roundabout is shown in the final recommended conceptual layout at the intersection of HPR extension and Great Divide Drive (GDD). Roundabouts have proven to reduce the number and severity of crashes, because all vehicles are approaching at slower speeds. They are efficient too. During AM and PM peaks, the average delay per approach to the roundabout will be approximately 10 sec/veh resulting in minimal queing during peak hours. A nearby roundabout at Highlands Boulevard in Lakeway's jurisdiction accomodating similar volumes from its 4 approaches provides an example of how a proposed roundabout at GDD and HPR Extension could be expected to operate.
176	Jace Ainsworth	12/8/2022	Jotform	nside at Falconhea	Yes	Bee cave's growth requires this because of current traffic patterns that will worsen in the future. If we want to continue to have the kind of lifestyle we currently have, these are necessary. Bee cave city employees do a fantastic job. We love it here and appreciate all you do!	Thank you for your input.
177	Robert M. Nunez	12/8/2022	Jotform	The Homestead	No	Diverting highway through a neighborhood and shopping center does not make sense. If the highway and or intersection is a problem,Fix that. The intersection of HPR and 71 will continue to be a problem because of Spicewood extensions. Address and Fix the problem.	Thankyou for your input. Expanding SH 71 puts us at the mercy of the state for traffic alleviation –which includes competition for limited funds that can be diverted elsewhere at any time—and would take a significantly longer time to come to fruition than building our own local roads. According to TxDOT's Project Tracker web page, there are no planned improvements or studies in the 10+ year horizon to add capacity on SH 71 through the City of Bee Cave. Solving our traffic problem will take a multi-faceted approach and while we are continuing to work with the state to get our highways improved, local roads can be built sooner to improve traffic flow.
178	Tom Myers	12/8/2022	Jotform	The Homestead	No	The Great Divide street is our only access in or out of the neighborhood. This street, the Spanish.Oaks neighborhood main entrance as well as the proposed addition of Spanish Oaks entrance are all to be confounded traffic wise in or out with this proposed Hamilton Pool bypass road. There is no relief of traffic on Hamilton Pool road or highway 71. We tax payers do not want this city to saddle us with a multimillion dollar constructed road or it's forever maintenance. Tex Dot is the responsible authority on state and farm roads. The impervious runoff exacerbates our low water crossing flooding. Synchronizing the through traffic lights on highway 71 and Hamilton pool road to accommodate the rush hour traffic would eliminate much of the bogged standing traffic, waiting at traffic lights. The Brown property is pristine creek front park land property. Better serving the Bee Cave city and its neighbors.	Thankyou for your input. Expanding SH 71 puts us at the mercy of the state for traffic alleviation –which includes competition for limited funds that can be diverted elsewhere at any time—and would take a significantly longer time to come to fruition than building our own local roads. According to TxDOT's Project Tracker web page, there are no planned improvements or studies in the 10+ year horizon to add capacity on SH 71 through the City of Bee Cave. Solving our traffic problem will take a multi-faceted approach and while we are continuing to work with the state to get our highways improved, local roads can be built sooner to improve traffic flow. With respect to the Brown property, HPR Extension would run along the north property line, not through it. It will not disrupt plans for a nature center. The City understand the importance good stewardship and as a result, all planning efforts on the property have been and will be consistent with a vision of protecting the property and restoring it to a natural state.
179	Terry Irion	12/8/2022	Jotform	Falconhead	Yes	We need alternate connective streets to the state highway corridors. The plan to provide east/west alternative routes south of Hwy 71 is good but we also need a north/ south alternative to FM 620. We should look for a way to extend Willy Way north of Ladera to Falconhead Blvd. I do not think a 2 cent property tax should be sacrosanct if we could have improved mobility and quality if life with a 5 to 10 cent tax rate.	Thank you for your input.
180	Mark Herbert	12/9/2022	Jotform	The Homestead	No	The HPR Bypass will create extreme congestion at the entrance to our neighborhood. This will make our property values decrease and lower the quality of living in The Homestead. Engineers, other experts and common sense have made it clear that this project has no value for our neighborhood; this will be permanent damage to The Homestead. There appear to be no sensible justification for this road. We have yet to understand how this is a benefit to Bee Caves.	Thank you for your input.
181	Alex Russian	12/9/2022	Jotform	Falconhead	Yes	We support whatever can help reduce traffic. Need more local roads to support local people. Another entrance into Falconhead would also be nice.	Thank you for your input.
182	Lou Anthony	12/9/2022	Jotform	The Homestead	No	Traffic impact on Hwy 71 would be minimal, but the impact on the Homestead neighborhood would be extremely negative. Thank you for making this link available.	Thank you for your input.

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183	Ted Tarsa	12/9/2022	Jotform	Falconhead West	Maybe, it depends on which option is chosen	My main concern is increased cut-through traffic on Vail Divide through Falconhead West and Falconhead from Hwy 71 to RR 620 when Vail Divide is connected to HPR, since my home fronts Vail Divide at Swiss Alps Court. Whichever option minimizes this impact would be of most interest to me. I need more information to know which option would reduce my concern. It turns out that the 8-10 stop signs along Vail Divide from Hwy 71 to RR 620, through Falconhead West and Falconhead will be helpful impediments to my cut-through traffic concerns, in addition to Hwy 71/Vail Divide traffic light signaling. However, typical driver stop sign behavior is terrible, so enforcement will have to increase in practice, and reputationally, so that word is out that Vail Divide traffic signs are strictly enforced.	Thank you for your input.
184	Marsie Stauch	12/9/2022	Jotform	Bee Cave West	Maybe, it depends on which option is chosen	There is absolutely no reason to connect the Collector road to Avispa Way via Cueva. The roads in the Bee Cave West subdivision - most traveled are Avispa Way and Cueva - are too narrow and extra traffic on those roads daily is very hazardous. Plus the option to turn left off Cueva onto HPR is dangerous and will cause a backup of traffic in the neighborhood (BCW). Why would the city of Bee Cave want to spend so much money on such a short extension of Cueva when any traffic that wants to travel on the Collector roads can easily get to 71 and not have to go thru BCW and use HPR. Then if the traffic does come thru BCW via Cueva - the City of Bee Cave will have to spend more money making Cueva and Avispa Way safe to handle the increase of traffic. Seems like a waste of money for the city of Bee Cave. The water tower maintenance people have mentioned they would love to have easy and direct access to travel to & from 71. The big trucks have trouble with the smaller roads in BCW. So figure out a way for the trucks to easily access 71. AGAIN, there is absolutely no good reason to spend money on the Cueva extension from the collector road to connect to Avispa Way. Total waste of the city of Bee Cave money.	Thank you for your input. Your concerns about the connection to Avispa Way are noted.
185	Ryan Hahn	12/9/2022	Jotform	Falconhead west	Yes	Safety and mobility for our residents. As a resident since 2011, I've seen the growth, highway 71 is so dangerous I consider moving often, even though I love this community. I'm so thankful our leaders are coming up with solutions. I favor option 4, moving HPR away from Bee Cave elementary is very important for the on going safety of students, parents and staff. Thank you for taking action so we don't have to wait for the state to feel safe on our local roads!	Thank you for your input.
186	Gail Perkins	12/9/2022	Jotform	Falconhead West	Yes	The mounting number of serious traffic accidents, hit and runs and red light running scares me to death. I don't want to drive on 71. It will only get worse with all the new developments being built.	Thank you for your input.
187	Richard Perkins	12/10/2022	Jotform	Falconhead West	Yes	We need to be proactive in handling traffic problems. Waiting for others to solve the issue is not productive. I believe that parallel access roads on both sides of 71 would help the traffic problem. In addition, builders should be required to provide these roads as a condition of getting approval to build. They should also be required to provide additional money to the city for road issues predicated on the number of residents expected to be housed in an area. I believe that currently, they do not contribute a significant amount of money compared to the impact they are having on the community.	Thank you for your input.
188	Connie Thurman	12/10/2022	Jotform	Falconhead West	Yes	It should ease up on traffic on hwy 71	Thank you for your input.
189	Byron & Cynthia Ehlert	12/11/2022	Jotform	Bee Cave West	Maybe, it depends on which option is chosen	I DO NOT, NOR DOES ANYONE ELSE IN "BEE CAVES WEST" SUBDIVISION LIKE OR WANT THE "SOUTHWEST COLLECTOR" GRANTED OR CONSTRUCTED. THIS WOULD ONLY BRING TRAFFIC TO A HISTORICALLY QUIET NEIGHBORHOOD THAT THE CURRENT ROADS ARE OUR ONLY MEANS OF A QUIET WALK SAFELY WITHOUT THE DANGER OF THOROUGHFARE TRAFFIC ON ROADS WHICH CANNOT HANDLE BILATERAL TRAFFIC WELL AS IT IS, NOR IS THERE ENOUGH REAL ESTATE TO WIDEN. I'M NOT NECESSARILY OPPOSED TO THE HAMILTON POOL EXTENSION, BUT THE "SOUTHWEST COLLECTOR" IS NOT A GOOD IDEA; THE "VAIL DIVIDE" EXTENSION IS MUCH MORE APPROPRIATE TO INTERSECT HPR; THE ROAD IS ALREADY ESTABLISHED AND WAS DESIGNED FOR MORE TRAFFIC...IMPLEMENTING A ROAD THROUGH A VERY QUITE NEIGHBORHOOD IS JUST PLAIN RIDICULOUS...IT WOULD ULTIMATELY DEVALUE OUR PROPERTIES, INDUCE A MUCH HIGHER RISK OF DANGER TO US AND OUR NEIGHBORS FOR QUITE WALKS ON THE STREET SINCE THIS IS THE ONLY HARD SURFACE TO WALK ON...THERE ARE NO SIDEWALKS IN BEE CAVES WEST SUBDIVISION AS THERE ARE IN OTHER NEWER NEIGHBORHOODS.	Thank you for your input.
190	Bob Yang	12/11/2022	Jotform	Falconhead West	Yes	We need an alternate route in the event that HWY 71 gets shutdown for an accident. And even more important, another access for emergency vehicles if HWY 71 gets shut down and is impassable. The proposed road does not seem to be through the middle of any subdivision, but on the borders of them at worst, so minimal additional traffic through those subdivisions. It's not like adding a Vail Divide situation.	Thank you for your input.

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191	Susan Scallon	12/11/2022	Jotform	The Homestead	No	It does not appear that the study supports the need for the bypass. There simply is not a proper way to spend my tax dollars. T dot should be paying for road improvements to Hwy 71. Travis County and WCID approving too much development when we do not have proper infrastructure including water and electricity. The city of Bee Cave should not take this on at the tax payers' expense. It's a lousy solution with very little benefit. I would like very much for the Bee Cave council to solve the pressing health and safety of the residents in the Homestead by causing even more restriction to getting out of our only egress out of the neighborhood. With the proposed commercial development at our doorstep adding traffic at our only egress for fire, I much prefer you spend your time and tax dollars for safety and get an emergency egress out if this neighborhood. Thank you	Thank you for your input.
192	Michael Murphy	12/12/2022	Jotform	Falconhead West	Maybe, it depends on which option is chosen	I think adding an access road from Hamilton Pool east is a good idea. It will hopefully reduce traffic at 71 and Hamilton Pool. It would also allow residents of Terra and Bella Colinas an alternate route using Hamilton Pool to Vail Divide extension. I am concerned about the other access roads in that people would not use them because of the multiple stop signs needed as well as to get back on 71 going West they will have to make left turns at lights which will get backed up and cause more congestion on 71.	Thank you for your input. The existing conditions and delays on SH 71 were documented in our study and are well known by the local community. According to TxDOT's Project Tracker web page, there are no planned improvements or studies in the 10+ year horizon to add capacity on SH 71 through the City of Bee Cave. Adding new roads such as Southwest Collector and HPR Extension will provide alternate routes and reduce reliance on SH 71. Solving our traffic problem will take a multi-faceted approach and while we are continuing to work with the state to get our highways improved, local roads can be built sooner to improve traffic flow.
193	Chris Stevenson	12/12/2022	Jotform	Bee Cave West	No	Way too much investment and negative impact in oldest neighborhoods in Bee Cave… Homestead and Bee Cave West for a very minimal return. What is the desperate push for this plan to be approved and executed?	Thank you for your input.
194	Nell Penridge	12/12/2022	Jotform	Bee Cave West	No	This hurts 2 of the oldest neighborhoods in Bee Cave and will cost a huge amount for so little positive return. Maybe Falcon head West will benefit by a few extra minutes but at what cost to the Brown Property and to Bee Cave West and the Homestead? Why the incredible push for this to be approved.?? Let's see what improvements Vail Divide will result in. I just can't go along with this huge investment for such minimal return. If you can do nothing else Remove Cueva Drive from the Thoroughfare plan… please.	Thank you for your input.
195	Jaclyn Tully	12/13/2022	Jotform	The Homestead	Maybe, it depends on which option is chosen	I'm concerned about cut through commuter traffic moving the congestion and unsafe driving onto our neighborhood roads. I'm not convinced this project is fiscally responsible. And I want to preserve the Brown tract as a nature area as much as possible.	Thank you for your input. With respect to the Brown property, HPR Extension would run along the north property line, not through it. It will not disrupt plans for a nature center. The City understand the importance good stewardship and as a result, all planning efforts on the property have been and will be consistent with a vision of protecting the property and restoring it to a natural state.
196	Sammy Tamporello	12/13/2022	Jotform	Falconhead West	Yes	Help with the daily traffic	Thank you for your input.
197	Jardin Loeffler	12/15/2022	Jotform	Uplands	Yes	We desperately need an alternate route when there are emergencies, wrecks, and heavy traffic in general. It sometimes takes an hour to get from the Uplands to Bee Cave Middle School in the morning and afternoon and that is with no wrecks just traffic. I'm born and raised here and don't want to see new roads take more land more than anyone probably but our roads can no longer hold all the growth. The intersections are incredibly dangerous because of all the people running the red lights out of frustration from sitting for too long in the traffic. I believe we are going to continue to explode in growth and need to address the addition of new roads immediately. I disagree on the widening of 71 not being the answer to many of these problems. If more cars could get through the light at 71 and Hamilton pool both turning left from 71 or coming across the Parkway it would get a lot more people moving through and less frustration. Bee cave parkway needs to break into 4 lanes at the 71 light, left turn, 2 straight, right turn. On 71 2 left turn onto Hamilton Pool, 2 straight, 1 right turn into Parkway. I have land on Hamilton Pool and a lakehouse in Spicewood and there is a large problem any direction you go. A study needs to be done on the safety with Vail Divide connecting to Hamilton Pool by BCMS. There is no room for traffic to flow with school pickup lines and kids using the crosswalk. I would like to see this explained in detail. Cars park on the road, kids are running and riding bikes, traffic is backed up to 71. It's already dangerous.	Thank you for your input.
198	Catherine Kirtane	12/18/2022	Jotform	Terra Colinas	No	This will increase traffic in my neighborhood and puts my kids at risk. I have a 2 and 4 year old and we already have traffic and speeding cars from middle school parents cutting through our side streets to get to the middle school. Expand 71 to be 3 lanes each side instead of putting our kids at risk. Or increase funding for school buses or introduce public transportation to reduce cars on the roads.	Thank you for your input.
199	Alexia Moods	12/20/2022	Jotform	Terra Colinas	No	Noise pollution. Added emissions, cut through on Cinca terra, speed limit too high- 30-35. No limit on size of vehicles. No speed deterrents like speed bumps. Already too much with the no stop signs by summer moon to Palermo. Reduces value of a lovely neighborhood!	Thank you for your input.

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200	Nancy Woodbridge	12/26/2022	Jotform	Falconhead	Yes	I think it is important for the city to provide alternate roadways for the Texas highways that run through the city. I would be wonderful to have an alternative route when accidents or unexpected road closures occur on 71, HPR and/or 620. This proposed road is a good step in that direction. I hope the city of Bee Cave will look at similar alternate roads for 620. It would be great to be able to get from HCG to Falconhead without needing to go on either 71 or 620.	Thank you for your input.
201	Stephen Chen	12/29/2022	Jotform	Sweetwater	Yes	It would help redirect some traffic off 71 and alleviate bottlenecks in the peak hours. However, this is a temporary solution as the increase in population growth further west where Sweetwater, Rough Hollow, West Cypress Hills and new developments will neccesitate SH 71 expansion. Improving the safety of SH 71 is what our community needs most as there have been too many lives lost due to danger zones around Pedernales Summit Pkwy and Bee Creek Road and Serene Hills Drive. The alternative HPR access roads will help some traffic but does not address the bigger picture problem of continued exponential population growth in an area where the main highway is very unsafe to travel because there is no middle concrete divider. Please put in concrete barriers at the entrance in front of Sweetwater so oncoming traffic head on collisions can be mitigated.	Thank you for your input.
202	Nick Grossman	12/30/2022	Jotform	Sweetwater	Yes	Something clearly needs to be done and whilst these plans don't change much for residents here, it clearly provides some relief to communities further along. TX71 is a nightmare and is going to become unbearable and more deadly in the years until TXDOT approves anything. Something needs to be done to improve safety soonest.	Thank you for your input.
203	No Name Provided	1/3/2023	Jotform	Uplands	Yes	Not Provided	Thank you for your input.
204	Phil Germann	1/4/2023	Jotform	Rocky Creek	Maybe, it depends on which option is chosen	I am on the LTYA board for softball, and we spend a lot of time at Field of Dreams. I worry about safety of traffic through that area, as well as the loss of parking at FoD. People already cross through the LTYA parking lots at high speed when the HPR left turn is backed up at the end of the day. It could get worse with this plan. I'm curious about the options for the HPR interchange to the SW of BCE. I'm not totally clear about the roundabout vs a traffic light. In my opinion, a traffic light there would be disastrous. There is simply too much traffic coming from SH71 which would back up on a red light during peak times. Roundabouts are far safer, and keep traffic moving. I'm still trying to understand how BCE drop offs get routed off and back onto HPR. Merging traffic compounds congestion issues. I think the study was a good first step. I like the out of the box thinking on creating alternate routes. This is the best way to mitigate traffic – to make multiple routes with similar travel times. I lived in the south metro area of Minneapolis/St. Paul (south of the MN river), where there were many alternate routes, and I liked always having the option to "bail out" and take another route when traffic was backed up. Here, we only have one route to and from, well... anywhere. Local governments do not do enough to require beneficial connections. For example, why does Cueva Dr. not connect to 71? Why are Provence and Sweetwater not connected? I hope the new high school will connect HPR and SH71 on Reimers/Peacock Road. In the absence of actual planning, we end up with half-baked connections like Vail Divide through Falconhead to 620, or frankly, this plan which feels a bit like an afterthought. If these connections had been imposed on the developers, then the through-streets could have been designed to handle that traffic. But it seems no one will stand up to developers and require them to do so.	Thank you for your input. The plan is conceptual in nature, and if adopted into the City's thoroughfare plan, would serve as a basic blueprint for future roads. Further refinements would be expected during future more detailed project development phases.
205	Ryan Kelsheimer	1/4/2023	Jotform	Bella Colinas	Yes	I am in favor of any solutions that are designed to lessen the burden on 71. Post-Covid (lots of new residences), 71 is almost untravelable between 4:30-6:30pm. And so dangerous. Drivers use shoulders and middle lanes as roadways with no police presence to reduce the issue. Thank you for all the efforts on this project!!	Thank you for your input.
206	Kelly Villareal	1/4/2023	Jotform	Belvedere	Yes	Not Provided	Thank you for your input.
207	Sallie Krause	1/4/2023	Jotform	Belvedere	Yes	Not Provided	Thank you for your input.
208	Ron Ubertini	1/4/2023	Jotform	Belvedere	Yes	Reduce travel time for me everyday. I work in the galleria, and sit in morning and afternoon traffic everyday.	Thank you for your input.
209	Noah Menikoff	1/4/2023	Jotform	Belvedere	Yes	Not Provided	Thank you for your input.
210	Leslie Menikoff	1/4/2023	Jotform	Belvedere	Yes	Anything to relieve traffic on Hamilton Pool is positive. The light back ups at 71/HPR are unsafe. God forbid you need emergency vehicles between the hours of 7-9am and 2-6pm because of traffic. Please keep looking for ways to add streets to relieve pressure on HPR, 71, and 620.	Thank you for your input.

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211	Peter Richter	1/4/2023	Jotform	Belvedere	Yes	We need additional access ways to soften traffic congestion throughout the Bee Cave community as well as for safety/service personnel during emergencies.	Thank you for your input.
212	Steve Kelly	1/4/2023	Jotform	Belvedere	Yes	Provides alternative access. Currently 71 is too congested and unsafe. This results in me going to Dripping Springs to shop.	Thank you for your input.
213	Jennifer Kelly	1/4/2023	Jotform	Belvedere	Yes	The proposed changes benefit the entire community by providing alternate routes that are safer and faster. The changes will make shopping and dining in Bee Cave more attractive. Thank you for providing this information.	Thank you for your input.
214	Sherri Hopson	1/4/2023	Jotform	Belvedere	Yes	We drive and pick-up our daughter to | from Hyde Park High School (by the Domain) everyday, Monday through Friday, during the school year. From Belvedere we take Hamilton Pool Road to 71 to Bee Cave. Because of the unpredictability of the traffic by Bee Cave Elementary, we are forced to leave by 7:10 for an 8:30 start. This is frustrating knowing with no traffic it's a 40 minute drive but not worth the risk of being late. On the way home, once we cross 620 at 4:25 pm, often times the traffic is so backed up to turn left on Hamilton Pool Road that we sit through 4-5 lights. Not only is this adding significant time to our drive daily, it's also dangerous making the turn both ways. Please accept the proposed road changes on January 25. We have to do this 2X daily for the next 4 years. In addition to approving the proposed changes, please expedite a start date to begin and finish the work. We appreciate what's finally being done on Hamilton Pool Road, it's just taken so long to get the project started and finished. Again, I appreciate you approving the proposal for the new local road. Thank you!	Thank you for your input.
215	Donald South	1/4/2023	Jotform	Belvedere	Yes	Our daughter attends Hyde Park High School by the Domain. It is a 40 minute drive. We used to leave at 7:35 to arrive by 8:15 am. But now with construction and lack of bus routes the traffic around Bee Cave Elementary causes us to leave at 7:05 as to not get stuck in school traffic. The first week of school this year took us 45 minutes to drive 5 miles. On the way home traffic backs up past McCoy's and it takes 4 to 5 lights to turn left onto Hamilton Pool Road. These road changes will help alleviate congestion and save us time. It will also prevent many accidents that happen at these times	Thank you for your input.
216	Nick Alagna	1/4/2023	Jotform	Belvedere	Yes	I have kids at both BCMS and BCE. Traffic has become a huge issue. This will alleviate some congestion around the schools. It will also alleviate congestion on 71. The population growth has been here for years and we are already behind in infrastructure development. This will be a step in the right direction.	Thank you for your input.
217	Scott Boswell	1/5/2023	Jotform	Sweetwater	Yes	We need to relieve traffic off of 71, especially as we see expansion into Rough Hollow, West Cypress Hills, Sweetwater, and beyond. I believe this road would be successful in doing that by diverting daily traffic from Hamilton Pool and the surrounding areas off of 71.	Thank you for your input.
218	Cilia Montoto	1/5/2023	Jotform	Nest level urgent care	Yes	It will improve traffic flow	Thank you for your input.
219	Brenda Dalman	1/5/2023	Jotform	Belvedere	Maybe, it depends on which option is chosen	Clint was very good at explaining the reasons for keeping roads accessible to businesses and the reasoning for these decisions. However, as is often the case with roads, this seems to be shortsighted with regard to the HPR/71 intersection. A flyover would eliminate a huge amount of traffic at the light and still allow people to access businesses on 71. Additionally, people are loyal to certain restaurants and shops. A flyover wouldn't deter shoppers. Any improvement is appreciated but, please, look to the future and not only the immediate (2- 7) years. Thank you. We lived in San Antonio, off 281 and north of 1604, for years up until 2007. This "country" road became a traffic nightmare and construction is still ongoing. It's a mess! I don't want HPR to become another one of those nightmares and don't want to move again!	Thank you for your input. The existing conditions and delays on SH 71 were documented in our study and are well known by the local community. According to TxDOT's Project Tracker web page, there are no planned improvements or studies in the 10+ year horizon to add capacity on SH 71 through the City of Bee Cave. Adding new roads such as Southwest Collector and HPR Extension will provide alternate routes and reduce reliance on SH 71. Solving our traffic problem will take a multi-faceted approach and while we are continuing to work with the state to get our highways improved, local roads can be built sooner to improve traffic flow.
220	Mark Chester	1/5/2023	Jotform	Belvedere	Yes	City cannot grow and attract business if citizens cannot traverse easily around the city.	Thank you for your input.
221	Richard Newhouse, P.E.	1/5/2023	Jotform	Bella Colinas	Maybe, it depends on which option is chosen	We in Bella Colinas are concerned with the diverted/cut thru traffic using our residential streets as a short cut to avoid the lengthy backup of vehicles on SH 71 waiting to making a left turn onto Vail Divide when it's connected to Hamilton Pool Road. A Traffic Impact Analysis prepared for LTISD by their traffic consultants prior to the Middle School being built, which was submitted to the City of Bee Cave and reviewed, showed that the queues waiting to turn left from SH71 onto Vail Divide after the connection to Hamilton Pool Road was made, would be so long that they could not be measured! The proposed connection to Palermo Dr should be eliminated from this plan as this would only make it easier for vehicles to avoid the long queues on SH71 waiting to turn left on Vail Divide by using residential streets in Bella Colinas and Terra Colinas and creating dangerous conditions for pedestrians and children alike! to make matters worse, the City of Bee Cave allowed LTISD to build a second school on the same property as the Middle School with no further traffic studies! I have appeared before the City Council and other Boards before with these concerns!	Thank you for your input. The project goal of increasing network efficiency and reducing reliance on SH 71 by providing alternative routes requires continuity and connections to existing roadways, such as the proposed connection to E Joint Access Rd. at Palermo Drive.

Comment Number	Commenter Name	Date Received	Source	Neighbor-hood	In Favor of Project?	Comment	Response
222	Jennifer Richter	1/5/2023	Jotform	Belvedere	Yes	Without the road indicated by the orange dotted line, HPR/71 will remain a bottleneck of congestion with long wait times to turn onto HPR which is even more concerning given the development of new business and future residential west into Spicewood and beyond that will use 71. We need increased access for residents to navigate the city, which is imperative to time savings, business viability, and especially for public safety. It is horrible that a Rough Hollow Elementary student had to be airlifted the first week of school for a medical emergency because roads were not clear on 71. I personally had a trauma accident at home in the evening, which thankfully didn't happen during peak traffic at 71/HPR. Thankfully, it happened at night so 71 was clear or else Life Flight would've been the only option to get me to the burn unit downtown given peak traffic in afternoon/rush hour. Even at 2 pm, one stall or accident has left me sitting and at times unable to turn onto HPR to get home!	Thank you for your input.
223	Mason Richter	1/5/2023	Jotform	Belvedere	Yes	Not Provided	Thank you for your input.
224	Connor Richter	1/5/2023	Jotform	Belvedere	Yes	Not Provided	Thank you for your input.
225	Isabelle Richter	1/5/2023	Jotform	Belvedere	Yes	The majority of our surrounded area has wasted countless hours per person just waiting in the turn lane onto HPR alone. I personally have opted not to travel around Bee Cave anytime after 3 pm to support businesses knowing a short drive will take 30 min there and 30-45 home unless I opt to speed down the center median of 71 to turn onto HPR. As a younger driver, there needs to be options besides a congested highway for newer and elderly drivers, especially.	Thank you for your input.
226	Marianne Offenbecher	1/5/2023	Jotform	Rocky Creek	Yes	Increase in area population has escalated the need for alternative routes along HPR.	Thank you for your input.
227	Brenda Grafft	1/5/2023	Jotform	Belvedere	Yes	Not Provided	Thank you for your input.
228	Amy Beard	1/5/2023	Jotform	Belvedere	Yes	The growth in 78738 does not appear to be slowing down. Timely access to schools, work, extracurriculars, home and every day life necessities is of the utmost importance.	Thank you for your input.
229	Kris Simpson	1/5/2023	Jotform	Belvedere	Yes	Not Provided	Thank you for your input.
230	Jessica Huff	1/5/2023	Jotform	Belvedere	Yes	More infrastructure is needed to support the growth. It seems as Bee Cave is not slowing down, regardless or resources available. Bee Cave is having a hard time keeping up with the growth. I hope more solutions are in place to support the growing city as more developments are approved. Also, I completely understand why Homestead residents oppose the new street. I would also be pissed if this was happening in my neighborhood. It seems as though Bee Cave is excited to grow but isn't properly equipped for the growth, and residents are getting screwed in the process. If you really want to work on behalf of your community, please heavily consider whether or not Bee Cave can sustain new developments and have fair plans in place before you sacrifice neighborhoods and our beautiful hill country.	Thank you for your input.
231	Rick Augustine	1/5/2023	Jotform	Belvedere	Yes	We must provide additional options for travel around Bee Cave for safety purposes. Additional roads are necessary to support the growth of Bee Cave and the surrounding areas.	Thank you for your input.
232	No Name Provided	1/5/2023	Jotform	Belvedere	Yes	BUILD THESE ACCESS ROADS AS FAST AS POSSIBLE!! WE DESPERATELY NEED ALTERNATIVE WAYS TO GET AROUND THIS AREA. THANK YOU FOR TAKING THE TIME TO COME AND TALK TO THE BELVEDERE COMMUNITY.	Thank you for your input.
233	Hannah Vedros	1/5/2023	Jotform	Belvedere	Yes	HPR is extremely congested and any and all opportunities there are to offload some traffic is needed. Not to mention if we have an emergency at the house during peak traffic time we won't be able to get anywhere quickly or an emergency vehicle wouldn't be able to get to us which is truly terrifying with 2 young children. Honestly, Hamilton Pool Road almost made us change our decision of buying our home in Belvedere because of the congestion and the fear of emergencies and lack of access.	Thank you for your input.
234	Jennifer Frezon	1/5/2023	Jotform	Belvedere	Yes	Not Provided	Thank you for your input.

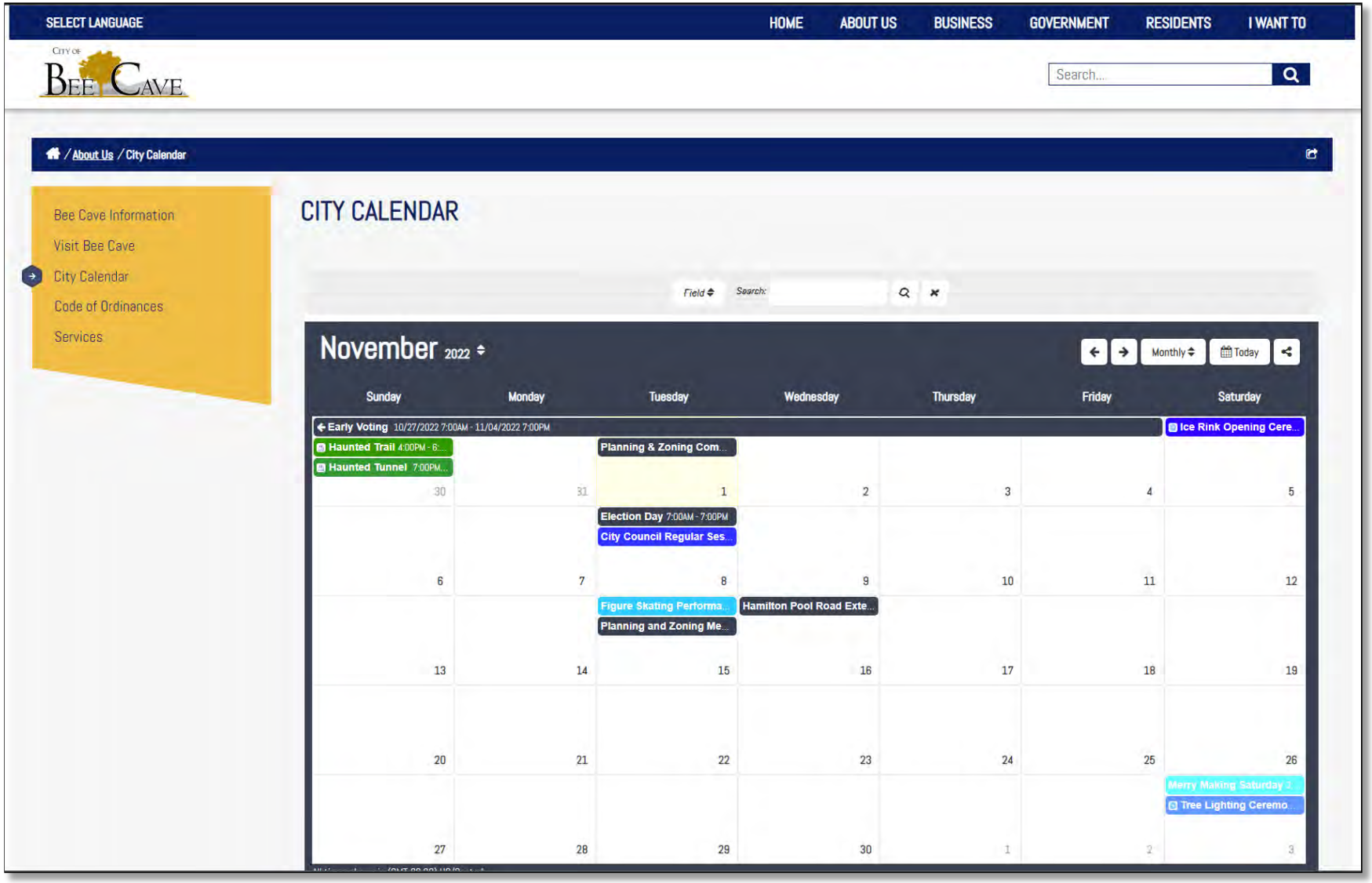
Comment Number	Commenter Name	Date Received	Source	Neighbor-hood	In Favor of Project?	Comment	Response
235	Diogo Ribeiro	1/5/2023	Jotform	Belvedere	Yes	Currently Hamilton Pool Road and 71 represent traffic chokepoints. The more alternatives routes we have to avoid getting on 71 (or entering / exiting at different points, not just the HPR/71 intersection) — the better. Not presently.	Thank you for your input.
236	Chris Loeper	1/5/2023	Jotform	Belvedere	Yes	Incredible amount of traffic is a bottleneck without these needed roads. Thank you for listening to the local community who commute daily.	Thank you for your input.
237	Michael Jewell	1/5/2023	Jotform	Belvedere	Yes	With the rapid population growth in the area and associated increase in traffic, greater ability to move traffic from HPR to Bee Cave (and vice versa) is needed. We do not need to repeat the fundamental problem that plagues Austin now - the don't build roads and they won't come attitude. We see new residents moving in quickly, we know that more is coming, and taking steps as soon as possible to avoid total gridlock is needed. Thank you for your consideration! Michael	Thank you for your input.
238	No Name Provided	1/6/2023	Jotform	Belvedere	Yes	The traffic and safety issues on HPR has significantly impacted the time it takes to simply get to 71 and near by areas for basic needs such as CVS and H-E-B for prescriptions and groceries. The traffic at the signal at 71 and HPR in the afternoons to get home has become unbearable at times making a commute significantly longer than needed	Thank you for your input.
239	Victoria Peters	1/6/2023	Jotform	Vistacia	Maybe, it depends on which option is chosen	I would like to see the plans to the options as I would hope they preserve as much of the Hill Country as possible.	Thank you for your input. The exhibits shown at the open house public meeting on 11/16/22 can be viewed here: https://www.beecavetexas.gov/cms/One.aspx?portalId=18412027&pageId=19110017
240	Steve Peters	1/6/2023	Jotform	Vistancia	Maybe, it depends on which option is chosen	I would like additional information on the proposed options. Need a divider on HPR	Thank you for your input. The exhibits shown at the open house public meeting on 11/16/22 can be viewed here: https://www.beecavetexas.gov/cms/One.aspx?portalId=18412027&pageId=19110017
241	Mitt Salvaggio	1/6/2023	Jotform	Belvedere	Yes	With a small child, it is critical to my family that we greatly improve traffic flow around the elementary school as well as provide alternatives to 71 in order for us to remain residents in this area. Though we are not Bee Cave voters, I believe we and many other residents of my neighborhood contribute substantially to the sales tax base. And we would contribute substantially more if there were better dining and shopping options that these access roads could facilitate. We are very appreciative of the Mayor and City Manager taking time to visit with us.	Thank you for your input.
242	Rachel Salvaggio	1/6/2023	Jotform	Belvedere	Yes	The current expansion of HPR will improve our commutes but we truly need a solution to ease the traffic on 71 and around the elementary school as well as an alternative to 71 when there are accidents. We are appreciative to the mayor and city manager for offering these types of briefings to our community.	Thank you for your input.
243	Carl Fabre	1/6/2023	Jotform	Belvedere	Yes	ANYTHING that takes the heavy traffic away from the HPR/71 intersection is very necessary. The Homestead residents need to realize that having a stoplight by them is much safer for them.	Thank you for your input.
244	Andrea Smith	1/6/2023	Jotform	Belvedere	Yes	Not Provided	Thank you for your input.
245	John Smith	1/6/2023	Jotform	Rocky Creek	Yes	Not Provided	Thank you for your input.
246	Jim Rogers	1/6/2023	Jotform	Belvedere	Yes	Not Provided	Thank you for your input.
247	Jean Smith	1/6/2023	Jotform	Rocky Creek	Yes	Not Provided	Thank you for your input.
248	Eryka Rogers	1/6/2023	Jotform	Belvedere	Yes	Not Provided	Thank you for your input.
249	Marina OLeary	1/6/2023	Jotform	Uplands	Yes	This is not a road that I would use so the main reason that I am in favor is because of the potential traffic reduction on 71.	Thank you for your input.
250	Julian King	1/6/2023	Jotform	Capriotti's Sandwhich Shop	Yes	I own Capriotti's sandwich shop located at the corner of HWY71 and S FM620. This would improve drastically my customers being able to get to our store. Great job Clint Garza. If you haven't tried one of our sandwiches feel free to use the code: FREESMALL23 when you order online and get a free small sandwich.	Thank you for your input.
251	Michael Jones	1/6/2023	Jotform	Belvedere	Yes	We need to alleviate traffic at HPR and 71. This seems to be a good option.	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Neighbor-hood	In Favor of Project?	Comment	Response
252	Laurie Going	1/6/2023	Jotform	Belvedere	Yes	Increased access to the city of Bee Cave.	Thank you for your input.
253	Chris Grafft	1/8/2023	Jotform	Belvedere	Yes	Anything that will alleviate or help alleviate the congestion at HPR and 71 is worth pursuing	Thank you for your input.
254	Eloise Christian	1/8/2023	Jotform	Belvedere	Yes	Reduce our time sitting in traffic, especially between 3:30p-7:30p weekdays. We try to avoid driving during those hours, but of course it's not always possible. Eight years ago HPR was still a sleepy road, but what a change now that the sprawl has reached us. It's time to create alternatives routes to keep up with the planned growth for Bee Cave.	Thank you for your input.
255	Kim Clifgird	1/8/2023	Jotform	Belvedere	Yes	Desperately need alternative routes	Thank you for your input.
256	Merri Cronk	1/8/2023	Jotform	Falconhead	Yes	Need to adjust for growth, efficiency and timing.	Thank you for your input.
257	Stephen Kean	1/8/2023	Jotform	FHW	Yes	HPR, 620, 71 are a nightmare. Giving our families non-highway options to reach our cities amenities is critical. TXDOT could/will take 71 full freeway some day and without this plan to travel within our town we have NO Town. Get this passed! Thanks. Please add my cell number to receive notifications of future events, meetings etc. This would be a great way tonkeep Bee Cave folk active and appraised.	Thank you for your input.
258	Maria Kean	1/8/2023	Jotform	Falconhead West	Yes	With our communities fast growth I feel this solution to the overwhelming traffic on 71 will make it safer and less stressful for residents and commuters.	Thank you for your input.
259	Peggy Besand	1/8/2023	Jotform	Falconhead	Yes	We must take action to address gridlock on 71. Delay just means the problem gets more complex.	Thank you for your input.
260	Scott Cronk	1/9/2023	Jotform	Falconhead	Maybe, it depends on which option is chosen	Depends on the option and how the city takes care of Itya with its property being part of what is needed	Thank you for your input.
261	Keith Milkiewicz	1/9/2023	Jotform	Belvedere	Yes	We have to do what we can to clean up the bottlenecks of 71 and HPR	Thank you for your input.
262	Warren Wittenborn	1/10/2023	Jotform	Meadowfox	No	There is quite a bit of beautiful land West of Bee Cave with a corresponding demand for new houses. Development to the West is constrained primarily by the feasibility of commuting into Austin. Over the past 27 the capacity of HW 71 has increased but congestion has remained consistent. We might hope these roads would be used primarily by Bee Cave residents for local travel but modern navigation applications will invariably route through traffic from 71 onto the new roads. These new roads will primarily encourage more development West of Bee Cave. Our city will pay for the roads and they will have a negative impact to local neighborhoods. If the city proceeds with the construction of these roads please do everything possible to discourage non-local traffic from filling them. That might include more curves, speed bumps and additional stop signs.	Thank you for your input.
263	Kristopher Kelley	1/10/2023	Jotform	Belvedere	Yes	Not Provided	Thank you for your input.
264	Claire Young	1/11/2023	Jotform	Belvedere	Yes	It is imperative that we have multiple options for travel on HPR AND 71. It's dangerous and inconvenient and will only get worse with more build out. We have loved off HPR since 2013 and the change in traffic congestion during that time period is shocking. We need alternate routes.	Thank you for your input.
265	Christy Jagodik	1/11/2023	Jotform	Madrone ranch	Yes	To ease traffic for the areas growth spurt	Thank you for your input.
266	Colleen Brown	1/11/2023	Jotform	Provence	Yes	We have lived in this area for a decade (lived in Deer Creek prior to Provence) and have watched the traffic get worse and worse. What used to be a simple drive anywhere has turned into gridlock most days, no matter where you are going. It unfortunately reduces the quality of life in this area. ☹	Thank you for your input.
267	Molly Gurasich	1/11/2023	Jotform	Destiny Hills	Maybe, it depends on which option is chosen	Don't know all the details but anything that helps reduce congestion would be useful	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Neighbor-hood	In Favor of Project?	Comment	Response
268	Patti Cunningham	1/11/2023	Jotform	The Homestead	No	Please do not build the HPR bypass thru the Brown Property and the Homestead. This will not solve the traffic problem which should be fixed by Tx dot and it will most definitely harm and devalue our homestead neighborhood for no good reason. Would you push for this option if it degraded your neighborhood? How can the city even think about making our 1 in and out access road even more congested with traffic that should not come thru our neighborhood? This option is not going to help and will only hurt the homestead! Please think and be honest!! I am out of town and cannot attend the meeting tonight, but have signed the petition against this road and want my comments heard. Thank you!	Thank you for your input.
269	Robyn Seiferth	1/11/2023	Jotform	Homestead	No	Great Divide is our only way in and out of the Homestead. It is already difficult to exit onto HWY 71 during rush hour traffic and when parents are dropping off or picking up their kids at the elementary school on Hamilton Pool Rd. At times getting onto HWY 71 is difficult no matter what time of day. But I'm really concerned if there is an emergency such as a wildfire, exiting the Homestead can potentially be deadly. Continued construction of businesses and homes along HWY 71 will only make matters worse. The Homestead is a small rural community. Please don't put our lives in danger by this road proposal Thank you, Robyn Seiferth	Thank you for your input.
270	Shashi Guruprasad	1/11/2023	Jotform	The Homestead	No	I'll speak specifically to the HPR bypass proposal cutting into Great Divide Drive. I'm a new resident of Bee Cave for the past 1 yr and 9 months. During this period I have become quite familiar with the traffic challenges in Bee Cave which has gotten worse primarily at certain times of the day. The major reasons for this congestion are below: 1) LTISD bus driver shortage leading to so many parents driving their kids to school and picking them up 2) Population increase in the surrounding areas 3) 71 is not a freeway with flyovers and underpasses to reduce bottlenecks. The City of Bee Cave adding HPR bypass will not really help shoppers get to the shops but will allow non-shoppers to bypass 71 and HPR. In the end, we will have 2 fully congested roads and the residents of Homestead not only inconvenienced but also put in harm's way in case of an emergency or natural disaster. If the city is really wanting to make a positive impact on the entire city, my suggestion would be to go out of their way to recruit and possibly even fund LTISD bus drivers. This will please all the residents across the city and beyond in the district and also help reduce traffic congestion. Beyond this, the city should influence Texas Department of Transportation to add flyovers/underpasses at bottlenecked intersections.	Thank you for your input.

APPENDIX B:

MEETING NOTICES


SELECT LANGUAGE
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BUSINESS
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/ About Us / City Calendar
Bee Cave Information
Visit Bee Cave
City Calendar
Code of Ordinances
Services
CITY CALENDAR
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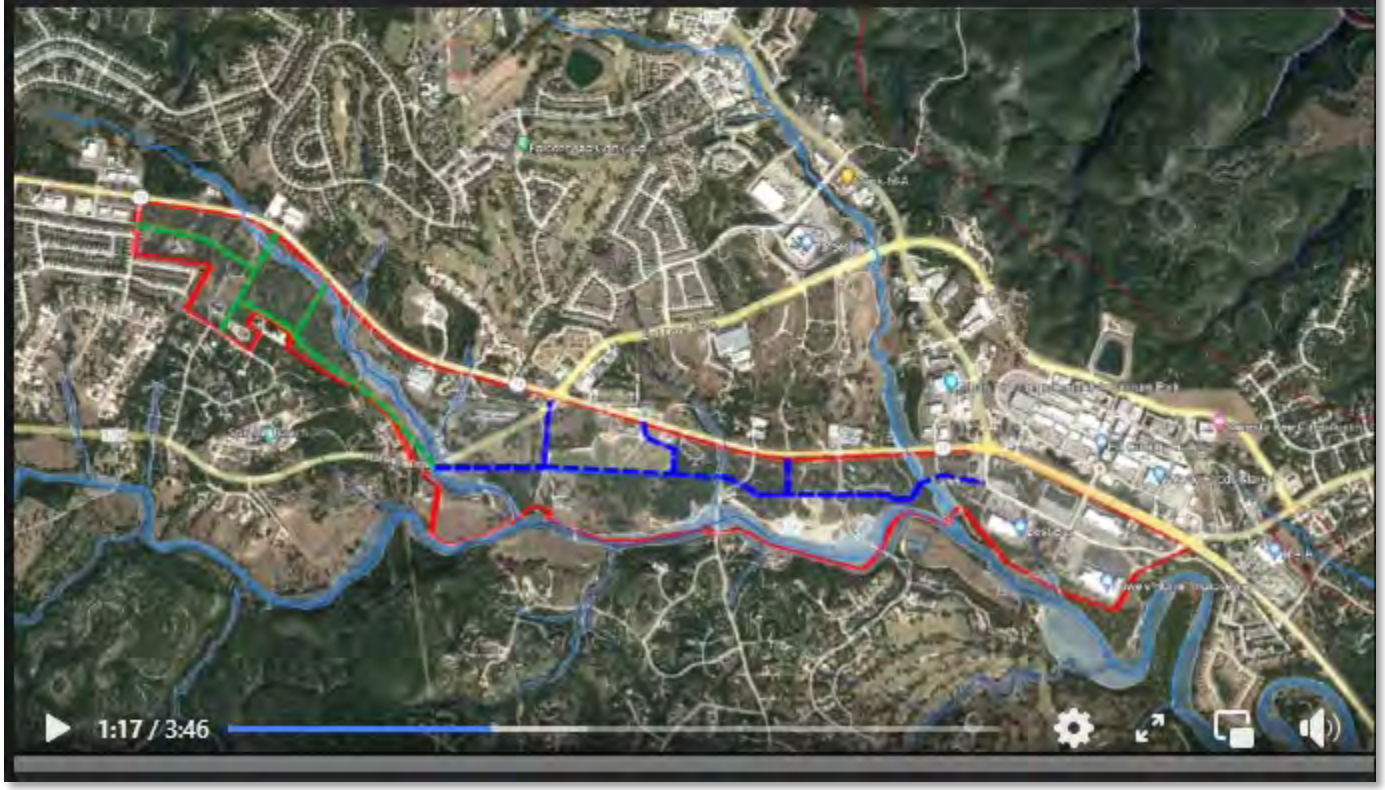
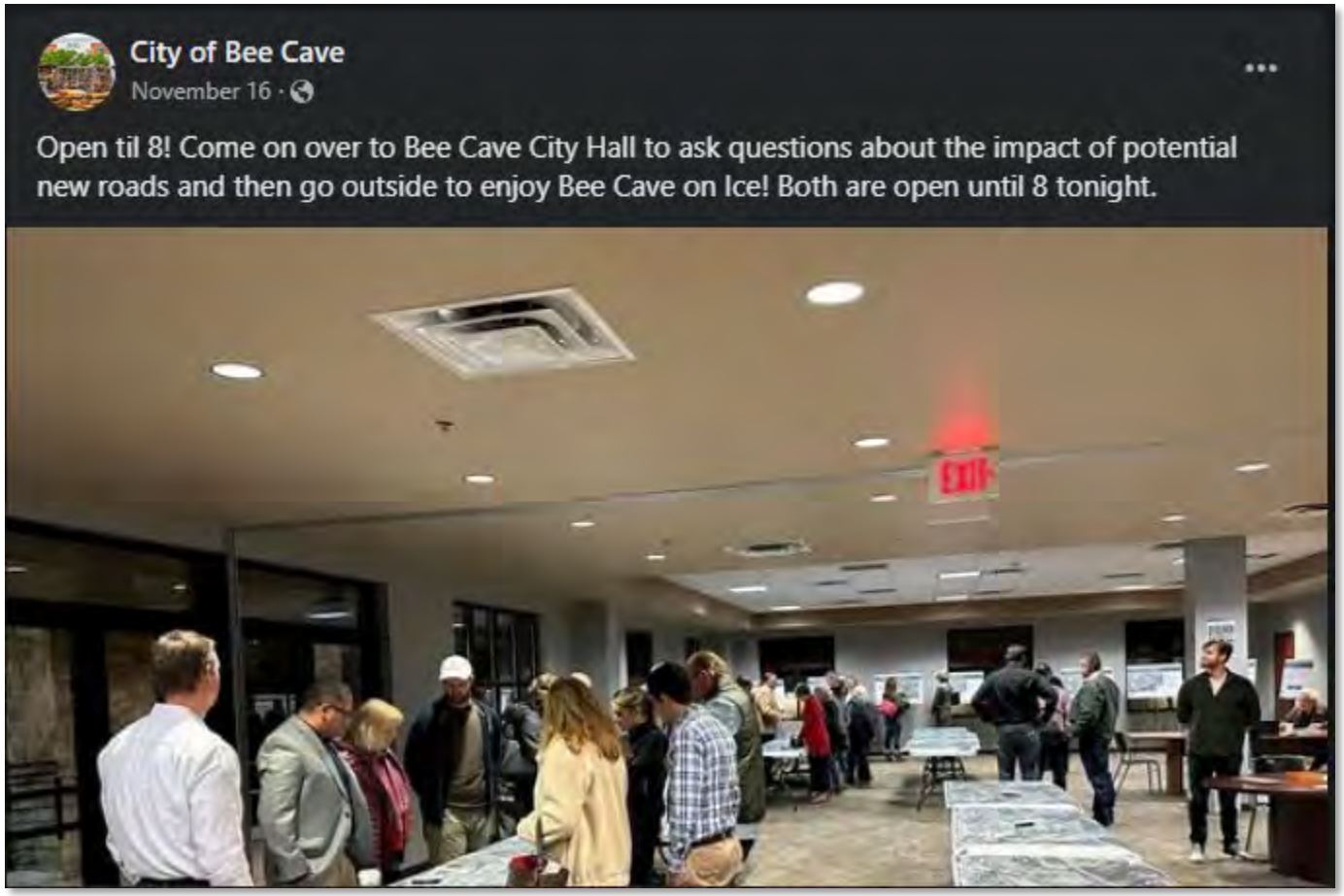
Search:
November 2022
Monthly
Today
Sunday
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Early Voting 10/27/2022 7:00AM - 11/04/2022 7:00PM
Ice Rink Opening Cere...
Haunted Trail 4:00PM - 6:...
Haunted Tunnel 7:00PM...
Planning & Zoning Com...
Election Day 7:00AM - 7:00PM
City Council Regular Ses...
Figure Skating Performa...
Hamilton Pool Road Exte...
Planning and Zoning Me...
Merry Making Saturday 7...
Tree Lighting Ceremo...

City of Bee Cave
November 15 ·

All your news about Bee Cave delivered straight to you! In this episode of The Buzz, you'll learn:
👉 About a figure skating performance TONIGHT at 5:30 p.m. free and open to the public in the Hill Country Galleria!
👉 How to weigh in this Wednesday on proposed new roads in Bee Cave to increase accessibility
👉 A wonderful holiday hands-on event for your kids that is free with the Bee Cave Public Library
👉 How the Lake Travis Youth Association became the only one of its kind ... **See more**




City of Bee Cave
November 16 ·
Open til 8! Come on over to Bee Cave City Hall to ask questions about the impact of potential new roads and then go outside to enjoy Bee Cave on Ice! Both are open until 8 tonight.
EXIT

APPENDIX C:

SIGN IN SHEETS

HAMILTON POOL ROAD ALTERNATIVE ACCESS STUDY
PUBLIC MEETING

Nov. 16, 2022
Bee Cave City Hall
4000 Galleria Pkwy, Bee Cave, TX 78738

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME & ADDRESS		
	mark kogler,	[redacted]	
	Dave Stauch	[redacted]	Bee Cave
	Jane Kernen	[redacted]	Bee Cave
	Rick Scadden		Bee Cave
	Terri Mitchell	[redacted]	
	Wendy Bushman	[redacted]	Bee Cave
	CHRIS ABRAMSON	[redacted]	Bee Cave
✓	Kara King		Bee Cave
	REAGAN & LESLIE EVANS		
	Stacy Bauer	[redacted]	Bee Cave
	William McCurn	[redacted]	Bee Cave
	Devang Patel	[redacted]	[redacted]

HAMILTON POOL ROAD ALTERNATIVE ACCESS STUDY
PUBLIC MEETING

Nov. 16, 2022
Bee Cave City Hall
4000 Galleria Pkwy, Bee Cave, TX 78738

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME & ADDRESS
	Cathi Brown [redacted] Bee Cave [redacted]
	ROB NELSON [redacted] BEE CAVE [redacted]
	ZACK MORTON [redacted]
	Michelle & Fred Williams [redacted]
	Pete Ring [redacted]
	Tia Carnes [redacted]
	Ryan Thomas [redacted]
	Kelli & Brian Hierholzer [redacted]
	BOYCE JARRETT [redacted] BE CAVE
	Curry Koening [redacted] Bee Cave TX [redacted]
	ERIK GOODLAD [redacted] BEE CAVE TX [redacted]
	Lindsay McClune [redacted] Bee Cave, [redacted]

CITY OF BEE CAVE

HAMILTON POOL ROAD ALTERNATIVE ACCESS STUDY
PUBLIC MEETING

Nov. 16, 2022
Bee Cave City Hall
4000 Galleria Pkwy, Bee Cave, TX 78738

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME & ADDRESS
✓	ANDREA WILLOTT
	Scott Hemphill [redacted]
	John & Marilynn Milor
✓	Vikki Goodwin State Rep
	MICHAEL RETSON, BROKER
	John Colman
	Gail means [redacted]
	Zlatan Fradinic, [redacted]
	Kit Crumley [redacted]
	JENNIFER WALKER [redacted]
	Paul D Amos [redacted]
	Jeff Rockwood [redacted]

CITY OF BEE CAVE

HAMILTON POOL ROAD ALTERNATIVE ACCESS STUDY
PUBLIC MEETING

Nov. 16, 2022
Bee Cave City Hall
4000 Galleria Pkwy, Bee Cave, TX 78738

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME & ADDRESS
	Karen Winslow [redacted]
	ED Gutters [redacted]
	SHARON MILLSAP [redacted]
	Bonnie L Wilson [redacted]
	Alwyai Moore [redacted]
	CARY CARNES [redacted]
	Andy Reisser [redacted]
	Julie Johnson [redacted]
	Leah Greenwelge [redacted]
	DAVID ROJAS [redacted]
	Frances Jarrett [redacted]
	Aimee Rochwood [redacted]

HAMILTON POOL ROAD ALTERNATIVE ACCESS STUDY
PUBLIC MEETING

Nov. 16, 2022
Bee Cave City Hall
4000 Galleria Pkwy, Bee Cave, TX 78738

PUBLIC SIGN-IN SHEET

PLEASE PRINT	
ELECTED OFFICIAL ✓	NAME & ADDRESS
	Tom Myers [redacted] BEE CAVE
	Marsie Stauch [redacted] Bee Cave
	Jeff McDaniel [redacted] Bee Cave
	Jason Bhadra
	Taylor Cripe [redacted]
	Cliff Braddock [redacted]
	Mike & Pam Reese [redacted]
	Carrell & Frances Killebrew
	Dave Gingo [redacted]
	Nell Penrridge [redacted]
	Ben Eckermann [redacted]
	Zack Shannon [redacted]

HAMILTON POOL ROAD ALTERNATIVE ACCESS STUDY
PUBLIC MEETING

Nov. 16, 2022
Bee Cave City Hall
4000 Galleria Pkwy, Bee Cave, TX 78738

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME & ADDRESS
	Kim Osborne [redacted]

APPENDIX D:

COMMENTS RECEIVED

Hamilton Pool Road Alternative Access Study

Nov. 16, 2022
Bee Cave City Hall
4000 Galleria Pkwy, Bee Cave, TX 78738

COMMENT FORM

(optional contact information)

Name: Marilynn Milor

Address: [redacted]

E-mail address: [redacted]

Comments: It appears that the road through the Brown property is 68' wide w/ bike lanes. This then narrows down to 2 lane road at Spanish Oaks - There is no stop sign or traffic control at Great Divide so Cars will be jockeying for position from Brown property to Spanish Oaks road.

Comments may be submitted at this public meeting; mailed to Rodriguez Transportation Group, Inc., ATTN: HPR Alternative Access Study, 11211 Taylor Draper Lane #100, Austin, Texas 78759; or submitted by email to HPR_Comments@rtg-texas.com. Comments must be received on or before **December 7, 2022** to be included in the public meeting summary.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you wish to submit an open records request, please do so separately.

Hamilton Pool Road Alternative Access Study

Nov. 16, 2022
Bee Cave City Hall
4000 Galleria Pkwy, Bee Cave, TX 78738

COMMENT FORM

(optional contact information)

Name: John Milor

Address: [redacted]

E-mail address:

Comments: Please provide Bike Lane on New Roads

Comments may be submitted at this public meeting; mailed to Rodriguez Transportation Group, Inc., ATTN: HPR Alternative Access Study, 11211 Taylor Draper Lane #100, Austin, Texas 78759; or submitted by email to HPR_Comments@rtg-texas.com. Comments must be received on or before **December 7, 2022** to be included in the public meeting summary.

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Hamilton Pool Road Alternative Access Study

Nov. 16, 2022
Bee Cave City Hall
4000 Galleria Pkwy, Bee Cave, TX 78738

COMMENT FORM

(optional contact information)

Name: Michelle Williams & Fred Williams

Address: [redacted]

E-mail address: [redacted]

Comments: Having traffic diverted from a Highway through residential areas is dangerous and drastically affects the property values as well as destroying the rural quality of the neighborhood. Hwy 71 traffic will exit to speed through the perceived short cut to another location. As a citizen of Bee Cave I do not want to pay for roads to redirect traffic into the commercial areas to benefit the developers of shopping centers. I would imagine that building a new city office in the commercial track on 71 & directing shoppers through the shopping centers is planned to benefit the commercial businesses not the residents.

Comments may be submitted at this public meeting; mailed to Rodriguez Transportation Group, Inc., ATTN: HPR Alternative Access Study, 11211 Taylor Draper Lane #100, Austin, Texas 78759; or submitted by email to HPR_Comments@rtg-texas.com. Comments must be received on or before **December 7, 2022** to be included in the public meeting summary.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you wish to submit an open records request, please do so separately.

Hamilton Pool Road Alternative Access Study

Nov. 16, 2022
Bee Cave City Hall
4000 Galleria Pkwy, Bee Cave, TX 78738

COMMENT FORM

(optional contact information)

Name: Dave Gingrich

Address: [redacted]

E-mail address: [redacted]

Comments:

I'm opposed to Option 1 & 2. Both these option encourage traffic to use the proposed HPR.

I'm in favor of the bypass (HPR) in that it will allow no access to Hwy 71 West. Without the HPR, my only method to go west on 71 will be through the Village at Spanish Oaks —

with the HPR & additional light at Field of Dreams; Access to Hamilton Pool & 71; Village of Spanish Oaks light & Vail Drive, I would ~~less~~ at least have two to four ~~routes~~ routes to gain access to Hwy 71 West.

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COMMENT FORM

(optional contact information)

Name: CARY J. CARNES

Address: [redacted]

E-mail address: [redacted]

Comments:

MY MAIN CONCERN IS LIMITED TO THE PROPOSAL TO CONNECT THE ROAD OR ROADS TO AUSPA WAY. THE TRAFFIC THAT WILL DUMP INTO OUR NEIGHBORHOOD WILL RUIN OUR WAY OF LIFE. SOUNDS ALARMIST, BUT TODAY YOU AND I CAN WALK PETS AND CHILDREN AROUND OUR LOOP (NO SIDEWALKS) AND FEEL SAFE. WITH THE CONNECTED ROADWAY TO UPPER AUSPA WAY THIS WILL COME TO AN END; IF GOOGLE TELLS PEOPLE IT IS ONE SECOND FASTER, THEN PEOPLE ARE GOING TO TAKE THAT ROUTE. THE ROADS, CUENA AND AUSPA WAY CANNOT HANDLE THIS INCREASE AND I AM MY NEIGHBORS ARE STEADFASTLY AGAINST IT.

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COMMENT FORM

(optional contact information)

Name: Julie Johnson

Address: [redacted]

E-mail address: [redacted]

Comments:

People (like me) that live in the Homestead need to be able to maneuver with large trailers and/or RV's at all turns. Make sure there is room to turn these larger items without having to jump a curb or take the turn so wide to avoid a curb that we have to impede on-coming traffic.

Need a safe way to turn West onto Hwy 71 - ideally at a traffic signal. It has become very dangerous to turn West out of the Homestead.

Keep in mind that the Homestead is already challenged by only having one way in + out. We don't need any further obstacles to get out into the world.

Thank you.

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COMMENT FORM

(optional contact information)

Name: Tom & Maxine Myers

Address: [redacted] Bee Cave Tx [redacted]

E-mail address: [redacted]

Comments: We have lived in the Homestead - 44 years we would expect a Traffic light at Great Divide & 71 which means, I have to negotiate all changes with a 20 foot load of Hay & Tractors through all of this change to go left or right on 71.

As a Tax payer in Bee Cave I wonder why we have to as a city pay for and maintain these TEX Dot. roads?

TEX Dot is and has widened 71 & now Hamilton Pool Road - Encouraging Development and Building far beyond the capability of Existing Roads ie Hamilton Pool & Highway 71.

I am not happy with the Road through the Brown Property which will be more impervious land/Road use which exaserbates the Great Divide Low water Crossing! Also Confounding the Residential Traffic in & out of the Homestead - Spanish Oaks & The shops of Bee Cave &

Not a happy Camper with this through Road

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Thomas R Myers Nov 16 - 2022

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COMMENT FORM

(optional contact information)

Name: Ben Eckermann

Address: [redacted]

E-mail address: [redacted]

Comments:

This is extremely critical to make Bee Cave traffic somewhat manageable, but please continue to push TxDot to widen Highway 71 to 3 lanes in each direction ASAP, as well as to support 2 left turn lanes in each direction from 71 to Hamilton Pool Rd and Bee Cave Pkwy.

Please, do not add extra traffic lights to 71.

Please make sure that the plans keep the ~~bike~~ bike/shared use paths, which would allow riding bikes to Bee Cave Elementary.

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COMMENT FORM

(optional contact information)

Name: Karen Winslow

Address: [redacted]

E-mail address: [redacted]

Comments:

The problem of traffic is bigger than what can be solved by Bee Cave. Multiple turn lanes are needed turning left onto Hamilton Pool Road, along with more lanes on 71 & HPR. A connecting road from HPR to Great Divide will impede ingress & egress for the Homestead. Drivers will use this road as a shortcut to 71 when HPR backs up. It will make no impact on the decision of shoppers whether they shop or don't shop at the Shops or the Galleria. Please don't run a road across the only access road to the Homestead.

We need TXDOT & county to provide the solution for growing traffic problems

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COMMENT FORM

(optional contact information)

Name: Leah Crenwelge

Address: [redacted]

E-mail address: [redacted]

Comments: I understand the need for parents to get to Field of Dreams. But, the road does not need to go through the Brown Property or across Great Divide. The Brown Property should be a park because it is still pristine. A feeder road to Hamilton Pool will not help a great deal because HPR is still a one lane road. And an estimated time savings of 2 minutes seems like way too little to be bothering with.

I do not think the road across Great Divide into the Galleria is a good idea because it will just give people a false sense of having another road to use so there will be even more traffic, like the Katy Freeway in Houston.

I think these plans should be rejiggered.

Thank You.

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COMMENT FORM

(optional contact information)

Name: Cliff Braddock

Address: [redacted]

E-mail address: [redacted]

Comments: Before City makes any decision do this:

Describe the proposed Solution provided by TxDot to alleviate traffic congestion at 71/HPR and also: ~~Add~~ Make 71 3-Lanes through all of BEEcave City Limits.

Please prioritize as first Step

(1) Provide ~~$$~~ to ASSIST TxDot to improve State Roads. Use Bee Cave Supplemental funding to push Tx. DOT

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COMMENT FORM

(optional contact information)

Name: D STAUCH

Address: [redacted]

E-mail address: [redacted]

Comments:

1. PLEASE DO NOT CONNECT CUEVA/AVISPA TO HWY 71

2. PLEASE ELIMINATE JOG IN SW COLLECTOR NEAR WATER TOWER

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COMMENT FORM

(optional contact information)

Name: Frances Killebrew

Address: [redacted] Bee Cave [redacted]

E-mail address: [redacted]

Comments:

There is no point in having an MPR extension between the Field of Dreams & Great Divide Drive. This will cause:

- back up at Great Divide Drive & difficulty for the residents to get out of the neighborhood
- congestion in Spanish Oaks Village
- congestion & back-ups at the Shops Parkway which has multiple stop signs.

The idea of taking traffic off major highways & dumping it into neighborhoods is BACKWARDS!

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COMMENT FORM

(optional contact information)

Name: ZACK MORTON

Address: [redacted], BEE CAVE [redacted]

E-mail address: [redacted]

Comments:

OPTION 1 SHOULDNT BE AN OPTION AT ALL. IT IS A DISASTROUS DESIGN FOR EASTBOUND HPR ACCESS TO BEE CAVE ELEMENTARY AND THROUGH TRAFFIC TO HWY 71.

OPTION 2 IS BY FAR THE BEST OPTION OF THE 4. HOWEVER, I DONT UNDERSTAND WHY THE LEFT TURN AT THE LIGHT FROM HPR EXTENSION ONTO WESTBOUND HPR WOULD REDUCE TO 1 LANE. AND THE EASTBOUND HPR DOUBLE LEFT TURN LANE MUST BE LONGER WITH ONLY 1 THROUGH LANE ON RIGHT TO REDUCE BACKLOG OF TRAFFIC DUE TO CARS WAITING IN ONE LANE TO GET INTO LEFT HAND TURN LANES AT LIGHT.

OPTION 3 MIGHT BE WORSE THAN OPTION 1. TWO LIGHTS IN CLOSE PROXIMITY, NO REASONABLE ACCESS TO BEE CAVE ELEMENTARY FROM EASTBOUND HPR OR SOUTHBOUND SOUTHWEST COLLECTOR. AND A 3RD SIGNAL AT HPR EXTENSION NOT GOOD.

OPTION 4 IS ONLY SLIGHTLY WORSE THAN OPTION 2 I THINK. THE HARD 90° TURN EASTBOUND ON HPR AT THE LIGHT IS PROBABLY NOT IDEAL FOR TRAFFIC FLOW AND MAY ENCOURAGE TRAFFIC ONTO HPR EXTENSION WHICH IS NOT IDEAL FOR LOCAL RESIDENTS. AND I DONT UNDERSTAND THE 2 LANE WESTBOUND MERGE TO 1 LANE TEMPORARILY BETWEEN THE TWO NEW SIGNALS.

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COMMENT FORM

(optional contact information)

Name: CARRELL KILLEBREW

Address: [redacted]

E-mail address: [redacted]

Comments: The idea that this moves an appreciably useful amount of traffic off of TX 71 is absurd and will be done substantially at the quality of life ~~for~~ of residents who live south of TX 71.

TX 71 problems are the domain of TxDOT, not the City of Bee Cave.

Further the only way this works even in the slightest is if this bypass becomes heavily utilized, which is in complete opposition to how Lindsey Oskoui pitched this for Council approval. Simply this some combination bait-and-switch or moving-the-goalposts.

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2022.11.16

Hamilton Pool Road Alternative Access Study

Nov. 16, 2022
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COMMENT FORM

(optional contact information)

Name: Mark Kogler

Address: [redacted] Bee CAVE

E-mail address: [redacted]

Comments: I oppose the South west collector ROAD connecting to PALERMO DRIVE. This will only Bring more TRAffic into our neighborhood of single family HOMES

People on SH-71 Are using our neighborhood streets in Terra colinas to short cut TRAFFic on SH-71 to get to VAIL Divide and ~~middl~~ Bee CAVE middle School

We have All ready spent $10k on electronic speed signs to Slow Down Traffic. And Travis county sheriff has placed speed signs on PALERMO Drive — DOES not WORK will still HAVE speeders

Do not connect to PALERMO Drive

Contact me ANY Time .. thanks mark

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COMMENT FORM

(optional contact information)

Name:

Address:

E-mail address:

Comments:

Thank you for trying to solve the traffic problems associated with growth. Option 4 looks like the best solution

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COMMENT FORM

(optional contact information)

Name: Jeff & Aimee Rockwood

Address: [redacted]

E-mail address: [redacted]

Comments:

Cut the Section of the new road from the Great Divide West along the Braun ~~Estate~~ Property. The Great Divide is the only entry to the Homestead and this new road ~~can~~ only benefit the Commerial Property and not the residence of the Homstead

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COMMENT FORM

(optional contact information)

Name: ZLATAN GRADINCIC

Address: [redacted]

E-mail address: [redacted]

Comments:

I like the way HPR is diverted away from the Elementary school.
The main problem we have is the intersection ~~bet~~ of 71 & HPR. On the evening of the open house, the traffic was backed up all the way from that intersection to the Galleria.
We should ask TxDOT to widen 71 and add 2 left ~~turning~~ turning lanes into HPR - that would really bring relief.
The proposed road from HPR to Great Divide will be a nice ~~short~~ shortcut to avoid the 71 & HPR intersection. However this will come at a cost of the residents that use ~~you~~ Great Divide Dr. every day, including myself and my family.
Please do not build the road from HPR to Great Divide.
Instead, why don't we have a nice big park on the Brown property, where all Bee Cave residents can enjoy nature and kids ~~to~~ can play in the creek. Please Please Please.

THANK YOU! Zlatan

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CITY OF BEE CAVE

Nov. 16, 2022
Bee Cave City Hall
4000 Galleria Pkwy, Bee Cave, TX 78738

COMMENT FORM

(optional contact information)

Name: Cathi Brown

Address: [redacted] Bee Cave [redacted]

E-mail address: [redacted]

Comments:

Road thru Brown Property causes more problems than it solves. Road will get backed up with car cutting through to avoid 71/HPR back-up. The problem is 71/HPR. This must be address by TXDOT before a bypass road is considered.

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COMMENT FORM

(optional contact information)

Name: Rob Nerland

Address: [redacted] BC [redacted]

E-mail address: [redacted]

Comments: DO NOT FORCE GREAT DIVIDE OR TRAFFIC / RESIDENTS THRU THE SPANISH OAKS DEVELOPMENT. PUBLIC ROAD TRAFFIC FORCED THRU A PRIVATE DEVELOPMENT IS BAD POLICY.

THE BROWN PROPERTY WAS PURCHASED - AS WE WERE TOLD - AS PUBLIC PARK LAND. DO NOT RUIN IT WITH THE BYPASS ROAD.

SOLVE THE 71 / HPR INTERSECTION ISSUE - BY THE WAY - IT'S A TXDOT PROBLEM, NOT THE TAXPAYERS OF BEE CAVE.

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COMMENT FORM

(optional contact information)

Name: Stacy Barnes

Address: [redacted]

E-mail address: [redacted]

Comments: Option #3 - Best

#1. doesnt address school traffic issue
#2 + #4 use circles, many people cant drive circles effectively, I believe it will lead to more accidents.

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COMMENT FORM

(optional contact information)

Name: Terri Mitchell

Address: [redacted] Cave [redacted]

E-mail address: [redacted]

Comments:

In the beginning, God created the Texas Hill Country.
Now, the city wants to pave the most beautiful land that is left in this town – the Brown property – & uproot fox, deer, birds & more. Nature
How much is enough?
Retail east of FOD? Really?
An intersection at Great Divide, the only access in & out?
Say "NO" – cut off that road at the FOD to Uturn or go onto 71.
HPR re-development makes some sense, but can you start with controlling traffic lights & ↑ the # of cars that go through each time?
I hope you listen to the residents.
Thank you.

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COMMENT FORM

(optional contact information)

Name: DEVANA PATEL

Address: [redacted]

E-mail address: [redacted]

Comments:

The best thing that could happen to town. I'm Full Support of plan to connect to Galleria. 71 is very congested and we must need this Road for future growth and better connectivity.

1000% Support

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COMMENT FORM

(optional contact information)

Name: CHRIS ABRAMSON + TRUC CHI TIEU

Address: [redacted] BEE CAVE, TX

E-mail address: [redacted]

Comments:

ALL 3 options for HAMILTON POOL RD WOULD DIRECTLY AND DRAMATICALLY EFFECT OUR BUSINESS AND PROPERTY VALUE. WITH ALL 3 options we would be losing land and all frontage / VISIBILITY in addition to the effects of prolonged construction.

option 1 - no exit provided as within feet of the intersection

option 3 - NO ACCESS TO PROPERTY accounted for.

option 4 - TAKES UPWARDS OF HALF OUR PROPERTY, forces a crossing of the shared-use path and no easy path to 71

Our hope is that this project fails to move forward.

THERE ARE TWO BUSINESSES LOCATED ON THE PROPERTY. LAKEWAY TAEKWONDO AND ACTON ACADEMY

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COMMENT FORM

(optional contact information)

Name: Kim Osborne

Address: [redacted]

E-mail address: [redacted]

Comments:

Option 2 to alleviate school traffic and provide for access looks to be the best option to me. Having these connector roads would connect Bee Cave in an awesome way. Thanks for answering all questions I had.

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City of Bee Cave

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COMMENT FORM

(optional contact information)

Name: ED GUTTES

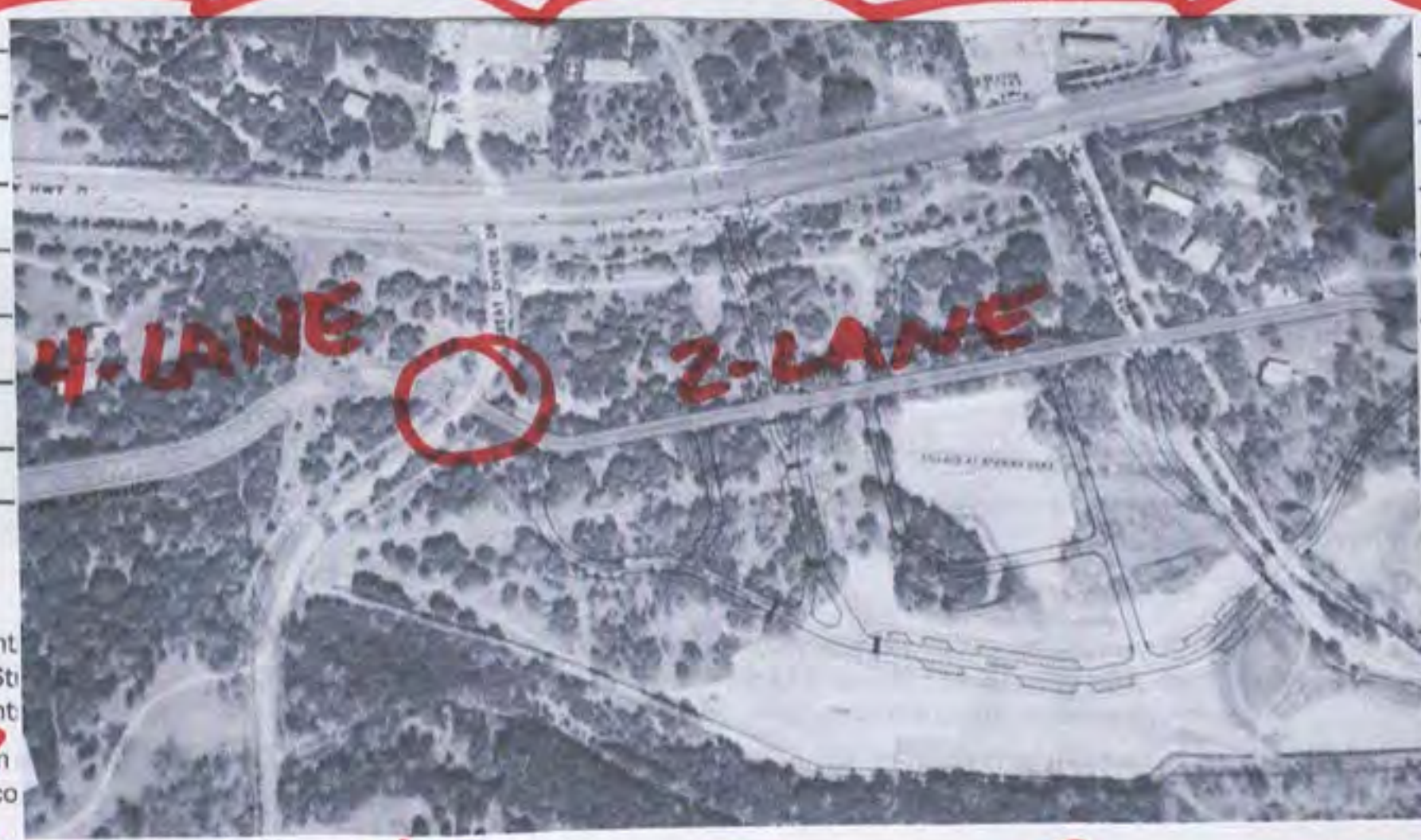
Address: [redacted] (HOMESTEAD)

E-mail address: [redacted]

Comments:

4-LANE ROAD HPR BY-PASS ⟺ 2-LANE RD SO VILLAGE

SEEMS INCOMPATIBLE CONNECTING THESE 2 - DISSIMILAR ROADS.



Comment e
Access St .com.
Comment
This form d an
open reco y.

Hamilton Pool Road Alternative Access Study

Nov. 16, 2022
Bee Cave City Hall
4000 Galleria Pkwy, Bee Cave, TX 78738

COMMENT FORM

(optional contact information)

Name: Michelle Sexton

Address: [redacted] Bee Cave [redacted]

E-mail address: [redacted]

Comments: I ame a resident of Bee Cave for over 25 years. and live in the Homestead Neighborhood. We absolutely DO NOT need the Hamilton Pool Bypass. This road would cause unneed tax rates and would not help congestion.

Just have the state put in two lanes along 71 to make it 4 lanes.

Comments may be submitted at this public meeting; mailed to Rodriguez Transportation Group, Inc., ATTN: HPR Alternative Access Study, 11211 Taylor Draper Lane #100, Austin, Texas 78759; or submitted by email to HPR_Comments@rtg-texas.com. Comments must be received on or before **December 7, 2022** to be included in the public meeting summary.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you wish to submit an open records request, please do so separately.

RECEIVED
NOV 2 2022

From: Julie Ellett[redacted]
Sent: Thursday, November 17, 2022 5:58 PM
To: HPR_Comments@rtg-texas.com
Subject: Homestead Neighborhood Bypass Road

Hello,

As a resident of the homestead I'm writing to plead that we NOT have a roundabout on the proposed bypass road. With traffic likely to backup on that parallel road (just like 71), residents would never be able to pass in or out of the neighborhood.

Thank you,
Julie Ellett
[redacted]

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From: Erik Goodlad[redacted]
Sent: Wednesday, November 16, 2022 7:58 PM
To: HPR_Comments@rtg-texas.com
Subject: PDF of maps from presentation

Is there a PDF or other digital file we can download and review the options that were on display tonight further before submitting feedback?

Thanks.

-Erik

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From:
To:
Cc:
Subject: Re: HPR Alternative Access Study
Date: Thursday, November 17, 2022 8:18:04 AM
Attachments:

Brock,

Could you share the drawing (pdf) of the file that shows the area north of our property that we were discussing? I'd like to scale it from our fence to the ROW.
In terms of comments, here are my current thoughts:

1. Firmly against connecting Cueva to 71 as shown.
2. Want the area north of our fence line to the proposed ROW to be greenspace / greenbelt. No built improvements.
3. Want to keep large trucks off the SW collector; make sure they stay on HWY 71..
4. Want to keep the speed limit to 35 MPH max. Is this consistent with your thinking?

Thanks,
Dave

Dave Stauch

From: Bonnie Wilson [redacted]
Sent: Thursday, November 17, 2022 4:33 PM
To: HPR_Comments@rtg-texas.com
Subject: Road development

I am opposed to the extension of roadway to attach to Avispa Way.

Bonnie Wilson, [redacted]
Sent from my iPhone

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From: Family Guttes [redacted]
Sent: Thursday, November 17, 2022 4:05 PM
To: HPR_Comments@rtg-texas.com
Subject: HPR - Comment
Attachments: HPR comment 17NOV2022.pdf

Hello RTG-Texas:

Please consider the attached comment.

Any questions/comments, please let me know.

Thank you and best regards.

Ed Guttes
[redacted]

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From: Gregory Ellett [redacted]
Sent: Thursday, November 17, 2022 9:47 PM
To: HPR_Comments@rtg-texas.com
Subject: Great Divide Drive

Please consider how residents of the Homestead will be able to get in and out of our residences. There is only one way in and out of our neighborhood. The propositions put forth are all poor for those of us living here. Having massive traffic blocking our basic entry and exit will not work, having a round about will not work, having stop signs will not work. How will this be solved. This is truly a TXDOT issue and not one Bee Cave should be solving.

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From: Jill Carlucci-Martin [redacted]
Sent: Thursday, November 17, 2022 7:29 PM
To: HPR_Comments@rtg-texas.com
Subject: HPR Bypass

Adding a road and traffic circle or stop signs through Great Divide Drive to ease traffic at the 71/HPR intersection is an idea I greatly oppose. This will increase traffic though our neighborhood which will in-turn increase the amount of accidents and our ability to come and go at our neighborhood's only entrance and exit. Adding a high traffic road through this area seems like an unreasonable use of tax dollars, especially to save just 60 seconds of commuters' time as the proposal suggests. Our neighborhood has a unique risk for wildfire and adding traffic congestion to the only exit seems like a dangerous idea.

Instead why can't we put these funds towards efforts to have TXDOT expand 71 to a 3-lane road? The small HPR bypass is a bandaid that will not address the fact that more and more people are moving out towards Spicewood and Dripping Springs, and expanding this road is inevitable. Why spend taxpayers' money on this short-term solution and in turn create added danger in the process with extra through commuter traffic? If we are truly concerned about shoppers getting the the galleria, it really takes hardly any time to right-turn from HPR onto 71 with the dedicated right turn lane. It seems unreasonable to build this road to try to increase daily amount of shoppers. I'm certain that instead it will just handle overflow through traffic.

I am truly a very concerned citizen and hope that the city officials will find a smarter alternative to this proposal.

Best,
Jill Martin
[redacted]

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From: Amanda Hill [redacted]
Sent: Thursday, November 17, 2022 4:31 PM
To: HPR_Comments@rtg-texas.com
Subject: Great Divide Being Blocked

Hello there,

I'm a Bee Cave Resident who lives on Great Divide. I'm highly concerned about an alternate road that mirrors 71 that will "cut through" Great Divide Drive. Of course those coming from Hamilton Pool will divert and use this road to stay off 71, but what about all the residents of the Homestead who use this road to take our kids to school and go to work? Will we have to sit there as second-class citizens waiting for an endless stream of cars with no end in sight just to cross over Great Divide and we can't even leave our neighborhood? Even a roundabout means we have to "find a way in" which seems dangerous as we have to jut into the roundabout to get our spot in line because the cars aren't really ever going to stop.

It's hard enough to get out of the neighborhood with only one entrance and exit. This will mean a long line every morning with a HUGE delay for ALL the members of our neighborhood.

Kindly yours,

Amanda B. Hill, JD
Hill Law, PLLC

[redacted]
Bee Cave, Texas 78738

[redacted]

HILL LAW
The Law Office of Amanda Hill

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From: Amanda Hill [redacted]
Sent: Friday, November 18, 2022 10:47 AM
To: Clint Garza; HPR_Comments@rtg-texas.com
Subject: Further Comments on HPR road

Clint,

I sent comments to the HPR email already, and I know many of my neighbors are very vocal, but I'm a resident of the Homestead and I thought I'd make my thoughts known in a very non-confrontational way. I live on Great Divide.

My only comments to this new road extension, which I believe are mirrored by many neighbors, is:

(1) We are very concerned about the one entrance and exit to our neighborhood as it is, and of course the city is aware of the risks in an emergency, fire, etc. I know I'm likely speaking to the choir here. But an additional entrance and exit would be a good solution so we aren't just stuck on this one road out.

(2) With more traffic flowing to an access road from HPR that crosses over Great Divide, that clogs things even more and makes most of us just feel even more trapped. Without stop signs, everyone will pour onto this road to bypass 71 without any regard to us homesteaders who need to get out of the neighborhood to get our kids to school.

(3) A roundabout will give HPR traffic the right of way, which will make Great Divide backed up and will have people forcing their way in, causing many middle fingers, honking of horns, and accidents. If there is a stop sign, it's still dangerous as it slows down the exit out of our one exit point and the HPR folks are anxious and ready to move on and I fear many people will blow through it, accidents will happen, and if there is an accident on that road it's basically a blockage that traps us all in.

I think the concept that many homesteaders feel "trapped" inside the hood without another way out is prevalent, and with another barrier to getting out or at a minimum slowing things down, it's making that fear worse.

Just wanted to share my thoughts!

Kindly yours,

Amanda B. Hill, JD
Hill Law, PLLC

[redacted]
Bee Cave, Texas 78738

[redacted]

HILL LAW
The Law Office of Amanda Hill

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From: Amanda Hill [redacted]
Sent: Friday, November 18, 2022 2:25 PM
To: Clint Garza
Cc: HPR_Comments@rtg-texas.com
Subject: Re: Further Comments on HPR road

Good luck! Thank you for your thoughtful consideration.

Amanda

Sent from my iPhone. I apologize for any errors!

On Nov 18, 2022, at 11:46 AM, Clint Garza <cgarza@beecavetexas.gov> wrote:

Ms. Hill,
Thank you for taking the time to reach out! I hear your concerns and though you might be speaking to the choir on some of it, I never mind being reminded.
C

From: Amanda Hill [redacted]
Sent: Friday, November 18, 2022 10:47 AM
To: Clint Garza <cgarza@beecavetexas.gov>; HPR_comments@rtg-texas.com
Subject: Further Comments on HPR road
Clint,
I sent comments to the HPR email already, and I know many of my neighbors are very vocal, but I'm a resident of the Homestead and I thought I'd make my thoughts known in a very non-confrontational way. I live on Great Divide.
My only comments to this new road extension, which I believe are mirrored by many neighbors, is:
(1) We are very concerned about the one entrance and exit to our neighborhood as it is, and of course the city is aware of the risks in an emergency, fire, etc. I know I'm likely speaking to the choir here. But an additional entrance and exit would be a good solution so we aren't just stuck on this one road out.
(2) With more traffic flowing to an access road from HPR that crosses over Great Divide, that clogs things even more and makes most of us just feel even more trapped. Without stop signs, everyone will pour onto this road to bypass 71 without any regard to us homesteaders who need to get out of the neighborhood to get our kids to school.
(3) A roundabout will give HPR traffic the right of way, which will make Great Divide backed up and will have people forcing their way in, causing many middle fingers, honking of horns, and accidents. If there is a stop sign, it's still dangerous as it slows down the exit out of our one exit point and the HPR folks are anxious and ready to move on and I fear many people will blow through it, accidents will happen, and if there is an accident on that road it's basically a blockage that traps us all in.
I think the concept that many homesteaders feel "trapped" inside the hood without another way out is prevalent, and with another barrier to getting out or at a minimum slowing things down, it's making that fear worse.
Just wanted to share my thoughts!
Kindly yours,

Amanda B. Hill, JD
Hill Law, PLLC
[redacted]
Bee Cave, Texas 78738
[redacted]

HILL LAW
The Law Office of Amanda Hill

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From: Cathy O'Neill Wenglar [redacted]
Sent: Friday, November 18, 2022 12:23 PM
To: HPR_Comments@rtg-texas.com
Subject: Comments on Hamilton Pool Road extension

Please do NOT move forward with this horrendous idea to expand east of Hamilton Pool Road. Bee Cave would lose more of its natural habitat and become just more concrete. Homestead neighborhood would be disproportionately negatively affected as well. The local residents would have to fight the angry, aggressive commuters who would be speeding across Great Divide to save a whopping 60 seconds on their commute while Homesteaders are stuck indefinitely trying to get out of the neighborhood which already lacks a secondary exit. This would be devastating in an emergency situation and there will be many accidents and injured kids/horses/dogs. The congestion at 71-HPR is not a Bee Cave issue and TX-DOT needs to figure out a flyover at that intersection and not just give people (and Waze) another option. Expanding 71 and HPR to additional lanes or again, adding a flyover option for commuters vs. local traffic would make much more sense.

Thanks,
Cathy Wenglar

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From: CHRIS HORLANDER [redacted]
Sent: Friday, November 18, 2022 6:09 PM
To: HPR_Comments@rtg-texas.com
Subject: HPR Bypass- Bee Cave TX

The traffic issues on highway 71 are a TXDOT issue. Texas 71 is a state highway used by the public and not all of the traffic passing through bee cave is bee cave residents. I think some common sense is in order here, such as how many bee cave residents are there (10,000+-) and how many at any given time are actually traveling on highway 71? It's ludicrous to think that during a future heavy traffic situation generally available navigation apps will only benefit/route Bee Cave residents to either 71 or the proposed bypass road. Those travelers will not necessarily and likely not be Bee Cave residents. The development of any traffic solutions should be shared by ALL users, hence State Highways. The developments both West and East of Bee Cave which create traffic in Bee Cave are not and absolutely should not be the sole responsibility of Bee Cave tax payers to provide a traffic solution. Highway 71 provides the opportunity for all Texas citizens AND non residents with a roadway to their respective communities and destinations to and through Bee Cave. TXDOT needs to take the lead and let Bee Cave provide input not the other way around.

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From: Clint Garza [redacted]
Sent: Friday, November 18, 2022 11:46 AM
To: Amanda Hill; HPR_Comments@rtg-texas.com
Subject: RE: Further Comments on HPR road

Ms. Hill,

Thank you for taking the time to reach out! I hear your concerns and though you might be speaking to the choir on some of it, I never mind being reminded.

C

From: Amanda Hill [redacted]
Sent: Friday, November 18, 2022 10:47 AM
To: Clint Garza [redacted]; HPR_comments@rtg-texas.com
Subject: Further Comments on HPR road

Clint,

I sent comments to the HPR email already, and I know many of my neighbors are very vocal, but I'm a resident of the Homestead and I thought I'd make my thoughts known in a very non-confrontational way. I live on Great Divide.

My only comments to this new road extension, which I believe are mirrored by many neighbors, is:

(1) We are very concerned about the one entrance and exit to our neighborhood as it is, and of course the city is aware of the risks in an emergency, fire, etc. I know I'm likely speaking to the choir here. But an additional entrance and exit would be a good solution so we aren't just stuck on this one road out.

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(3) A roundabout will give HPR traffic the right of way, which will make Great Divide backed up and will have people forcing their way in, causing many middle fingers, honking of horns, and accidents. If there is a stop sign, it's still dangerous as it slows down the exit out of our one exit point and the HPR folks are anxious and ready to move on and I fear many people will blow through it, accidents will happen, and if there is an accident on that road it's basically a blockage that traps us all in.

I think the concept that many homesteaders feel "trapped" inside the hood without another way out is prevalent, and with another barrier to getting out or at a minimum slowing things down, it's making that fear worse.

Just wanted to share my thoughts!

Kindly yours,

Amanda B. Hill, JD
Hill Law, PLLC

[redacted]
Bee Cave, Texas 78738

[redacted]

HILL LAW
The Law Office of Amanda Hill

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From: Julie Ellett [redacted]
Sent: Friday, November 18, 2022 9:38 AM
To: HPR_Comments@rtg-texas.com
Subject: Great Divide Drive

With the light being put in at the Spanish Oaks entrance, just before the Great Divide Drive turn, and the proposed bypass going right through the Great Divide drive thoroughfare, how are the residents supposed to enter and exit our homes? The light at Spanish Oaks will make a right hand turn (when heading East) impossible, and the bypass will make an easterly, left-hand turn also impossible. What are the solutions for the residents?

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From: Leigh Polzin [redacted]
Sent: Friday, November 18, 2022 9:35 AM
To: HPR_Comments@rtg-texas.com
Subject: Homestead Pass Through

I have the following comments about the proposed pass through road from HPR to the Shops (which will pass through the ONLY exit of the Homestead Neighborhood)

During morning school and work traffic, the only way to currently exit our neighborhood is to wait for a reprieve in traffic caused by the light at Hamilton Pool Road. Without the light at HPR, it would be close to impossible to turn out of our neighborhood. So if you add another main street THROUGH our only exit, how will you be able to regulate traffic so that we can get through that street. My understanding is that a roundabout or a 4 way stop sign would be put at Great Divide. If it's a 4 way stop sign, then I imagine the 60 seconds that is gained in commute time disappears completely. If it's a roundabout how are Homestead residents suppose to get into roundabout traffic when there is an expected steady stream of people during morning and afternoon commutes?

And is all of this money spent and the disruption of the Homestead neighborhood worth saving a MINUTE on the commute? A minute that is potentially diminished when you consider 1) the great divide intersection and 2) will traffic not back up at the exit point at the shops? Or will the homestead or Spanish oaks intersection become the new exit points?

Sent from my iPhone

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From: Marie Lowman [redacted]
Sent: Friday, November 18, 2022 11:33 AM
To: HPR_Comments@rtg-texas.com
Subject: Email

Concerning the HPR alternate access study; over the past few years there has been significant discussion around the Homestead subdivision and the Low Water Crossing, related to emergency services / safety. The City Council made the decision to initiate improvements to the LWC on the basis of safety reasons- getting emergency personnel in and out of the neighborhood when necessary under all conditions- in opposition to a significant majority of residents.

Now, there is a proposal in front of the City to further degrade an entrance/egress with a KNOWN emergency access issue even further? It would behoove the city to add a second emergency access prior to any additional degradation to at least maintain the current high risk status that exists today. But to add additional traffic to an already high risk scenario would be nothing short of extreme negligence on the part of the city.

Marie Lowman
Sr. Manager Industry Consulting |Customer Success
Office: [redacted]

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From: Family Guttes [redacted]
Sent: Saturday, November 19, 2022 4:33 PM
To: HPR_Comments@rtg-texas.com; Clint Garza
Subject: HPR thoughts

Hello All,

Thank you for your efforts in putting together the presentation.

A few thoughts come to mind:

1. It appears willfully life-threatening to clog up the only exit point from the Homestead knowing full well that there is not an alternate exit from this neighborhood?

2. No other school in LTISD has an auxiliary roadway. Why is the City of Bee Cave pushing to fund this particular project?

3. Walkways alongside roadways are not safe. Especially, along a roadway where the drivers are very specifically trying to get somewhere faster than the original route. Why would you endanger kids by putting a roadway through a nature preserve that busloads of kids are going to visit?

4. 3 lanes plus buffers and the traffic that goes with it is going to eat up a large chunk of the Brown Property thereby ruining the "nature preserve". This feels like a bait and switch operation, after the lovely presentation that brought in UT students to speak to the potential nature preserve.

5. How can I help?

Respectfully,
Tracey Guttes
[redacted]

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From: John Bollier [redacted]
Sent: Sunday, November 20, 2022 12:10 PM
To: HPR_Comments@rtg-texas.com
Subject: HPR Bee Cave West

Hello and thank you for considering my comments.

First of all, I am aware we need big improvements in our roads to accommodate the growth here in Bee Cave. I love the options for HPR and think those alone would greatly improve the traffic flow on HPR.

I also think another elementary school and more use of the school busses would greatly reduce the congestion before and after school which is when our biggest bottle necks occur.

The Vail Divide extension is also going to have a huge impact. I would also like to note that Vail Divide is constructed in a way to accommodate increased traffic. With two lanes in each direction, divided, sidewalks, houses set back with noise barrier walls all make accommodating the increased traffic safe for pedestrians with minimal impact on the homeowners.

This brings me to Bee Cave West. I have lived here since 2008 and have enjoyed this neighborhood for it rural characteristics, minimal traffic and light pollution.

I feel like adding a traffic cut through will have unintended consequences that will far outnumber any benefit to the BWC homeowners.

Avispa and Cueva are barely wide enough now for two vehicles with multiple blind spots as you come around some of the curves on the hills. We also have no sidewalks. We also have very little street lighting which makes walking in the dark nearly impossible. I would like to note we do not want more street lights either. Adding more traffic to Avispa or Cueva without widening and sidewalks will make our quiet peaceful rural neighborhood a place we can no longer use for any sort of recreation.

It feels like someone thinks we asked for this to help us. The presentation noted a minimus difference in travel time using Vail Divide vs a Cueva cut through. It seems like our safety risk and enjoyment of our neighborhood will be greatly reduced for little to ne benefit to the local traffic.

I would also like to point out that the BWC residents rarely go from point "A" to "C". Our trips are HPR to the Galleria/HEB or into Austin. With Highway 71 backing up from all directions at all times of the day the cut through does little to improve our trip times.

The only thing it helps is the left turn from Cueva onto HPR which can be solved with a middle turn lane and/or quick cycling/on demand traffic light.

Thank you for considering my comments.

John Bollier
[redacted]

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From: [redacted]
Sent: Monday, November 21, 2022 4:40 PM
To: HPR_Comments@rtg-texas.com
Subject: HPR Comment

As a resident of Bee Caves West I have reviewed your options.
I am not in favor of the feeder road at Avispa Way to the proposed Southwest Collector.
It would create the same problems that opening Cueva DR would. There are no sidewalks In Bee Cave West. Adding more traffic would just make things very unsafe for residents.
It would also destroy a longtime, lovely , large lot neighborhood where I have happily resided for 22 years.

Regards,
Gail Means
[redacted]

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From: [redacted]
Sent: Monday, November 21, 2022 4:42 PM
To: HPR_Comments@rtg-texas.com
Subject: Fwd: HPR Comment

Begin forwarded message:

From: [redacted]
Subject: HPR Comment
Date: November 21, 2022 at 4:40:16 PM CST
To: HPR_Comments@rtg-texas.com

As a resident of Bee Caves West I have reviewed your options.
I am not in favor of the feeder road at Avispa Way to the proposed Southwest Collector.
It would create the same problems that opening Cueva DR would. There are no sidewalks
In Bee Cave West. Adding more traffic would just make things very unsafe for residents.
It would also destroy a longtime, lovely , large lot neighborhood where I have happily resided for 22 years.

Regards,
Gail Means
[redacted]

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From: Victoria Winburne [redacted]
Sent: Thursday, November 24, 2022 12:02 AM
To: HPR_Comments@rtg-texas.com
Cc: Clint Bee Cave; Lynn Brown
Subject: Re: HPR Alternative Access Study

Resending . Misspelled email address. Apologize.

[redacted]

I live in the Homestead. I really think this plan has merit. How can you mitigate traffic congestion at your proposed intersection to Great Divide Drive...our only road in and out of the neighborhood? I suspect you've come up with a plan for that. Note, I've copied my husband, Lynn Brown, on this.

Thank you.

Victoria Winburne
[redacted]

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From: Victoria Winburne [redacted]
Sent: Thursday, November 24, 2022 8:48 AM
To: Clint Garza; HPR_Comments@rtg-texas.com
Cc: Lynn Brown
Subject: RE: HPR Alternative Access Study

Sure. Sounds solid. Could you add some sort of smart technology so that when it is jammed, something can happen to free it? I've been in a few jams at the galleria roundabout and it is gridlock (likely light timing and now you have control!). I suspect for those thinking of an emergency in case of a jam, they can hop the curb and get around it. Very unlikely to happen.

[redacted] Clint Garza
[redacted] wrote:

> I think the best way to mitigate congestion is by making use of a roundabout at the intersection point. There are a few things we'd have to address as it relates to CCNG owned property there but the continuous flow on the roundabout has merit and should keep concerns about cross traffic and stopping at the intersection to a minimum.
>
> I've also seen questions regarding safety, which I do not think have as much merit with this particular option. The only safety concern I've seen is potential collisions from folks running a stop sign while someone else is in the intersection. RTG may wish to address that concern at council as I'm sure there are adequate studies regarding safety.
>
> Thank you as always for being a voice of reason in your participation.
>
> C
>
> ---
>
> **From:** Victoria Winburne [redacted]
> **Sent:** Thursday, November 24, 2022 12:02 AM
> **To:** Hpr_comments@rtg-texas.com
> **Cc:** Clint Garza [redacted]; Lynn Brown [redacted]
> **Subject:** Re: HPR Alternative Access Study
>
> Resending . Misspelled email address. Apologize.
>
> [redacted]
>
> > I live in the Homestead. I really think this plan has merit. How can you mitigate traffic congestion at your proposed intersection to Great Divide Drive...our only road in and out of the neighborhood? I suspect you've come up with a plan for that. Note, I've copied my husband, Lynn Brown, on this.
> > Thank you.
> > Victoria Winburne
> > [redacted]

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From: Andy Watson [redacted]
Sent: Saturday, November 26, 2022 3:09 PM
To: HPR_Comments@rtg-texas.com
Subject: Email

I like the plan except adding more stoplights on Hwy 71…that must be avoided at all costs. There are too many already and adding more will congest things even more.

Sent from my iPad

CAUTION: This email originated from outside of RTG. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Brian Hierholzer [redacted]
Sent: Sunday, November 27, 2022 8:59 AM
To: HPR_Comments@rtg-texas.com; Brian Hierholzer; Kelli Hierholzer
Subject: Suggestions and comments
Attachments: Image.jpeg; IMG_2013.mov

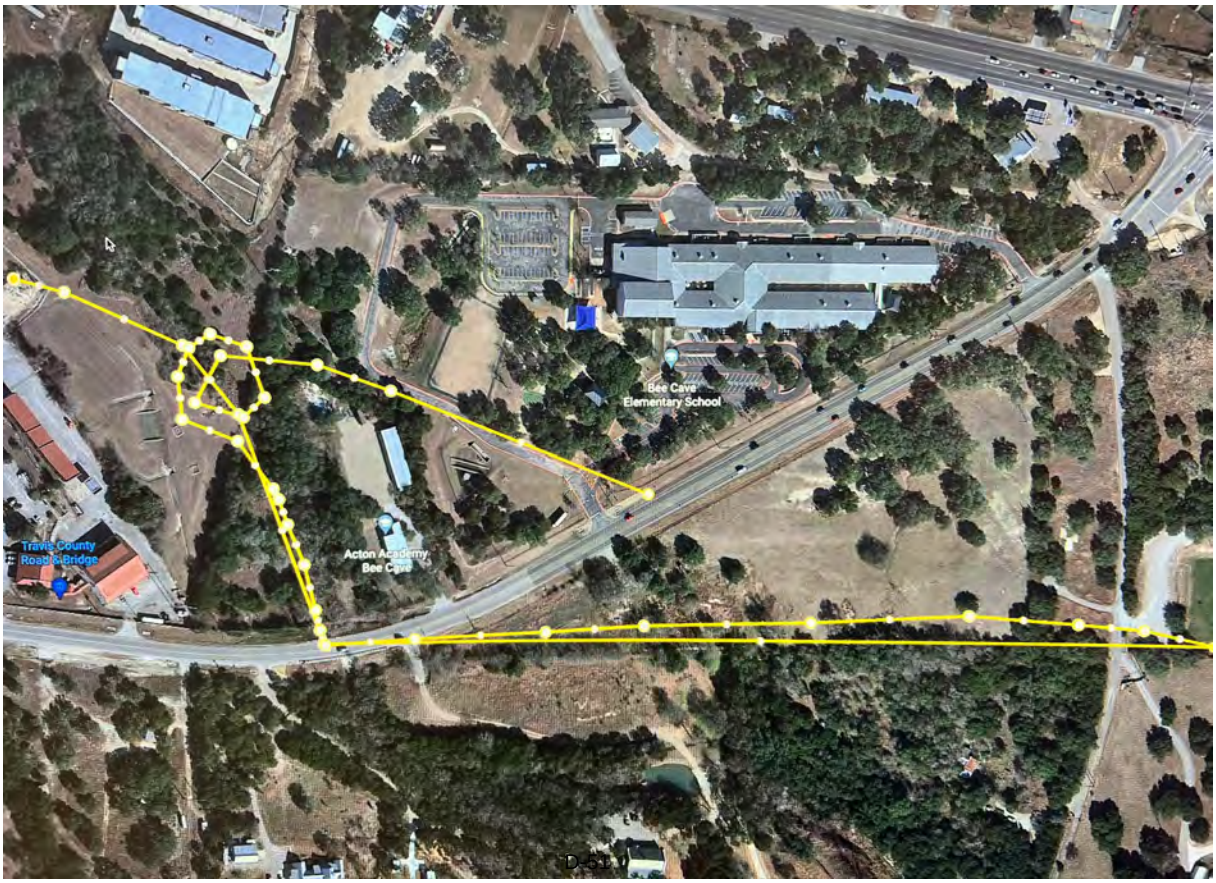
A few comments on taking property from the Hierholzer family.

1. The current designs have almost no room to fit two full roads into a ROW at the Travis county parks , the Acton school academy and my property driveway.
2. It doesn't consider existing driveway owned by the Bee Cave school that can leveraged and tied into a roundabout. See attached alternative design which fits , ties into the roundabout and leverages existing property already in use for traffic at the school. My proposed submission also still provides Acton no challenges to access on new road extension. Provides a better traffic mgmt option for Bee Cave school traffic and something that works for all parties and most importantly considers the appropriate amount of space needed.
3. The Hemphill/ Rutter property has zero birds , water quality , amphibious wildlife impact, environmental challenges unlike the Hierholzer property which has Limekiln creek, a pond , considerable amphibious Wildlife , gecko and multiple bird species nesting grounds along with a Crane habitat . A bird study can be provided of all nesting species See attached video of the Crane habitat in action at our pond.
4. We will be contacting Save Our Springs for further environmental considerations we are not aware of that impact this much road proximity to Limekiln creek that feeds directly into Little Barton creek and the watershed.
5. We assume it would be considerably better water quality, extensive amphibious wildlife , gecko , bird nesting and habitat impacts to Limekiln and Little Barton creek areas by putting the road extension on the Rutter / Hemphill tract
6. Hemphill has considerable development plans with density requirements on land that has little to zero vegetation, water quality proximity issues, bird nesting , bird habitat, gecko , salamander habitats etc
7. Hemphill would gain the ability to rezone and drive a higher land value with road improvements on his land
8. Potential reclamations of Hamilton pool rd in front of school have not been considered for Hemphill negotiations.
9. Hierholzer property is in the process of permitting for a new barn in the proposed area of the road and will be submitted before the end of the comment period
10. Hierholzer property is a multi-generational property that will Lose considerable value across all the owned acreage due to considerable noise impacts damage , loss of property. Loss of home value due to proposed proximity to my existing home The impact of lost value and damages will be in the millions of dollars.
11. Hierholzer family is in support of the proposed traffic signal at my driveway / Travis county parks and would be amenable to easement , ROW discussion etc at this intersection as we are advocating for community sidewalks , cross walks , traffic signals for school children, pedestrian focused, safe options for the community.

Thank you for the consideration.

Brian and Kelli Hierholzer

Get [Outlook for iOS]



From: Melissa Witek [redacted]
Sent: Monday, November 28, 2022 7:35 PM
To: HPR_Comments@rtg-texas.com
Subject: HPR bypass

We are opposed to the HPR bypass

The only solution for traffic on 71 is for TxDot to widen 71. This bypass road will make it even more difficult for us to exit our neighborhood. Some say it will be a stop sign for the bypass yielding to GDD traffic but I strongly doubt that will happen. A traffic circle will keep Homesteaders from safely entering and exiting the neighborhood. My neighbors have explained many reasons this is a terrible idea. My husband and I are strongly opposed to the HPR bypass.

Melissa Witek
Sent from my iPhone

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From: Douglas, Will (US) [redacted]
Sent: Monday, November 28, 2022 8:19 PM
To: HPR_Comments@rtg-texas.com
Subject: HPR to 71.

Hey there, I have reviewed the YouTube video describing the different scenarios. I live on Great Divide, which is negatively impacted by the proposed road way running parallel to 71.

From my perspective, any calculations are incomplete/inaccurate if the "way" they connect to, start/stop and traffic travels through Great Divide and any private developments are not factored. I do not believe critical paths of travel are agreed to and any study should clearly say as much.

I hope this road does not happen as it brings more negative than positive to my neighborhood. Please let me know if further dialogue might be helpful.

Thank you - Will

Will Douglas
JLL
Managing Director

Sent from my iPad - [redacted]

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From: Bonnie Pohl [redacted]
Sent: Tuesday, November 29, 2022 12:50 PM
To: HPR_Comments@rtg-texas.com
Subject: Email

I have lived in the homestead since 1992. We Moved here because it felt like the country but with access to the city. I cannot understand why anyone would want to ruin that by causing traffic from who knows where, to access 71 from our subdivision. It makes no sense. Nor is it right for you to plow a road through the Brown's beautiful property. We can't help it that there is too much building out 71. Don't punish the beautiful land for poor planning.
Bonnie Pohl

Sent from my iPhone

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From: Sydney Townsend [redacted]
Sent: Tuesday, November 29, 2022 8:22 PM
To: HPR_Comments@rtg-texas.com
Subject: No HPR bypass, please!

I was not able to attend your presentation in Bee Cave, but did review the materials. The proposed HPR bypass would take HPR traffic problems and make them Homestead traffic problems without meaningfully relieving HPR residents. This proposed bypass only serves to share misery, not improve mobility. The potential for backups leaving and entering the Homestead is enormous. What is the potential relief that could be achieved with this road? Additionally, it paves over property that could be turned into a city park or other enjoyable venue. This plan does little for anyone. Please do not proceed with the HPR Bypass.

Thank you,
Sydney Townsend

Sent from my iPhone

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Begin forwarded message:

From: Jotform [redacted]
Subject: **Re: Road Survey - Robert Sullivan**
Date: November 29, 2022 at 4:37:08 PM CST
To: [redacted]
Reply-To: [redacted]

Road Survey

Name (Optional)	Robert Sullivan
Which neighborhood do you live in?	Homestead
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	This road will create a bottleneck to our residential area. The Hamilton Road and Hwy 71 intersection has MAJOR traffic issues. Building this road is like putting a Bandaid on an artery. The final result will not significantly help the real issue. TexDot needs to build roads and intersections that will solve the problem. The design of this major intersection is incredibly poor. Hamilton Pool Road in time could have similar traffic as Hwy 71. Do you think this waste of tax payer dollars will provide any real relief? The Homestead has one way in and one way out and now you basically want to block it. We have FIRE and FLOOD issues now regarding possible evacuation issues already. You promised us a bridge and it appears to be a non starter other than spending money on designs. The Brown property will be overwhelmed with noise and traffic. How does that help develop it? Who ever came up with this idea needs something better to do with their time. This is a waste of tax payer money and diminishes the value of property in the Homestead development. Provide the Homestead with another egress and build a bridge should be your priority. In the short or long run the City of Bee Cave should let TexDot handle this with real solutions.

Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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Begin forwarded message:

From: Jotform [redacted]
Subject: Re: Road Survey - Daniel Carroll
Date: November 30, 2022 at 1:32:18 PM CST
To: jhoff@beecavetexas.gov, cgarza@beecavetexas.gov
Reply-To: [redacted]

Road Survey

Name (Optional)	Daniel Carroll
Which neighborhood do you live in?	Homestead
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	I am not in favor of bringing extra traffic to my neighborhood's doorstep. The new shopping center development has access via a traffic light; there is no need to divert traffic through a public park (Brown tract) and across the entrance to the Homestead just to add an access point to that shopping center. The connector will also encourage denser retail development, more traffic, and degrade the quality of life for Homestead residents. The degradation of the quality of life for Homestead residents is like levying a special tax just on us.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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Begin forwarded message:

From: Jotform <noreply@jotform.com>
Subject: Re: Road Survey - Brandy Morgan
Date: November 30, 2022 at 10:26:26 AM CST
To: jhoff@beecavetexas.gov
Reply-To: [redacted]

Road Survey

Name (Optional)	Brandy Morgan
Which neighborhood do you live in?	Signal Hill
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Option 2
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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Begin forwarded message:

From: Jotform <noreply@jotform.com>
Subject: **Re: Road Survey - Mary Smith**
Date: November 29, 2022 at 5:45:52 PM CST
To: jhoff@beecavetexas.gov, cgarza@beecavetexas.gov
Reply-To: [redacted]

Road Survey

Name (Optional)	Mary Smith
Which neighborhood do you live in?	The Homestead
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	I would prefer that the access road not intersect Great Divide Drive, as it would cause delays to our sole egress from The Homestead, which could be dangerous. There are other points at which the access road could exit to Highway 71, for folks who want to avoid the traffic jams by Bee Cave Elementary School.
Would you like us to contact you if we need	[redacted]

more input? If so, please leave your Email address:

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Begin forwarded message:

From: Clint Garza <cgarza@beecavetexas.gov>
Subject: RE: Road Survey - Melissa Witek
Date: November 29, 2022 at 9:25:15 AM CST
To: Jenny Hoff <jhoff@BEECAVThanks,
Jenny Hoff
Director of Communications, City of Bee Cave
[redacted]

On Nov 29, 2022, at 08:47, Clint Garza <cgarza@beecavetexas.gov> wrote:

Road Survey

Name (Optional)	Melissa Witek
Which neighborhood do you live in?	The Homestead
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	The only solution for traffic on 71 is for TxDot to widen 71. This bypass road will make it even more difficult for us to exit our neighborhood. Some say it will be a stop sign for the bypass yielding to GDD traffic but I strongly doubt that will happen. A traffic circle will keep Homesteaders from safely entering and exiting the neighborhood. My neighbors have explained many reasons this is a terrible idea. My husband and I are strongly opposed to the HPR bypass.
Is there anything else you would like to add?	This is not a good option for The Homestead and Bee Cave residents.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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Begin forwarded message:

From: Jotform <noreply@jotform.com>
Subject: Re: Road Survey - Steve Albert
Date: November 29, 2022 at 9:24:37 PM CST

To: jhoff@beecavetexas.gov
Reply-To: [redacted]

Road Survey

Name (Optional)	Steve Albert
Which neighborhood do you live in?	Homestead
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	The entire presentation left me with way more questions than answers. I thought the focus was supposed to be on collector roads: providing better access to local businesses and local residents. Instead the emphasis appears to be on providing access (esp. left turn onto HPR) for non-residents during the PM rush hour. Little benefit to others passing thru 71/Bee Cave Parkway. Intersection is still failing with 5+ minute wait times and 2-3 signal rotations. No study of local road thru Lamar Brown Property and collector road past VSO to Shops. Only benefits appear to be safer Bee Cave Elementary and 1 minute reduction in 6 minute wait time at rush hour for 1 of 12 directions. A continuous chicken lane should not be the default collector option and should be used only where appropriate.
Is there anything else you would like to add?	The City shouldn't continue these efforts without the express support of LTISD, TxDot, CAMPO and Travis County. So far study is of little value...
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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Begin forwarded message:

From: Jotform <noreply@jotform.com>
Subject: **Re: Road Survey - Akash Sharad Thakare**
Date: November 30, 2022 at 9:47:40 AM CST
To: jhoff@beecavetexas.gov
Reply-To: [redacted]

Road Survey

Name (Optional)	Akash Sharad Thakare
Which neighborhood do you live in?	Provence
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Currently huge traffic congestion at 71/hpr. Need more parallel road away from school to alleviate traffic.
Is there anything else you would like to add?	Please have wider lanes on HPR. Driving in night is scary sometimes with high beam on coming traffic.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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Begin forwarded message:

From: Jotform <noreply@jotform.com>
Subject: Re: Road Survey - Nalinj Tula
Date: November 30, 2022 at 8:20:55 AM CST
To: jhoff@beecavetexas.gov, cgarza@beecavetexas.gov
Reply-To: jhoff@beecavetexas.gov, cgarza@beecavetexas.gov

Road Survey

Name (Optional)	Nalinj Tula
Which neighborhood do you live in?	Provence
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	I think Beecave needs these additional routes for faster commute. Beecave parkway and Hamilton pool road is a bottle neck and seems the only route to access anything around. I support building these access routes.

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Begin forwarded message:

From: Jotform <noreply@jotform.com>
Subject: Re: Road Survey - Karen Winslow
Date: November 29, 2022 at 1:23:51 PM CST
To: jhoff@beecavetexas.gov, cgarza@beecavetexas.gov
Reply-To: [redacted]

Road Survey

Name (Optional)	Karen Winslow

Which neighborhood do you live in?	The Homestead
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	1 The Homestead has only one access road for a neighborhood of 200 homes. 2. How would you ensure only local traffic for shopping would use this road intersecting Great Divide? 3. Did the study evaluate how many cars turning right from Hamilton road to HWY 71 were going to the Shops of the Galleria? 4. Based on responses I received on the night of the presentation, and the lack of a poster with the positive and negative impacts of the Brown Property bypass road intersection at Great Divide, it does not appear the impact of the Hamilton Pool Road cut through road/Great Divide intersection was studied. 5. It seems extremely likely the road cutting through the Brown property would carry heavy traffic trying to avoid the Hamilton Pool Road/HWY 71 intersection traffic back up. 6. How does the developer of the Village at Spanish Oaks feel about heavy cut through traffic on their privately maintained roads? 7. Just because the study showed how things could be done, it does not mean it should be done. 8. A road going through the Brown property does not support the goal of maintaining this property as a nature preserve park for Bee Cave.
Is there anything else you would like to add?	The engineering study did not look at the optimal way to improve the increasing Hamilton Pool Road/Bee Cave Parkway/HWY 71 traffic loads. The problem of population growth in western Travis County resulting in traffic loads too heavy for the current county and state roads, cannot and should not be solved using Bee Cave City funds for cut through roads that will minimally address the problem. This needs to be addressed by Travis County and TX DOT.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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Begin forwarded message:

From: Jotform <noreply@jotform.com>
Subject: Re: Road Survey -
Date: November 29, 2022 at 11:03:29 AM CST
To: jhoff@beecavetexas.gov, cgarza@beecavetexas.gov
Reply-To: [redacted]

Road Survey

Which neighborhood do you live in?	Signal Hill
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	I would prefer option 4. The roundabout eliminates 2 lights when using the Southwest Collector.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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Begin forwarded message:

From: Jotform <noreply@jotform.com>
Subject: Re: Road Survey -
Date: November 29, 2022 at 2:34:23 PM CST

To: jhoff@beecavetexas.gov
Reply-To: [redacted]

Road Survey

Which neighborhood do you live in?	The Homestead
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	I believe this is a lot of tax dollars on a bypass road that I feel will not make a big difference in traffic. It results in more traffic lights and more stopping points that is just going to continue to back up traffic. More lanes and light timing adjustments are better suited to solve some of the traffic problems. I do not think the bypass road will be used by many. If it is used by a lot of people then it is not going to be just as crowded and slower than the current path so then they will go back to 71.
Is there anything else you would like to add?	I do not see any documentation on what type of intersection will be at a bypass road and Great Divide. What will that intersection look like? That is our subdivisions only in/out path.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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Begin forwarded message:

From: Jotform <noreply@jotform.com>
Subject: **Re: Road Survey - Jennifer Gauntt**
Date: November 29, 2022 at 4:14:12 PM CST
To: jhoff@beecavetexas.gov
Reply-To: [redacted]

Road Survey

Name (Optional)	Jennifer Gauntt
Which neighborhood do you live in?	Homestead
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	I haven't heard enough of a compelling reason to go to this trouble and to justify permanently altering the Brown property. The impact to Homestead residents has not been adequately explained and from what I have heard, the consequences are more negative than positive. It will be an expensive proposal with a negative environmental impact and will not be beneficial to all.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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Begin forwarded message:

From: Jotform <noreply@jotform.com>
Subject: **Re: Road Survey - Jacqueline Dorward**
Date: November 30, 2022 at 10:35:17 AM CST
To: jhoff@beecavetexas.gov, cgarza@beecavetexas.gov
Reply-To: [redacted]

Road Survey

Name (Optional)	Jacqueline Dorward
Which neighborhood do you live in?	Signal Hill
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Safety concerns on HPR, as well as by BCE
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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Begin forwarded message:

From: Jotform <noreply@jotform.com>
Subject: **Re: Road Survey - Nicole Clines**
Date: November 30, 2022 at 11:21:53 AM CST
To: jhoff@beecavetexas.gov, cgarza@beecavetexas.gov
Reply-To:[redacted]

Road Survey

Name (Optional)	Nicole Clines
Which neighborhood do you live in?	Provence
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your	We are considering moving out of the Bee Cave area because

choice and why	traffic is awful and makes for a crazy commute to our son's school off of N. Lamar. The worst part is turning from 71 onto Hamilton Pool Rd. This adds 10 minutes or more - just to get through that ONE light. Also, I have been driving 2 or 3 miles over the speed limit in the morning on Hamilton Pool Road and had several pickup trucks decide I was too slow and pass me over the double yellow line during a busy time when this could certainly cause a fatal accident and endanger the safety of me, my son, and everyone else on the road. The reckless driving of others and the extreme delay at 71 and Hamilton Pool Road are the reasons I'm in favor of these changes.
Is there anything else you would like to add?	The most important factors in choosing between the options presented should be safety, safety, and safety. Drivers aren't getting any more polite or any safer. This is the opinion of a government project manager, veteran, mom, and local resident. Thanks for collecting our opinions.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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Begin forwarded message:

From: Jotform <noreply@jotform.com>
Subject: **Re: Road Survey - Jim Tolles**
Date: November 29, 2022 at 9:51:09 PM CST
To: jhoff@beecavetexas.gov, cgarza@beecavetexas.gov
Reply-To: [redacted]

Road Survey

Name (Optional)	Jim Tolles
Which neighborhood do you live in?	Homestead
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	All the development on HPR is not the Homestead's problem. There is no justification to putting the HPR traffic burden on the Homestead, reducing our access for no benefit. Mixing Homestead traffic with HPR traffic is a bad idea. It will create traffic issues for us that don't exist currently. All it does is move the problem onto our only means of access. Solve the HPR traffic problem within it's own corridor. Add more lanes to HPR and SH71. Why not work with TXDOT to solve the problem instead of destroying our access.
Is there anything else you would like to add?	The Homestead is a jewel in Bee Cave. If there is anything that would help it would be a simple light at Great Divide.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, November 30, 2022 3:46 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey - Bill Linder

Jotform

Road Survey

Name (Optional)	Bill Linder
Which neighborhood do you live in?	Signal Hill
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Improve traffic flow and driving experience in all directions
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, November 30, 2022 9:28 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey - Deborah Davidsson

Jotform

Road Survey

Name (Optional)	Deborah Davidsson
Which neighborhood do you live in?	The Homestead
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	Resubmission with corrections to my last section, last comments. Thanks for disregarding my first submission. Traffic studies on community access, circulation and impact should NOT be done in haste. I have not seen that our major issues with county rounds 71 / Hamilton Rd / and 620 have been thoroughly studied by the county or state. There are multiple factors that all need to be assessed including the inevitability of large additional traffic from the Back Yard and now potentially The Velvet Crown off 71 and Southwest Parkway in addition to the City's desire through marketing and additional retail and homes to make Bee Cave a destination to increase revenue. This is progress and that is fine when thoroughly and methodically planned. These impact studies should encompass all aspects of the city and surroundings and should be handled by the County & State in conjunction with the city. We as residents should not pay for these additional roads and need to see a collaboration of gov't entities working together to solve these issues. Not studied by any party or body with a conflict of interest. Nor parties being paid by the city.
Is there anything else you would like to add?	We once again see that there has been campaigning and an agenda by the mayor to rally and support these ideas to all of the city residents without all government (County and State) involvement. It feels very, very much like a rush to cater to retailers and NOT the residents. Most especially those most negatively impacted residents who are in the minority.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Lou Anthony [redacted]
Sent: Wednesday, November 30, 2022 11:05 AM
To: HPR_Comments@rtg-texas.com
Subject: Please stop

The Brown property is the last green space in the City of Bee Cave. It is irreplaceable. Widening Highway 71 to alleviate traffic congestion makes so much more sense than sacrificing this beautiful land. Please stop what you are seeing as progress and save what little green space we have left .

Lou Anthony
[redacted]

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From: Michael Pav [redacted]
Sent: Wednesday, November 30, 2022 7:47 PM
To: HPR_Comments@rtg-texas.com
Subject: HPR Extension Comments

Howdy Folks,

Thanks for sharing advance info, this is helpful and it's good to have a voice in how our city attempts to manage the growth while we retain a high quality of live, specifically in terms of local access. With the increase in pass-through traffic through the HWY 71 and HPR intersection, local residents would benefit from alternative access options.

But those options, specifically the HPR Extension need to consider the impact of traffic flow at Great Divide and the HPR Extension as it enters the Village at Spanish Oaks. These are two large changes to how we use and access our city and need to be considered as a whole, not individually.

What traffic flow options would be considered at the Great Divide/HPR Extension intersection to ensure the Great Divide traffic is not impeded by cut-through traffic on the HPR Extension? And, what traffic control options would be considered at the new HPR/HWY 71 intersection to incentivize commuter traffic from HPR that is intending to head East on HWY 71 to use that intersection vs looking for a cut-through option on the HPR Extension?

-Mike Pav
[redacted] (The Homestead)

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, November 30, 2022 7:43 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey - Michael Pav

Jotform

Road Survey

Name (Optional)	Michael Pav
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	With the increase in pass through traffic through the HWY 71 and HPR intersection, local residents would benefit from alternative access options. But those options, specifically the HPR Extension need to consider the impact of traffic flow at Great Divide and the HPR Extension as it enters the Village at Spanish Oaks. These are two large changes to how we use and access our city and need to be considered as a whole, not individually. What traffic flow options would be considered at the Great Divide/HPR Extension intersection to ensure the Great Divide traffic is not impeded by cut-through traffic on the HPR Extension? And, what traffic control options would be considered at the new HPR/HWY 71 intersection to incentivize commuter traffic from HPR that is intending to head East on HWY 71 to use that intersection vs looking for a cut-through option on the HPR Extension?
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 1, 2022 7:47 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey - Bonnie Pohl

Jotform

Road Survey

Name (Optional)	Bonnie Pohl
Which neighborhood do you live in?	Homestead
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	Bee Cave is too beautiful to ruin.
Is there anything else you would like to add?	Please leave the Brown property alone and keep it beautiful.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 1, 2022 10:27 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey - David Ginger

Jotform

Road Survey

Name (Optional)	David Ginger
Which neighborhood do you live in?	Homestead
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	I'm in favor of a Limited Use Roadway for the HPR extension. Without the HPR extension, the Homestead residences will only have the traffic light at Hwy 71 and the entrance Villages of Spanish Oaks to turn West on Hwy 71. In the future in future, it could allow me additional routes to gain access to West Hwy 71, to include Hamilton Pool and 71 light and the conceptual light at the Field of Dreams. However, I'm opposed to Option 1 and 4. Both these options will encourage traffic to use HPR extension, instead to turning left and to return to East Hwy 71. It encourages greater usage of through traffic to Great Divide (Homestead Neighborhood) during peak traffic hours.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 1, 2022 12:15 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey - Reid Howell

Jotform

Road Survey

Name (Optional)	Reid Howell
Which neighborhood do you live in?	Signal Hill Estates
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Option 4 allows the most access and controls speeds
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Scott Gurley [redacted]
Sent: Thursday, December 1, 2022 3:46 PM
To: HPR_Comments@rtg-texas.com
Subject: HPR Extension

To whom it may concern:
My wife and I are homeowners in the Homestead and want to state our disapproval of the HPR Extension connecting Hamilton Pool Road to Great Divide Drive.

Great Divide Drive is the only road we have to get to and from our homes and adding east/west traffic and a roundabout or stop sign on Great Divide Drive will negatively impact our lives on a daily basis.
And, from what I understand, it will have very limited positive impact on west to east traffic on Hwy 71.

From what we've been told, the calculations show that 9% of the traffic (at peak hours) would be expected to take the HPR Extension and by taking the HPR Extension, they could be expected to save 60 seconds on their journey from the west to the east. And that is when 71 is backed up at the HPR light which it is only for approximately an hour on weekdays going west to east. It does nothing to ease the east to west traffic (which is where there is a greater traffic burden). Putting a roundabout or stop signs a stone's throw from the 71 intersection is a terrible idea. We are already losing the ability to turn left onto 71 from Great Divide and left onto Great Divide from 71 due to the Shops Parkway intersection being so close to Great Divide.

This seems to be a huge waste of money that does little to benefit Bee Cave residents and adversely impacts the daily lives of all Homestead residents.

I know of no Homestead property owner that wants this work to proceed.

Thank you for your time and do not hesitate to reach out if that will help.

Best regards,
Scott and Julie Gurley
[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 1, 2022 12:39 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey - Scott Gurley

Jotform

Road Survey

Name (Optional)	Scott Gurley
Which neighborhood do you live in?	Homestead
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	Great Divide Drive is the only road we have to get to and from our homes and adding east/west traffic and a roundabout or stop sign on Great Divide Drive will negatively impact our lives on a daily basis. And, from what I understand, it will have very limited positive impact on west to east traffic on Hwy 71. A resident spoke with the engineers and they said their calculations show that 9% of the traffic (at peak hours) would be expected to take the HPR Extension and by taking the HPR Extension, they could be expected to save 60 seconds on their journey from the west to the east. And that is when 71 is backed up at the HPR light which it is only for approximately an hour on weekdays going west to east. It does nothing to ease the east to west traffic (which is where there is a greater traffic burden). So we are talking about ruining the Brown Property by driving a road through it (and leaving less than 200 feet of "park" on this side of it), all to save 9% of the traffic volume 60 seconds of travel time for less than an hour on weekday afternoons. And putting a roundabout or stop signs a stone's throw from the 71 intersection is a terrible idea. We are already losing the ability to turn left onto 71 from Great Divide and left onto Great Divide from 71 due to the Shops Parkway intersection being so close to Great Divide. This seems to be a huge waste of money that does little to benefit Bee Cave residents and adversely impacts the daily lives of all Homestead residents.
Is there anything else you would like to add?	
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Terri Mitchell [redacted]
Sent: Thursday, December 1, 2022 8:21 AM
To: HPR_Comments@rtg-texas.com
Subject: Feedback on HPR bypass
Attachments: Brown road ideas.docx

Attached are my comments and ideas regarding the HPR bypass. Specifically, ideas to prevent the road from going through the Brown Property.
Thank you,
Terri Mitchell

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TO: Rodriguez and Company

DATE: December 1, 2022

Dear Friends,

I was able to attend the Open House recently, and made some verbal, as well as written comments to your presentation. I understand that your work met with your direction from Bee Cave City Staff to get traffic off Hwy 71. I have had time to think about the proposal and am writing my ideas below:

As a resident of The Homestead, a rural residential neighborhood, with over 200 homes and *one way in,* and *one way out*, the road through the Brown property, across Great Divide Drive and into Spanish Oaks is a mistake in the making doe various reasons:

ENVIRONMENTAL: TheEnvironmental consultants who produced a proposal for the Brown property suggested a 10% build out on the 44 acres. This is intended for a Nature Center. With a road on the northern part of the property, I cannot understand how a Nature Center would be quiet, clean, or full of birds and other animals, since the road and bike path would be right next to the proposed center. Also, the amount of trees, shrubs and grasses that will be cut down will displace natural habitat (birds, squirrels, fox, coyotes, deer, etc.) **IDEA:** I can see a circle drive coming from Hamilton Pool Road, ending with a pervious parking lot the circle behind the Field of Dreams (FOD)/future Nature Center. Options would be to make a U turn after dropping off kids at the Bee Cave Elementary school or curving north onto Hwy 71 and going east or west at the light. In the future, one could park at the lot and go to the Nature Center.

FINANCIAL: Right now, there is no retail from the FOD to Great Divide drive and it's not zoned for retail, and I would bet there would be votes against retail in that area. So, why put a road through there? For the 1400 cars that go to the Shops at the Galleria? That's only an average of 150 cars an hour, based on the times the shops are open. That is not enough volume to support a million-dollar road that would upset the environment and residential flow of commuting.**: IDEA:** If the City of Bee Cave has so much money to spend on traffic flow, why can't they work with TXDOT to widen Hwy 71 into 3 lanes from RR 620 to Hamilton Pool Road? Or, at least put in safer and wider shoulders so that exit from or entry to businesses is safer and easier. Like into and out of Quaal Tech, the FOD, McCoy's, the Shell Station, etc? Several developers west of Hamilton Pool Road have included wide shoulders and sometimes specific lanes into and out of their properties. When the City of Bee Cave creates wider shoulders, there will be consistency throughout the Bee Cave city limits.

SAFETY: With the road through the Brown property, crossing Great Divide Drive, I do not see a functional or safe flow of traffic. A circle drive would not allow neighbors with horse trailers to easily get through the intersection. My experience with the traffic circle at the Hill Country Galleria is confusing to many shoppers. Also, the location of the intersection from the "Brown Road" is at a slight curve on Great Divide Drive, creating difficult sighting for oncoming traffic in all directions. The Homestead is a busy neighborhood with commuters, USPS, UPS, other delivery trucks, school buses, construction trucks, lawn vehicles, visitors and more, coming into and out of the subdivision. Allowing cross traffic is not functional in the proposed presentation.

Currently, Serene Hills Drive, from Hwy 71 going north into Lakeway, has been a thoroughfare from Hwy 71 to get to Flint Rock Drive, to RR620, or all the way into Lakeway. Recently, TWO stop signs were put

on that road, backing up early morning commuter traffic. So, what was once a cut through road is now a roadway with two stop signs. I suspect the neighborhood asked for the stop signs so they could get out of their neighborhood, as traffic was usually going faster than the posted 35 mph speed limit.

Is this the future of the Brown property road? A 4 way stop sign to *or slow down* traffic flow, when the purpose was to *increase* traffic flow?

I am vehemently opposed to the road through the Brown property for reasons including harm to the environment, cost, and decreased function as currently proposed.

Thank you,

Terri Mitchell

Homestead resident since 1986

From: Jotform <noreply@jotform.com>
Sent: Friday, December 2, 2022 9:19 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey - John Horn

Jotform

Road Survey

Name (Optional)	John Horn
Which neighborhood do you live in?	Homestead
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	Option 2 seems to be the best choice to improve HPR traffic flow. I am more concerned about the timing and configuration of the HPR Extension (including the Village at SO part) and how the Great Divide intersection will be handled. I want to understand what options are being considered for those proposed roadways.
Is there anything else you would like to add?	While I understand many of my neighbors' resistance to the HPR Extension, personally I believe that this area is growing rapidly whether anyone likes it or not, and if we don't do something to manage traffic flows HPR and 71 will be an unmanageable nightmare in 5-10 years. I am not offended by these access roads in that context. I support the GD low water crossing bridge from a safety standpoint, but want to understand how construction will be handled and the impact on our ingress/egress. My biggest concern is the lack of any emergency egress other than Great Divide, even with a bridge. Our wildfire risk here is high, and a fire that blocks Great Divide could trap and endanger hundreds of citizens. Is the city working on this issue, and what options are there to address it?
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Anne Perez [redacted]
Sent: Saturday, December 3, 2022 9:08 AM
To: HPR_Comments@rtg-texas.com
Subject: HPR proposed bypass road

I'm a resident of The Homestead. I am beyond angry that the Bee Cave City Council wants to spend BEE CAVE tax monies on a bypass road that benefits only non-residents of Bee Cave. Furthermore, the proposed bypass from HPR to Great Divide Dr. would destroy the quiet, serene nature of our neighborhood. It would also clog traffic on the only road (Great Divide Dr.) that allows Homestead residents to enter and exit our neighborhood.

Sent from my iPhone

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From: Jotform <noreply@jotform.com>
Sent: Sunday, December 4, 2022 7:14 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey - John Bollier

Jotform

Road Survey

Name (Optional)	John Bollier
Which neighborhood do you live in?	Bee Cave West
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	The Cueva cut through fails to provide adequate pedestrian safety.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Sunday, December 4, 2022 2:27 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey - Mark Lecuona

Jotform

Road Survey

Name (Optional)	Mark Lecuona
Which neighborhood do you live in?	The Homestead
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	I am against the SW Collector because this is an immaterial savings of time versus the cost to build the road. I am against the HPR bypass UNLESS the following is GUARANTEED: There will be no impact from HPR or 71 to the current ingress/egress traffic of The Homestead. In other words, Great Divide is not a pass-through at all (meaning dead-ends at the West end of the East bound bypass and at the East end of the West bound bypass) OR stop signs for bypass traffic at Great Divide and complete right of way for traffic specifically earmarked for The Homestead (meaning no stop sign or yield signs). 2) Any section of the bypass is constructed in a manner which feels exactly like the mall road at The Shops at the Galleria. This road is not used as a pass-thru (even from Bee Caves Road). It has numerous stop signs and slow moving traffic. There is never any back-up. Whatever the reason for this (and this is very important), it must be completely incorporated into the HPR bypass so that after a few experimental trips, ALL who wish merely to pass-thru Bee Caves will avoid it entirely and only those who wish to shop along that road will use it. The visual given on the video seemed to foster fast moving traffic. The point being, there must be no incentive to 71 or Hamilton Pool PASS-THRU traffic to use the bypass. And yes, this means the traffic problem on 71 will not be solved by the bypass except to the extent of those who truly wish to shop and frequent the City of Bee Cave. We do wish to be swept under the rug as collateral damage in the quest to split the 71 traffic into two sections only to remerge later on the trip thru our city. Why don't we approach the state to widen 71 on it's dime?
Is there anything else you would like to add?	I wish to understand the difference of a project being in the city's thoroughfare plan and a project not being in the city's thoroughfare plan. This is a distinction that was mentioned in the recorded presentation. What does this mean? I am assuming nothing has been decided so everything is on the table. But what would it take for the city to push the HPR bypass into the thoroughfare plan? A referendum? A mere vote? A complete study along with cost estimates?
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Sunday, December 4, 2022 6:16 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey -

Jotform

Road Survey

Which neighborhood do you live in?	Homestead
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	The roads are not consistent with the Comprehensive Plan and Future Land Use Map A Comprehensive Transportation Plan with robust community input is needed vs the Thoroughfare Plan.

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From: Jotform <noreply@jotform.com>
Sent: Sunday, December 4, 2022 5:00 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey - Zlatan Gradincic

Jotform

Road Survey

Name (Optional)	Zlatan Gradincic
Which neighborhood do you live in?	The Homestead
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	I have watched the presentation and attended the open house on Nov. 16 at Bee Cave City Hall. Thank you very much for making it possible for us to better understand this proposal and provide our feedback. One of the main objectives of these new roads is to alleviate congestion at the intersection of HWY 71 and Hamilton Pool Road. The proposed new roads would funnel the traffic away from that intersection into the neighborhoods through which those roads would be built. I think it is unfair that the established neighborhoods and long time residents should suffer for the sake of alleviating traffic on HWY 71. It would make much more sense to widen HWY 71 and build additional turn lanes into Hamilton Pool Road, instead of diverting traffic into the neighborhoods. Has this option been explored? If yes, why is it not presented as one of the possible options? On the other hand, I support re-aligning Hamilton Pool Road and building a low-speed access road in front of Bee Cave Elementary to increase safety and decrease traffic congestion during school drop-off and pick-up times. Option 2 seems to be the best one. But I do not support adding the local roads east and west of Hamilton Pool Road, as that would create a shortcut through existing neighborhoods. Local residents would be majorly impacted in a negative way. Thanks for your consideration, and looking forward to hearing your answers. Zlatan Gradincic
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Zlatan Gradincic [redacted]
Sent: Sunday, December 4, 2022 5:10 PM
To: HPR_Comments@rtg-texas.com
Subject: Feedback regarding the Hamilton Pool Road Alternative Access Study in Bee Cave

Dear Rodriguez Transportation Group,

I attended the open house on Nov. 16 at Bee Cave City Hall regarding the Hamilton Pool Road Alternative Access Study. Thank you very much for making it possible for us to better understand this proposal and provide our feedback. The RTG staff present during the open house was very helpful in explaining the proposal and answering my questions.

One of the main objectives of these new roads is to alleviate congestion at the intersection of HWY 71 and Hamilton Pool Road. The proposed new roads would funnel the traffic away from that intersection into the neighborhoods through which those roads would be built. I think it is unfair that the established neighborhoods and long time residents should suffer for the sake of alleviating traffic on HWY 71. It would make much more sense to widen HWY 71 and build additional turn lanes into Hamilton Pool Road, instead of diverting traffic into the neighborhoods. Has this option been explored? If yes, why is it not presented as one of the possible options?

On the other hand, I support re-aligning Hamilton Pool Road and building a low-speed access road in front of Bee Cave Elementary to increase safety and decrease traffic congestion during school drop-off and pick-up times. Option 2 seems to be the best one. But I do not support adding the local roads east and west of Hamilton Pool Road, as that would create a shortcut through existing neighborhoods. Local residents would be majorly impacted in a negative way.

Thanks for your consideration.

Zlatan Gradincic
Bee Cave

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From: Alexia Moore [redacted]
Sent: Monday, December 5, 2022 4:18 PM
To: HPR_Comments@rtg-texas.com
Subject: comments re: Bee Cave Joint Rd. extension

Hello,

I live in Bella Colinas and am concerned about the extension behind my neighborhood going from Vail Divide to the Galleria.
1- added noise pollution
2 - no limit on size of cars or trucks on the road
3- cars cutting through Cinca Terra to get from Vail Divide to Joint Access Rd.
4- too high speed limit - 35?
5 - light pollution at night
6 - no speed bumps or similar deterrents for speeding

I do not support this extension. Thanks-Alexia

[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Monday, December 5, 2022 4:57 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey - Gail Means

Jotform

Road Survey

Name (Optional)	Gail Means
Which neighborhood do you live in?	Bee Cave West subdivision
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	Opening Avispa or Cueva to this plan would be very unsafe because we have no sidewalks or cross ways . This is a large lot neighborhood and we all really like it the way it is. I have lived here 22 years and like it as it is. I understand the traffic needs to be addressed - but I think there must be a better way .
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Monday, December 5, 2022 1:58 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey - Graham Ware

Jotform

Road Survey

Name (Optional)	Graham Ware
Which neighborhood do you live in?	Bee Cave west subdivision
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	Opening these roads to through traffic would destroy our quality of life and the environment-noise,air and water quality. These roads are not designed for the increase in proposed vehicle traffic as they are not traffic engineered for the traffic.The study has shown that it would be an ineffective mobility option wasting tax payer dollars while degrading the historical integrity of a neighborhood that the original owners had the fore thought to protect with deed restrictions that do not allow roads to be legally built through private property . My property is what I have worked for my whole life . This is my sanctuary. I strongly oppose this proposal. 98% of the neighborhood oppose this proposal.it is indicative of government to follow the will of the people.
Is there anything else you would like to add?	Why isn't there a proposal for alternative traffic solutions like hike and bike trails for children to walk or bike to school ,more school buses or police traffic control on congested roads.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Eblues [redacted]
Date: December 5, 2022 at 2:51:21 PM CST
To: HRP_Comments@rtg-texas.com
Subject: Avispa way and Cueva drive traffic study

Greetings,

Opening of Avispa way and Cueva drive to through traffic would not be cost effective due to the ineffective travel time as proved from the road story. The cost of legally changing the deed restrictions the original owners had the foresight to put in place in the 1970s to protect the historical integrity,environment-noise ,air ,water and other ecological impacts. The deed restrictions maintain the historical integrity of one of the first subdivisions in Bee Cave. The roads study has shown that opening of Avispa Way and Cueva drive to through traffic is inefficient mobility which is not the goal of transportation engineering. This would not be a cost-effective option for the taxpayers dollar. Opening the roads to through traffic would negatively impact the surrounding area quality of life, environment and safety as these roads are not designed for the increased traffic volume.Since these roads were probably built in the 1970's they are not up to the standards of today's safety and structural standards to protect the environment due to increased vehicle traffic. The proposed opening up of the roads would greatly degrade the environment protection ,public safety and quality of life. This would put property owners at a higher risk for property and bodily damage and lower property values due to increased traffic. I have not seen any alternate transportation studies to solve traffic congestion. Is there any vehicle alternatives ? Hike and bike trails or sidewalks to allow children to safely walk or ride bicycles to school. More school buses. Collaborate with Lake Travis school district on the buses. Main part of congestion problem is on Hamilton Pool Road seems to be during school time with parents dropping off kids. What about more police traffic control . 98% of the property owners of Bee Cave West subdivision appose the opening of Avispa way and Cueva drive to through traffic which we gave a petition to the Bee Cave city council.The deed restrictions due not allowed for roads only single-family homes. My property is my sanctuary.This is what I have been working for my whole life. I I have lived here since 1986.Opening Avispa way and Cueva drive would destroy my quality of life and my sanctuary. I am strongly opposed to this traffic proposal.

Respectfully
Graham Ware

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From: Kyle Bender [redacted]
Sent: Monday, December 5, 2022 9:54 AM
To: HPR_Comments@rtg-texas.com
Subject: HPR Bypass

Thanks for receiving our comments. I have quite a few concerns over the introduction of the HPR Bypass that runs through the Brown Property onto Great Divide Dr. As a resident of the Homestead (I live on Great Divide Dr), Great Divide is the only ingress/egress for our neighborhood. The city has also approved a major development on the opposite side of GDD from the Spanish Oaks Village. The amount of potential traffic from HPR and SO Village onto our one way out or in is not worth the risk/reward, in general, and especially in an emergency. If there were an alternative safety plan for our neighborhood, I would still have significant concerns over the function and proposed benefit of such a road and the negative effect to the way of life of the Homestead neighborhood. But since there is no alternative, I am against this proposed road.

Thanks again for receiving our input.

Kyle Bender
[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Monday, December 5, 2022 7:15 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey - Nikki Bryant Irion

Jotform

Road Survey

Name (Optional)	Nikki Bryant Irion
Which neighborhood do you live in?	Falxonhead
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Options seem too little to late.
Is there anything else you would like to add?	Add alternate route from 71 into Falconhead so avail divide get relief. Alternate corridors needed near 620 - alternate ways to get N/S
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Monday, December 5, 2022 9:44 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey -

Jotform

Road Survey

Which neighborhood do you live in?	The Homestead
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	The road through the Brown Property is a concern. As you know, the Homestead only has one ingress/egress and the potential traffic that will be introduced to a relatively short section of road - between the connection to Hamilton Pool and the Spanish Oaks development - brings up significant safety concerns as a resident. I do not see the benefit from a city's perspective that could outweigh any safety and traffic concerns for residents of Bee Cave.

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From: Page McDaniel [redacted]
Sent: Monday, December 5, 2022 11:17 AM
To: HPR_Comments@rtg-texas.com
Subject: Cueva Drive Extension

My name is Page McDaniel and my family owns 25 acres in Bee Cave that sits between Hwy 71 and Hamilton Pool road. The new thoroughfare plan directly affects my family's property more so than any other single owned property in Bee Cave. We have owned our 25 acres for over 50 years. The issues we have with ALL versions of the thoroughfare plan are as follows:

-The Cueva Drive extension would dissect our property North and South. Currently 4 of our 5 tracts (15 acres) are a part of the Bee Cave West subdivision and have deed restrictions attached to them. The neighborhood of Bee Cave West is a sleepy little dead end loop off of Cueva Dr. with 33 acreage lot owners. This extension would greatly affect the lives of these 33 homeowners. It is absolutely unnecessary for the Cueva connection to Hwy 71 to happen. BCW is a neighborhood with no sidewalks, curbs or gutters. It is rural and private. a 68' ROW cutting North and South through our property would widdle away at the land that we have owned as a family for over 50 years. There are plenty of other connections that the study can use where roads can cut through properties that have already been sold by the original land owners. Cueva would bottleneck onto HPR. I know because I drive this everyday. You have not put boots on the ground and actually walked our terrain or visited the BCW subdivision or you would absolutely agree that this connection is absurd.

-The connection that is proposed to run East and West through the McDaniel tracts would be taking away a great deal of land use from our property with a 68' or more ROW.

-These connections should be evaluated AFTER the HPR improvements have been completed and AFTER the Vail Divide cut through is complete. It is too premature to suggest that such a cut through is warranted.

-We have attended many meetings with the City and it has been brought to our attention that there are current Council Members who believe our 25 acres that fronts HWY 71 should remain zoned Single Family Rural Residential, while all our neighbors across HWY 71 and East and West of us have Multi Use Neighborhood Service or MU-N zoning. I would argue with anyone who is wanting to cut a road with a 68' plus ROW through our property and keep us Rural Residential Zoning. Our 25 acres should be zoned at least MU-N.

- I would like to add that the Bee Cave West residents and the McDaniel Family are all against the Cueva connection as it would be detrimental to the everyday lives of established property owners.

Page McDaniel

Texas law requires all
license holders to provide the Information About Brokerage Services and
Consumer Protection Notice forms to prospective clients.

--

Page
McDaniel
REALTOR®
| Farm & Ranch | Residential | Commercial
P: [redacted]

JB Goodwin REALTORS®

CONFIDENTIALITY
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From: Jotform <noreply@jotform.com>
Sent: Monday, December 5, 2022 11:20 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey - Page McDaniel

Jotform

Road Survey

Name (Optional)	Page McDaniel
Which neighborhood do you live in?	McDaniel Property/BCW
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	It is too premature to warrant the roads that cut through our property. There needs to be a study produced after the completion of HPR improvements and the cut through at Vail Divide.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Monday, December 5, 2022 7:43 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey - Robert Willson

Jotform

Road Survey

Name (Optional)	Robert Willson
Which neighborhood do you live in?	Falconhead
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	We are in a growing community surrounded by more growing communities. These communities tend to be young with growing families. Travel, shopping, going to and from work, church, synagogues, etc, all this will require roads necessary for residents to get around in efficient times.
Is there anything else you would like to add?	Clint Garza did an excellent presentation. This was my first attendance, and I found it very informative.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Tuesday, December 6, 2022 12:52 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Cary Carnes

Jotform

Feedback Form

Name (Optional)	Cary Carnes
Which neighborhood do you live in?	Bee Cave West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	I live on Avispa Way, so am opposed to the plan to connect proposed roadway Avispa Way. The 68 foot minimum that the plan outlines looks great, with walkways on either side and happy people walking and riding bikes on these walkways. This would end at Avispa Way, where there is a 21 foot wide roadway that we, the residents of Bee Cave West use for vehicles and pedestrians with pets and children. I have lived here since 1986, and this has never been an issue. Connecting the proposed roadway to Avispa Way, thereby dumping traffic into our neighborhood, would drastically reduce our quality of life. When the Vail Divide cut through becomes congested and Google or Waze chooses Avispa Way/Cueva Dr. because it is seconds faster, a high percentage of people will choose cutting through our neighborhood. This scenario will not only be irritating, it will be extremely unsafe. Mentioning that we, the residents, will save a minutes time is insulting when you compare it to the devastating consequence of this traffic. Devastating is a strong word, but it is appropriate. We voted to incorporate Bee Cave (Village of Bee Cave) to avoid just this sort of scenario; then it was the fear of Austin annexing and implementing just this sort of heavy-handed plan.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Eric Moody [redacted]
Sent: Tuesday, December 6, 2022 7:28 PM
To: HPR_Comments@rtg-texas.com
Cc: Kara A. King; Andrew Rebber; Andrea D. Willott; chohl@beecavetexas.gov; aclark@beecavetexas.gov; khight@beecavetexas.gov; Homestead Group; Taylor Cripe
Subject: Comments; Hamilton Pool Road "Shortcut" Study

RTG Engineering Staff,

I see nothing in your preliminary report that addresses ADT counts on HPR or the various negative impacts to existing Bee Cave residents, that currently reside in The Homestead and Meadow Fox subdivisions, that depend on Great Divide Drive for egress and ingress to their homes. Were these negative traffic impacts (noise, congestion, head lights, exhaust fumes), to existing Bee Cave residents, considered in your study?

In a more formal sense, did your study include a Traffic Impact Analysis (TIA) on the impact of the HPR Bypass to existing traffic on Great Divide Drive? What about future traffic projections on HPR, 10 years, and 20 years out? Was that addressed in your study? Please recognize and acknowledge that The Homestead and Meadow Fox subdivisions will have to live with the negative impacts of this ridiculous proposal for years to come. Please act in a Professional manner and speak truthfully to the Bee Cave City Council on the negative effects of this proposal. The fact is, we can't solve TxDOTs long term planning issues regarding the intersection of HPR and Tx 71 with this "shortcut."

Any competent traffic engineer knows that it would be ludicrous to propose a new minor collector road (HPR Bypass) as a reasonable "alternative" to avoid an intersection between a major collector road (Hamilton Pool Road) and a major arterial (Tx Hwy 71). The number of daily HPR "non-local" motorists that would simply seek to avoid the HPR-Hwy 71 intersection by taking the "HPR shortcut" would number in the thousands. This will grow exponentially in the years to come. This would destroy the tranquility of our 50 year old established neighborhoods and create significant travel delays to residents of The Homestead and Meadow Fox subdivisions that require access to GDD. In the mornings we would have to deal with the HPR shortcut traffic traveling eastbound. In the afternoons we would have to deal with the HPR shortcut traffic turning left on GDD, from Hwy 71, in an attempt to avoid the Hwy 71-HPR intersection.

As licensed Professional Engineers, I would ask that RTG be Professional, ethical and forthcoming about the true impact of this ludicrous proposal to ALL citizens of Bee Cave, Texas. Please don't placate the existing Bee Cave City council. Call this what it is, a boondoggle that benefits a few wealthy landowners and does nothing for the Citizens of Bee Cave, Texas.

Eric Moody, P.E.
[redacted]
Austin, Texas
[redacted]

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From: Jeff Mcdaniel [redacted]
Sent: Tuesday, December 6, 2022 10:24 AM
To: HPR_Comments@rtg-texas.com
Subject: HPR Alternative Roads

As a landowner(since 1973) that is being affected by this plan I understand that the traffic is bad.I'm not necessarily opposed to the east-west road being built west of HPR but I do not agree with Cueva being extended. It does not seem to be necessary with Vail Divide Extension being open. Jeff McDaniel

Sent from my iPhone

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From: Jotform <noreply@jotform.com>
Sent: Tuesday, December 6, 2022 3:38 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Lori Wakefield

Jotform

Feedback Form

Name (Optional)	Lori Wakefield
Which neighborhood do you live in?	Falconhead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	I like that the access roads can help alleviate traffic flow during peak times, I like that it gives people a way to detour a wreck or Road hazard if necessary, and gives people options in their daily travels if they prefer to stay off the highway.
Is there anything else you would like to add?	Thank you Clint and staff for your hard work and countless hours above and beyond.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Tuesday, December 6, 2022 9:48 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Road Survey -

Jotform

Road Survey

Which neighborhood do you live in?	Falconhead West
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	It's a waste of taxpayer money to pay for the problems of TXDoT. Why we be on the hook for stupid roads that only "may" benefit commuters to save 60 seconds on a good day, yet we will have to pay to maintain them? I understand there are a few property owners who will benefit immensely when that tract of land the city bought for nature area turns into another Shops at the Galleria. Bad optics as it was a conflict of interest between the city and Jon Cobb, and it still exists today based on the ridiculous push for this idiotic project. It also will negatively impact the people living in The Homestead by adding noise, pollution, and traffic jams to those residents just trying to get to work and home.
Is there anything else you would like to add?	NO TO ANY NEW BEE CAVE ROADS OF ANY KIND.

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From: Rich Cleary [redacted]
Sent: Tuesday, December 6, 2022 11:01 PM
To: HPR_Comments@rtg-texas.com
Cc: Chelsey Klingsporn
Subject: HPR Extension Input

To Whom It May Concern:

My wife and I recently moved to the community from downtown Austin (we live in Rocky Creek) and would like to voice our support for the Hamilton Pool Road (HPR) extension from Hamilton Pool Road to the Galleria after watching the Youtube video.

We are ambivalent on the southwest collector - we believe the Vail Divide cut though will be enormously helpful in reducing the westbound traffic at the HPR/71 intersection although are not against this if the community between HPR and Vail Divide supports this.

For the HPR extension to the Galleria we are highly supportive. We loved the preliminary design concepts in the video and believe we would use the road often, especially in cases where there is higher traffic.

Options 2, 3, and 4 all seem like great options. Although we do not yet have school age children, there was an appalling amount of traffic during the start of the school year and we feel strongly that the elementary school should have its own access and traffic signal to ease congestion. If we had to pick we would say our preference is Option 2 since there are only two traffic signals and no right hand turn, but options 2/3/4 are all good options.

Thank you for your consideration of our comments. We realize there are many constituencies and hope this is helpful for the committee when making a decision.

Best Regards,

Rich

_____
Rich Cleary, MBA, CFA
[redacted]

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From: Tia Carnes [redacted]
Sent: Tuesday, December 6, 2022 3:17 PM
To: HPR_Comments@rtg-texas.com
Subject: Email

I live in Bee Cave West and strongly oppose the Southwest collector road plan in Bee Cave. Specifically the cut through to Cueva Rd. in Bee Cave West. The approximate 1 minute lost in travel time to Hwy 71 is going to be paid for with a complete elimination of the quiet, small safe neighborhood we live in. I understand Bee Cave is growing at an exponential rate. The ruination of our neighborhood is too high a price for 1 minute less transit time. The majority of the neighborhood residents oppose this road. I spoke with two separate representatives at the meeting when the SW collector road was revealed. Each representative could only come up with one benefit for the Cueva Rd extension, Convenience for the neighbors in Bee Cave West. The people who live in Bee Cave West overwhelmingly do not want this road. It's difficult to understand why this cut through would be put in to avoid one minute of transit time for the relatively few people in Bee Cave West; reducing a very small overall amount of traffic on HWY 71 and Hamilton Pool Rd while annihilating our quality of life. I implore you to consider our voice and the damage to our neighborhood and our safety and remove Cueva Dr from this road proposal.

Tia Carnes
[redacted]
Austin, Tx [redacted]

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From: Jotform <noreply@jotform.com>
Sent: Tuesday, December 6, 2022 3:15 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Tia Carnes

Jotform

Feedback Form

Name (Optional)	Tia Carnes
Which neighborhood do you live in?	Bee Cave West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	I live in Bee Cave West and strongly oppose this plan. Specifically the cut through to Cueva Rd. in Bee Cave West. The approximate 1 minute lost in travel time to Hwy 71 is going to be paid for with a complete elimination of the quiet, small safe neighborhood we live in. I understand Bee Cave is growing at an exponential rate. The ruination of our neighborhood is too high a price for 1 minute less transit time. The majority of the neighborhood residents oppose this road. I spoke with two separate representatives at the meeting when the SW collector road was revealed. Each representative could only come up with one benefit for the Cueva Rd extension, Convenience for the neighbors in Bee Cave West. The people who live in Bee Cave West overwhelmingly do not want this road. It's difficult to understand why this cut through would be put in to avoid one minute of transit time for the relatively few people in Bee Cave West; reducing a very small overall amount of traffic on HWY 71 and Hamilton Pool Rd while annihilating our quality of life. I implore you to consider our voice and the damage to our neighborhood and our safety and remove Cueva Dr from this road proposal.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, December 7, 2022 9:05 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Ada Stepan

Jotform

Feedback Form

Name (Optional)	Ada Stepan
Which neighborhood do you live in?	Falconhead
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Growth in our area requires a stronger infrastructure. Having an alternate route to 71 is an excellent solution to the traffic we are currently experiencing. We can't stop progress and should be planning for it !
Is there anything else you would like to add?	We appreciate Mayor King and the Board being forward thinking and supporting our community.

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, December 7, 2022 12:27 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Aimee Rockwood

Jotform

Feedback Form

Name (Optional)	Aimee Rockwood
Which neighborhood do you live in?	Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Is there anything else you would like to add?	This plan is a huge disservice to our neighborhood and does nothing to alleviate our traffic issues. Our city government is not representing the people, primarily selfish financial interests. This is a public issue with very private meetings being held behind closed doors. Unbelievable. Sad for all of us.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, December 7, 2022 11:08 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Amanda Hill

Jotform

Feedback Form

Name (Optional)	Amanda Hill
Which neighborhood do you live in?	Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	We have one way in and one way out. It's hard enough to get out now. More traffic crossing over Great Divide won't help, it will only hurt.
Is there anything else you would like to add?	Thank you for hearing our perspectives and thoughts!
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, December 7, 2022 10:26 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Amelia Evans

Jotform

Feedback Form

Name (Optional)	Amelia Evans
Which neighborhood do you live in?	Falconhead West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Seems like a no brainer given how hard/dangerous it is to get on/off/across 71. And hopefully this could help lessen some of the traffic on 71 during peak travel times.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, December 7, 2022 10:04 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Donna Harris

Jotform

Feedback Form

Name (Optional)	Donna Harris
Which neighborhood do you live in?	Falconhead West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	We need traffic off Hamilton Pool for thru traffic. I like Option 2.
Is there anything else you would like to add?	Option 2 or 4, but think 2 is better.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Ian J Molineux [redacted]
Sent: Wednesday, December 7, 2022 6:31 PM
To: HPR_Comments@rtg-texas.com
Subject: Hamilton Pool Road Extension plans

I hereby submit my objections to your proposed plans for the Hamilton Pool Road (HPR) extension that passes through the Brown tract, crosses Great Divide Drive (GDD), and continues into the West Village shops area.

I understand that you were asked to study "get local traffic off 71 and on to local roads" but any successful solution to avoiding the main traffic problem in this area – the Tx71-HPR/Bee Cave Parkway intersection, necessarily provides a short-cut for HPR->Tx71 (east) commuters during the morning peak period, and a comparable short-cut in reverse for the evening peak period. Attempts to dissuade commuters from using the HPR extension by low speed limits, stop signs etc. will simply make the extension less attractive to local traffic but have the same cost of building coupled to a permanent maintenance cost that will be used by fewer people. Conversely, if commuters do use the extension, thereby avoiding the Tx71-HPR intersection, it raises the question of how they merge onto Tx71.

It is unlikely that HPR->Tx71 east commuters will use the "dog-leg" around the Field of Dreams to rejoin Tx71 at an un-signalized intersection. They will likely continue to GDD and turn left to use the also un-signalized intersection with Tx71 (TxDOT has vetoed placing a signal at GDD, the only road out of the entire Homestead subdivision) or enter the West Village at Spanish Oaks shopping area. This latter area is obviously not designed to handle commuter traffic.

Exiting the Homestead/MeadowFox subdivisions already often necessitates a signal change at the Tx71-HPR intersection before vehicles can safely merge onto Tx71 East (TxDOT intend to prohibit left-turns both into and out of GDD). Tx71 traffic is rapidly increasing and is expected to increase for years to come but even now there is frequently a line of cars waiting. Adding HPR commuter traffic to the mix on GDD can only compound the problem. It could even result in vehicles backing up to or beyond the proposed intersection of GDD and the HPR extension. I note that your presentation described the time savings associated with select trips using the Southwest Collector Road system, and an estimate that the HPR extension could save 60 secs in travel time. What is completely missing is an estimate of the increased time that residents of the Homestead and MeadowFox will spend exiting their subdivisions. If such an estimate is outside your charge from the City of Bee Cave, that should be clearly stated in your report. Similarly, as you estimate that the HPR extension will be used for ~1400 trips per day, an unbiased report requires an estimate of the number of trips per day to and from the Homestead/MeadowFox subdivisions that pass through the GDD-HPR extension.

There is confusion about the GDD-HPR extension intersection. Your presentation shows it as two roads intersecting more or less at right angles. The engineers present at the Open House gave mixed responses, some saying that only the extension and the road into the shopping area would have Stop signs, traffic on GDD would not stop; other engineers had another or even no response. What your final recommendation actually is needs to be clearly delineated in your report. However, more recent information I have read suggests that the extension will dead-end at a T junction with GDD, with a second, significantly displaced, T-junction with the shopping area road. The latter configuration involves blind curves at both junctions, raising a safety issue that is not mentioned. Neither is the fact that GDD is the only road in and out of the subdivision, and thus if you recommend that additional traffic utilize GDD in order for a few drivers to save a maximum of 60 sec driving time, it necessarily exacerbates a known major safety hazard for all subdivision residents. This does not seem to be a carefully considered option.

No defensible rationale for a 68 ft plus roadway for the HPR extension is provided. Where is all this turning traffic in the center lane actually going to? The south side of the road has been publicly slated for some form of preserve and presumably will only have limited vehicular access points. Why should any pedestrians utilize the south shared use path when they are right next to a green area even further from the road? There are no public plans for the north side of the extension. If it was your assumption or the charge from the City of Bee Cave to accommodate additional access to existing Tx71-facing entities or to support potential new commercial development on either side of the road, that position should be made clear in your report so that Bee Cave residents are informed prior to any act by City Council.

I have no opinion on the proposed Southwest Collector Road system as I rarely travel in that direction. Residents of that area can provide much more considered opinions.

Ian J. Molineux
[redacted]
Bee Cave

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, December 7, 2022 12:12 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Jeff Rockwood

Jotform

Feedback Form

Name (Optional)	Jeff Rockwood
Which neighborhood do you live in?	Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	This new road does not alleviate the traffic that we have on 71 and Hamilton Pool Road. This new road will only hurt the neighborhood of the Homestead.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jennifer Cunningham [redacted]
Sent: Wednesday, December 7, 2022 6:47 PM
To: HPR_Comments@rtg-texas.com
Subject: Bypass input

I appreciate the city looking into ways to improve traffic, however I do have several comments/questions.
I am wondering why the intersection at GDD was not defined in terms of what it would look like? That information would help tremendously to assess this proposal. That intersection would have a big impact on our daily lives in The Homestead. There is only one way in and out of our neighborhood and putting an intersection there would most certainly cause problems. For us and for traffic coming through. Particularly in the location proposed. I can't find any information anywhere on what that intersection is proposed to look like. There are several design options given for HPR/71 intersection around the school but nothing about this. Please direct me to this information if I am wrong. I think this may be why some people in our neighborhood are very upset at the idea, it has not been communicated at all.
I think the additional roadage around BCE would be very beneficial to those who need to get to the school. This does not impact me directly but it does indirectly as I have children going to BMCS and traffic going that way is very difficult at times due to the back up at BCE specifically. I think that part of the project is needing specific input from local residents on how it is best to be designed.
I am also wondering what can be done to have TXDOT fix the problems on the 71, which seems like a more direct and useful approach to the major traffic issues. From 620 to Sweetwater should be made the same as the section from 620 to Bee Cave Road, i.e. 6 lane divided. My understanding from the study is that it is expected that 9% of 71 users driving eastbound on 71 could potentially use the bypass option during rush hour. This does nothing for the major problems westbound and reducing traffic 9% would not even likely keep up with growth in the area.
Thank you for the opportunity for input from citizens. Traffic is most definitely a major problem in our area.
Sincerely,
Jennifer Cunningham
[redacted]
Bee Cave, TX [redacted]

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, December 7, 2022 6:51 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Jennifer Cunningham

Jotform

Feedback Form

Name (Optional)	Jennifer Cunningham
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	I am wondering why the intersection at GDD was not defined in terms of what it would look like? That information would help tremendously to assess this proposal. That intersection would have a big impact on our daily lives in The Homestead. There is only one way in and out of our neighborhood and putting an intersection there would most certainly cause problems. For us and for traffic coming through. Particularly in the location proposed. I can't find any information anywhere on what that intersection is proposed to look like. There are several design options given for HPR/71 intersection around the school but nothing about this. Please direct me to this information if I am wrong. I think this may be why some people in our neighborhood are very upset at the idea, it has not been communicated at all. I think the additional roadage around BCE would be very beneficial to those who need to get to the school. This does not impact me directly but it does indirectly as I have children going to BMCS and traffic going that way is very difficult at times due to the back up at BCE specifically. I think that part of the project is needing specific input from local residents on how it is best to be designed.
Is there anything else you would like to add?	I am also wondering what can be done to have TXDOT fix the problems on the 71, which seems like a more direct and useful approach to the major traffic issues. From 620 to Sweetwater should be made the same as the section from 620 to Bee Cave Road, i.e. 6 lane divided. My understanding from the study is that it is expected that 9% of 71 users driving eastbound on 71 could potentially use the bypass option during rush hour. This does nothing for the major problems westbound and reducing traffic 9% would not even likely keep up with growth in the area.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, December 7, 2022 1:34 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Jerry Wiggins

Jotform

Feedback Form

Name (Optional)	Jerry Wiggins
Which neighborhood do you live in?	Falconhead/Spillman Ranch
In general, are you in favor of Bee Cave building these access roads?	I don't have a strong opinion either way
Please explain your choice and why	Honestly, this project more directly affects the Homestead, Bella Colinas, and Falconhead West. Our neighborhood's primary entrance/exit is not on Highway 71, and our children do not go to Bee Cave Elementary. While I'm glad that you informed us of the project, I think that those three neighborhoods should have the most say overall in shaping the direction of this project. Especially the Homestead and Bella Colinas since the roads will be going through their neighborhoods.
Is there anything else you would like to add?	Not on this project. If you wanted to discuss the Vail Divide extension and how that will bring additional cut through traffic to our neighborhood, then I think everyone in Falconhead would be up for that discussion.

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, December 7, 2022 11:25 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Jill Carlucci-Martin

Jotform

Feedback Form

Name (Optional)	Jill Carlucci-Martin
Which neighborhood do you live in?	The Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	This does not at all address the root of the traffic problem. A small collection road will only ruin the Brown tract which is supposed to be a park, and create a traffic nightmare and egress danger for residents of the Homestead. On top of this it will only save a commuter 60 whole seconds on their drive. The perceived benefits are heavily outweighed by the negatives of added traffic, noise and pollution to a place where there is less right now. Please instead use your power as an elected official to try your hardest to get funding from the state to widen 71, which is the root of the problem - overdevelopment without the foresight of proper infrastructure.
Is there anything else you would like to add?	Please consider a development moratorium until the infrastructure can catch up, as Dripping Springs did.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, December 7, 2022 11:41 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Leslie Evans

Jotform

Feedback Form

Name (Optional)	Leslie Evans
Which neighborhood do you live in?	The Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	We am in favor of marking updates that will help Bee Cave Elem with the one way traffic, if that will turkey help. I am not for a bypass from HPR to Great Divide as it will go right through the Brown Property that is entended to be a green space/park and I feel adding this road will take away from the atmosphere that was intended when it was gifted to the city. I also worry about the safety of citizens of my neighborhood with all the additional traffic. We will already see quite an increase with the addition of the Village shops, apartments, and offices. I truly do not see any true traffic benefit to adding it. The only way to keep commuters from using it would be to add speed bumps and additional stop signs.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Mark Anthon [redacted]
Sent: Wednesday, December 7, 2022 1:29 PM
To: HPR_Comments@rtg-texas.com
Subject: HPR Alternative Access Study

I was not able to attend the preliminary public meeting, so I apologize if any of these issues have already been addressed.

My understanding is that the purpose of the current study is to: "Identify potential solutions to reduce reliance on State road network for local traffic, to ultimately increase network efficiency by providing alternate routes."

My primary questions address the HPR extension concept, which would connect Hamilton Pool road to Shops Parkway.

I hope the study will attempt to address the amount of "non-local traffic" trips using this proposed extension as a way to avoid the traffic light at 71 and HPR (or the proposed realigned HPR). Unless the delay is comparable to or greater than the delay at the 71 intersection, a large fraction of non-local drivers will be expected to explore and adopt the alternate route. This will of course greatly reduce any benefit to local traffic.

I also hope the study will attempt to quantify the effects on Homestead residents who utilize Great Divide as a sole method of ingress/egress. It is clear that the additional traffic, both local and non-local, can only increase the transit times for Homestead residents. I would expect similar issues for Spanish Oaks, although these will perhaps be less severe due to multiple access points there.

Since most/all businesses along this proposed corridor currently have access on 71, the purpose appears to be a way to ferry traffic from HPR directly to Great Divide (and vice versa). This suggests fairly free flowing traffic, which of course will further encourage cut-through drivers. Multiple stops along this path to slow traffic and make it less attractive as a short cut will also make it less beneficial to local traffic.

Finally, an estimate of the amount of impervious cover created by such a roadway would be beneficial to understand, especially since it abuts one of the largest green spaces in Bee Cave. Also, although perhaps outside the scope of this particular study, it is worth noting that implementation of such a roadway will obviously lead to development and further impervious cover in this area.

Thank you for your consideration.

Mark Anthony

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, December 7, 2022 5:03 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Nicholas Martin

Jotform

Feedback Form

Name (Optional)	Nicholas Martin
Which neighborhood do you live in?	Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Niti M[redacted]
Sent: Wednesday, December 7, 2022 4:58 PM
To: HPR_Comments@rtg-texas.com
Cc: Kara A. King; Andrew Rebber; Andrea D. Willott; chohl@beecavetexas.gov; aclark@beecavetexas.gov; khight@beecavetexas.gov; Taylor Cripe
Subject: Concerns about HPR Bypass

Dear All,

I am writing to express my concern around the HPR bypass as a resident of the Homestead. I moved to this beautiful city 1.5 years ago. Please see my points of concern listed below:

1) I am deeply concerned about the safety for entering/exiting the great divide drive which is our sole point of entry to the neighborhood. I also didn't see any data presented on the impact of traffic on the neighborhood's only road. With the current bus situation in our district, I end up driving every day to pick/drop off kids in 2 different schools. If the bypass traffic starts to take over, getting in and out will get even more stressful and unsafe. I was also concerned to see the blind spots that the curves in the road will create.

2)While safety is a very big concern, I do share another serious concern of the ability to preserve the beauty of the Brown property. Having moved recently from California where there are so many more county/state parks that give access to the public, a lot of beautiful land in Texas is privately owned. I was pleased to hear that our city has bought this nature gem. But if we slice and dice this gem with roads that will bring in so much traffic, noise, pollution, and add the parking lots on top of it, what will remain there? By preserving it and making it into a nature center, you will be doing future generations of not only Bee Cave but also other surrounding cities a huge favor which will let them explore native flora, fauna, pollinators and provide access to the beautiful creek.

3)Finally, I wanted to share with you a conversation that I had with my work colleague a few months ago. My colleague who recently moved to Dripping Springs lives near the intersection of HPR and RR12. I work at AMD and commute to Southwest parkway. When I mentioned to him, I live on great divide dr., his response was that he knows where it is and he can't wait for that bypass to open up that will connect HPR with the great divide so that he can use it to escape the traffic on HPR/71 intersection. I was shocked because as a fairly new resident, I wasn't even aware of the thoroughfare plan. I am mentioning this so that you don't make assumptions that this bypass is for Bee Cave locals who are getting to the shops. Thanks to google maps, anyone and everyone will be using it to cut across and we will be seeing a lot more accidents.

I hope you don't approve the HPR bypass but instead consider pursuing TXDOT for adding more lanes to 71.

Thanks for hearing me out,
Niti

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Sent: Wednesday, December 7, 2022 2:13 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form -

Jotform

Feedback Form

Which neighborhood do you live in?	Falconhead
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Option 2. The location of the elementary school causes a huge safety risk due to traffic backing up and the realignment of the road away from that for separate travelers is important.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, December 7, 2022 9:26 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Paul Smith

Jotform

Feedback Form

Name (Optional)	Paul Smith
Which neighborhood do you live in?	Falconhead West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	I don't have a strong opinion either way
Is there anything else you would like to add?	It does not seem to me that these roads will truly help long-term. HWY71 will continue to have more lights/traffic and make travel through to Austin or where ever much longer. Are there any plans to make a 71 bypass that would go around Bee Cave Proper and make the current 71 - 71-Bus? I assume this would have to be well south of 71. This seems like the only thing that would have a significant long-term benefit.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, December 7, 2022 7:56 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Scott Carlson

Jotform

Feedback Form

Name (Optional)	Scott Carlson
Which neighborhood do you live in?	Falconhead West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Something needs to get done.
Is there anything else you would like to add?	Clint did a very good job presenting the issue and possible solution.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Scott Cronk [redacted]
Sent: Wednesday, December 7, 2022 8:53 AM
To: HPR_Comments@rtg-texas.com
Subject: HPR Comments

Thanks for the community outreach on the HPR extension.

It seems that any solution would still require:

1. A west side (Twin Acres) entrance/exit from LTYA Field of Dreams is a necessity A single exit from LTYA FOD is not an acceptable solution.
    a. From this west exit it would be great to allow folks to go the HPR/71 light & also have an option to tie in further South on HPR to go each toward Drip. A lot of the backup on Twin Acres when FOD's is exiting is folks trying to turn left (South I believe) onto HPR similar to option 4.
2. Any connection to 71 should consider the impact to parking and traffic flow at LTYA as well. We will still need to drive around baseball field 1 and park. Parking is already limited at LTYA FOD and the loss of parking would clearly have an impact.
    a. Would it make more sense to run that connector straight out and include another access point to LTYA FOD?

Thanks,

Scott

PS: these are my personal views and not the views of LTYA.

Sent from Mail for Windows

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 11:38 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - brian berg

Jotform

Feedback Form

Name (Optional)	brian berg
Which neighborhood do you live in?	Falconhead west
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Additional infrastructure is needed - i don't see any downside.
Is there anything else you would like to add?	Vail Divide/Spillman Ranch Loop cut-through traffic (volume, speed, noise) is a major concern for me.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 9:04 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Carolyn Ohls

Jotform

Feedback Form

Name (Optional)	Carolyn Ohls
Which neighborhood do you live in?	Falconhead West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	To relieve the congestion and fatalities on Hwy 71
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 3:58 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Christopher Sweeney

Jotform

Feedback Form

Name (Optional)	Christopher Sweeney
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	As much as traffic is a problem the proposed road does't make a significant impact on the problem when several thousand homes are coming to Spicewood, the road can't handle the volume necessary to address the congestion, it adversely impacts neighborhoods such at The Homestead and Spanish Oaks, TX DOT needs to address the major traffic issues with a significant improvement plan.
Is there anything else you would like to add?	Unfortunately proposed efforts like this are well intended but fall very short of addressing the problem at hand. TX DOT needs to get focused on the immediate and longterm issues on 71 and Bee Cave is not equipped to address a problem of this scale without adversely impacting city residents for little to no improvement.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 4:03 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Curt Sexton

Jotform

Feedback Form

Name (Optional)	Curt Sexton
Which neighborhood do you live in?	Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	I do not agree that diverting traffic through our neighborhood provides benefit to local residents especially our neighborhood and that improved traffic on 71 would make much more sense. this also impacts environmental areas along creek and further clogs our primary and only egress route.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 11:13 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - David Galvan

Jotform

Feedback Form

Name (Optional)	David Galvan
Which neighborhood do you live in?	Falconhead West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	I am in favor of the City doing anything reasonable to remove traffic off congested arteries, regardless if they are city, county or state roadways, onto alternate routes. I realize that these alternate roadways will impact certain neighborhoods negatively but we have to do what is best for everyone!
Is there anything else you would like to add?	I would like to thank the mayor, the council, the manager and city staff for having the political will to address this massive issue now rather than ignoring it at this time as it only going to get worse.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 1:16 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Frank Smith

Jotform

Feedback Form

Name (Optional)	Frank Smith
Which neighborhood do you live in?	Falconhead West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Traffic on Hamilton Pool Road has increased dramatically in the last 7-8 years and continues to today. Something has to be done such as an alternate route which prevents all that traffic dumping on to Highway 71 which all seen substantial growth west toward Spicewood and beyond. The southerly alternate route is a very good partial solution and the quicker the better.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 3:14 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Isaac Garcia

Jotform

Feedback Form

Name (Optional)	Isaac Garcia
Which neighborhood do you live in?	Falconhead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Faster access and less traffic everywhere. As traffic on Hamilton Pool increases with future development additional infrastructure is required.
Is there anything else you would like to add?	I'm very concerned about a significant increase in traffic through Falconhead West and Falconhead from the new Vaid Divide connector particularly to Lake Travis High School. Speed and traffic mitigation through the peaceful neighborhood should be a top priority or Falconhead will need to implement a gate system of some sort. Volume is going to significantly increase thru Falconhead as it is a shortcut to Lake Travis High School and Lakeway that avoids multiple lights and 620 traffic.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 5:23 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Jace Ainsworth

Jotform

Feedback Form

Name (Optional)	Jace Ainsworth
Which neighborhood do you live in?	Canyonside at Falconhead West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Bee cave's growth requires this because of current traffic patterns that will worsen in the future. If we want to continue to have the kind of lifestyle we currently have, these are necessary.
Is there anything else you would like to add?	Bee cave city employees do a fantastic job. We love it here and appreciate all you do!
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 2:52 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - John Colman

Jotform

Feedback Form

Name (Optional)	John Colman
Which neighborhood do you live in?	Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	1) It destroys a part of the Brown property - which was sold to the city to save it from development. 2) It does not solve the problem of congestion on 71 and the 71/HPR intersection.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 9:18 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Larry Ohls

Jotform

Feedback Form

Name (Optional)	Larry Ohls
Which neighborhood do you live in?	Falcon Head West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	We need alternative routes in the event of wrecks or disabled vehicles.
Is there anything else you would like to add?	The issue came up last night about the volume of traffic east bound in the Afternoon. I believe a large portion is the Bee Cave middle school pick ups. I wonder if an incentive to use the school bus would have an effect. Of course we would need drivers. We realize that we are OLD and when we had school age kids we didn't give them an option...they got their butts on the bus.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 4:59 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Leigh Polzin

Jotform

Feedback Form

Name (Optional)	Leigh Polzin
Which neighborhood do you live in?	Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	I believe the HPR road is an extremely expensive endeavor to shave 60 seconds off a commute. All of which comes at the expense of the Homestead neighborhood. Not only will we deal with excessive (and potentially dangerous) traffic in our only entrance and exit into our neighborhood, but it will not solve the traffic problem at the HPR light. My fear is the proposed road won't become a local connection to shopping but rather a perceived shortcut for commuters through the Homestead, which would lead to speeding and excessive traffic making it difficult and dangerous for us to come and go in our neighborhood.
Is there anything else you would like to add?	Can you please address how you can assure the safety and access at the Great Divide intersection? And how this will meet up with the proposed entrance into the future Spanish Oak shopping area? And if the city does plan on doing a stop sign or light or traffic circle at the Great Divide intersection, does that impact the proposed 60 seconds of saved commuter time?
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 12:38 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - María Kean

Jotform

Feedback Form

Name (Optional)	María Kean
Which neighborhood do you live in?	Falconhead West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	I support the project of adding the access roads , I believe this will easy the traffic on 71 making it safer for all residential commuters on this busy road with a history of almost daily accidents.
Is there anything else you would like to add?	Thank you for organizing meetings in the neighborhoods, Bee Cave will take care us and we will take Bee Care, thankful for our mayor King.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 3:57 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Michelle Sexton

Jotform

Feedback Form

Name (Optional)	Michelle Sexton
Which neighborhood do you live in?	Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	No reason... just add a lane or two to hwy 71
Is there anything else you would like to add?	Do not disrupt Little Barton Creek or build a giant bridge and charge it to Bee Cave. The bridge is not needed... only larger culverts.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 2:42 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form -

Jotform

Feedback Form

Which neighborhood do you live in?	Falconhead west
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Is there anything else you would like to add?	Need to have devices in turn lanes to prevent people from doing U-turns or passing in areas where there is not a place to turn
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 12:21 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form -

Jotform

Feedback Form

In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Better access to Spanish Oaks
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 9:56 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form -

Jotform

Feedback Form

Which neighborhood do you live in?	FHW
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	HPR & 71 is bottlenecked and dangerous.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 9:01 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form -

Jotform

Feedback Form

Which neighborhood do you live in?	Falconhead West
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	These peripheral roads will help alleviate congestion on 71, improve overall traffic flow, reduce time spent in traffic and increase safety for numerous (currently) dangerous intersections.
Is there anything else you would like to add?	Incorporate, into this proposed road, an OBNOXIOUSLY ENORMOUS, GIGANTIC, BEHEMOTH of an overpass over Great Divide Drive to assuage The Homestead's concerns of increased traffic in their neighborhood.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 4:36 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form -

Jotform

Feedback Form

Which neighborhood do you live in?	The Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	I would like to see the Brown property remain pristine. Think of it like New York city and Central park which they preserved for their residence without traffic going through (except for horse drawn carriages). The other issue you have is that the Thomas ranch (projected build out 3500 homes with shops, restaurants, their own city, etc.) that will be developed off of 71 and Paleface road will bring an enormous amount of traffic through our city and the city needs to put pressure on TXDOT to resolve the issues on 71 before it becomes even a bigger problem. Having the City of Bee Cave take up road building and later have the tax payer pay for the maintenance from everyone else that travels through here is ridiculous. This is definitely not a win win situation.
Is there anything else you would like to add?	I will say it again, I don't like a road through Bee Cave Central Park. Turn the old Revival into a parking lot that people can park and access Central park from there. Keep the patrons safety first when visiting Bee Cave Central Park.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 11:11 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Olga Yang

Jotform

Feedback Form

Name (Optional)	Olga Yang
Which neighborhood do you live in?	Falconheadwest
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	I don't have a specific choice… in general, anything that alleviates the traffic volume on H71, I'm in favor of.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Paige [redacted]
Sent: Thursday, December 8, 2022 9:20 AM
To: HPR_Comments@rtg-texas.com
Subject: HPR Bypass

Good Morning,

Thank you for taking comments on the HPR bypass and I hope that you consider my thoughts below. My name is Paige and I moved into the Homestead about two years ago. My husband has a business in Bee cave and we love living in this community.

I am writing to address the part of the HPR bypass that will impact our neighborhood and hope that the bias that the council tends to display against the Homestead can be put aside. We are often judged by a few bad players and it seems unfair. As a new member of the Homestead, I do feel as though there is a prejudice against us and have been troubled to see it displayed in public forums and on social media. I have come to know so many amazing people that live in our neighborhood and I hope that the council can embrace us and listen to our concerns.

Regarding the HPR bypass and the intersection on Great Divide Dr, I have a few specific issues and am against the connection of the bypass through Great Divide Dr to Hamilton Pool Rd. My concerns are listed below:

1. Unlike most neighborhoods in Bee Cave, We only have one way in and out. The new traffic will make it difficult to enter and exit our neighborhood. I also believe it will create many safety issues for the residents of the Homestead. Not only will the traffic cause concern, but the layout of the bridge and new road creates blind spots. Our neighborhood has over 200 homes, no sidewalks, livestock and this decreases our safety if we would be in the situation where we would have to evacuate in the case of wildfire… with so many residents and animals.

2. We are excited for the future of the Brown property and that residents of Bee Cave will have access to this land. We need to preserve as much green space in Bee cave as we can because this is what draws people to our community and I do believe that the council has worked hard to create a balance between open natural spaces and local business. I just ask that you reconsider a road that will split up the brown property and create pollution and noise in a space that could be a sanctuary for all residents.

I hope that differences and prejudice can be put aside and that the council can look past the few outspoken bad players in the homestead and hear our concerns. This will drastically impact our neighborhood and the lives of many of your Bee Cave residents.

Thanks,
Paige Moore
[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 5:53 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Robert MNunez

Jotform

Feedback Form

Name (Optional)	Robert MNunez
Which neighborhood do you live in?	The Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	Diverting highway through a neighborhood and shopping center does not make sense. If the highway and or intersection is a problem,Fix that. The intersection of HPR and 71 will continue to be a problem because of Spicewood extensions. Address and Fix the problem.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 12:01 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Steven Jones

Jotform

Feedback Form

Name (Optional)	Steven Jones
Which neighborhood do you live in?	Canyonside at Falconhead West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Increased mobility and lower commute times. The traffic on 71 is bad.
Is there anything else you would like to add?	The presentation of the options was very confusing so I can not give feedback on which one I prefer. I trust the professionals will make the best choice
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 9:55 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Terry Irion

Jotform

Feedback Form

Name (Optional)	Terry Irion
Which neighborhood do you live in?	Falconhead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	We need alternate connective streets to the state highway corridors. The plan to provide east/west alternative routes south of Hwy 71 is good but we also need a north/ south alternative to FM 620. We should look for a way to extend Willy Way north of Ladera to Falconhead Blvd.
Is there anything else you would like to add?	I do not think a 2 cent property tax should be sacrosanct if we could have improved mobility and quality if life with a 5 to 10 cent tax rate.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 7:00 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Tom Myers

Jotform

Feedback Form

Name (Optional)	Tom Myers
Which neighborhood do you live in?	The Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	The Great Divide street is our only access in or out of the neighborhood. This street, the Spanish.Oaks neighborhood main entrance as well as the proposed addition of Spanish Oaks entrance are all to be confounded traffic wise in or out with this proposed Hamilton Pool bypass road. There is no relief of traffic on Hamilton Pool road or highway 71. We tax payers do not want this city to saddle us with a multimillion dollar constructed road or it's forever maintenance. Tex Dot is the responsible authority on state and farm roads. The impervious runoff exacerbates our low water crossing flooding.
Is there anything else you would like to add?	Synchronizing the through traffic lights on highway 71 and Hamilton pool road to accommodate the rush hour traffic would eliminate much of the bogged standing traffic, waiting at traffic lights 🚦. The Brown property is pristine creek front park land property. Better serving the Bee Cave city and its neighbors.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 8, 2022 4:07 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Vivek Sundararaman

Jotform

Feedback Form

Name (Optional)	Vivek Sundararaman
Which neighborhood do you live in?	FalconheadWest
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Will help mitigate the congestion on HWY 71
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Friday, December 9, 2022 7:03 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Alex Russian

Jotform

Feedback Form

Name (Optional)	Alex Russian
Which neighborhood do you live in?	Falconhead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	We support whatever can help reduce traffic. Need more local roads to support local people.
Is there anything else you would like to add?	Another entrance into Falconhead would also be nice.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Friday, December 9, 2022 8:58 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Gail Perkins

Jotform

Feedback Form

Name (Optional)	Gail Perkins
Which neighborhood do you live in?	Falconhead West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	The mounting number of serious traffic accidents, hit and runs and red light running scares me to death. I don't want to drive on 71. It will only get worse with all the new developments being built.⁹
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Friday, December 9, 2022 10:15 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Lou Anthony

Jotform

Feedback Form

Name (Optional)	Lou Anthony
Which neighborhood do you live in?	Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	Traffic impact on Hwy 71 would be minimal, but the impact on the Homestead neighborhood would be extremely negative
Is there anything else you would like to add?	Thank you for making this link available
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Friday, December 9, 2022 6:03 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Mark Herbert

Jotform

Feedback Form

Name (Optional)	Mark Herbert
Which neighborhood do you live in?	Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	The HPR Bypass will create extreme congestion at the entrance to our neighborhood. This will make our property values decrease and lower the quality of living in The Homestead. Engineers, other experts and common sense have made it clear that this project has no value for our neighborhood; this will be permanent damage to The Homestead.
Is there anything else you would like to add?	There appear to be no sensible justification for this road. We have yet to understand how this is a benefit to Bee Caves.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Friday, December 9, 2022 8:46 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Marsie Stauch

Jotform

Feedback Form

Name (Optional)	Marsie Stauch
Which neighborhood do you live in?	Bee Caves West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	There is absolutely no reason to connect the Collector road to Avispa Way via Cueva. The roads in the Bee Cave West subdivision - most traveled are Avispa Way and Cueva - are too narrow and extra traffic on those roads daily is very hazardous. Plus the option to turn left off Cueva onto HPR is dangerous and will cause a backup of traffic in the neighborhood (BCW). Why would the city of Bee Cave want to spend so much money on such a short extension of Cueva when any traffic that wants to travel on the Collector roads can easily get to 71 and not have to go thru BCW and use HPR. Then if the traffic does come thru BCW via Cueva - the City of Bee Cave will have to spend more money making Cueva and Avispa Way safe to handle the increase of traffic. Seems like a waste of money for the city of Bee Cave.
Is there anything else you would like to add?	The water tower maintenance people have mentioned they would love to have easy and direct access to travel to & from 71. The big trucks have trouble with the smaller roads in BCW. So figure out a way for the trucks to easily access 71. AGAIN, there is absolutely no good reason to spend money on the Cueva extension from the collector road to connect to Avispa Way. Total waste of the city of Bee Cave money.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Friday, December 9, 2022 8:57 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Ryan Hahn

Jotform

Feedback Form

Name (Optional)	Ryan Hahn
Which neighborhood do you live in?	Falconhead west
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Safety and mobility for our residents
Is there anything else you would like to add?	As a resident since 2011, I've seen the growth, highway 71 is so dangerous I consider moving often, even though I love this community. I'm so thankful our leaders are coming up with solutions. I favor option 4, moving HPR away from Bee Cave elementary is very important for the on going safety of students, parents and staff. Thank you for taking action so we don't have to wait for the state to feel safe on our local roads!
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Friday, December 9, 2022 10:37 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Ted Tarsa

Jotform

Feedback Form

Name (Optional)	Ted Tarsa
Which neighborhood do you live in?	Falconhead West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	My main concern is increased cut-through traffic on Vail Divide through Falconhead West and Falconhead from Hwy 71 to RR 620 when Vail Divide is connected to HPR, since my home fronts Vail Divide at Swiss Alps Court. Whichever option minimizes this impact would be of most interest to me. I need more information to know which option would reduce my concern.
Is there anything else you would like to add?	It turns out that the 8-10 stop signs along Vail Divide from Hwy 71 to RR 620, through Falconhead West and Falconhead will be helpful impediments to my cut-through traffic concerns, in addition to Hwy 71/Vail Divide traffic light signaling. However, typical driver stop sign behavior is terrible, so enforcement will have to increase in practice, and reputationally, so that word is out that Vail Divide traffic signs are strictly enforced.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Saturday, December 10, 2022 12:43 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Connie Thurman

Jotform

Feedback Form

Name (Optional)	Connie Thurman
Which neighborhood do you live in?	Falconhead west
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	It should ease up on traffic on hwy 71
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Saturday, December 10, 2022 12:01 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Richard Perkins

Jotform

Feedback Form

Name (Optional)	Richard Perkins
Which neighborhood do you live in?	Falcon Head West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	We need to be proactive in handling traffic problems. Waiting for others to solve the issue is not productive. I believe that parallel access roads on both sides of 71 would help the traffic problem. In addition, builders should be required to provide these roads as a condition of getting approval to build. They should also be required to provide additional money to the city for road issues predicated on the number of residents expected to be housed in an area. I believe that currently, they do not contribute a significant amount of money compared to the impact they are having on the community.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

[redacted] can edit this submission and view all your submissions easily.

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From: Jotform <noreply@jotform.com>
Sent: Sunday, December 11, 2022 10:26 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Bob Yang

Jotform

Feedback Form

Name (Optional)	Bob Yang
Which neighborhood do you live in?	Falconhead West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	We need an alternate route in the event that HWY 71 gets shutdown for an accident. And even more important, another access for emergency vehicles if HWY 71 gets shut down and is impassable.
Is there anything else you would like to add?	The proposed road does not seem to be through the middle of any subdivision, but on the borders of them at worst, so minimal additional traffic through those subdivisions. It's not like adding a Vail Divide situation.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Sunday, December 11, 2022 9:29 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Byron & Cynthia Ehlert

Jotform

Feedback Form

Name (Optional)	Byron & Cynthia Ehlert
Which neighborhood do you live in?	Bee Caves West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	I DO NOT, NOR DOES ANYONE ELSE IN "BEE CAVES WEST" SUBDIVISION LIKE OR WANT THE "SOUTHWEST COLLECTOR" GRANTED OR CONSTRUCTED. THIS WOULD ONLY BRING TRAFFIC TO A HISTORICALLY QUIET NEIGHBORHOOD THAT THE CURRENT ROADS ARE OUR ONLY MEANS OF A QUIET WALK SAFELY WITHOUT THE DANGER OF THOROUGHFARE TRAFFIC ON ROADS WHICH CANNOT HANDLE BILATERAL TRAFFIC WELL AS IT IS, NOR IS THERE ENOUGH REAL ESTATE TO WIDEN...
Is there anything else you would like to add?	I'M NOT NECESSARILY OPPOSED TO THE HAMILTON POOL EXTENSION, BUT THE "SOUTHWEST COLLECTOR" IS NOT A GOOD IDEA; THE "VAIL DIVIDE" EXTENSION IS MUCH MORE APPROPRIATE TO INTERSECT HPR; THE ROAD IS ALREADY ESTABLISHED AND WAS DESIGNED FOR MORE TRAFFIC...IMPLEMENTING A ROAD THROUGH A VERY QUITE NEIGHBORHOOD IS JUST PLAIN RIDICULOUS...IT WOULD ULTIMATELY DEVALUE OUR PROPERTIES, INDUCE A MUCH HIGHER RISK OF DANGER TO US AND OUR NEIGHBORS FOR QUITE WALKS ON THE STREET SINCE THIS IS THE ONLY HARD SURFACE TO WALK ON...THERE ARE NO SIDEWALKS IN BEE CAVES WEST SUBDIVISION AS THERE ARE IN OTHER NEWER NEIGHBORHOODS.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Sunday, December 11, 2022 2:01 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Susan Scallon

Jotform

Feedback Form

Name (Optional)	Susan Scallon
Which neighborhood do you live in?	Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	It does not appear that the study supports the need for the bypass. There simply is not a proper way to spend my tax dollars. T dot should be paying for road improvements to Hwy 71. Travis County and WCID approving too much development when we do not have proper infrastructure including water and electricity. The city of Bee Cave should not take this on at the tax payers' expense. It's a lousy solution with very little benefit.
Is there anything else you would like to add?	I would like very much for the Bee Cave council to solve the pressing health and safety of the residents in the Homestead by causing even more restriction to getting out of our only egress out of the neighborhood. With the proposed commercial development at our doorstep adding traffic at our only egress for fire, I much prefer you spend your time and tax dollars for safety and get an emergency egress out if this neighborhood. Thank you
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Monday, December 12, 2022 12:37 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Chris Stevenson

Jotform

Feedback Form

Name (Optional)	Chris Stevenson
Which neighborhood do you live in?	Bee Cave West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	Way too much investment and negative impact in oldest neighborhoods in Bee Cave… Homestead and Bee Cave West for a very minimal return.
Is there anything else you would like to add?	What is the desperate push for this plan to be approved and executed?
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Monday, December 12, 2022 8:23 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Michael Murphy

Jotform

Feedback Form

Name (Optional)	Michael Murphy
Which neighborhood do you live in?	Falconhead West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	I think adding an access road from Hamilton Pool east is a good idea. It will hopefully reduce traffic at 71 and Hamilton Pool. It would also allow residents of Terra and Bella Colinas an alternate route using Hamilton Pool to Vail Divide extension. I am concerned about the other access roads in that people would not use them because of the multiple stop signs needed as well as to get back on 71 going West they will have to make left turns at lights which will get backed up and cause more congestion on 71.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Monday, December 12, 2022 1:16 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Nell Penridge

Jotform

Feedback Form

Name (Optional)	Nell Penridge
Which neighborhood do you live in?	Bee Cave West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	This hurts 2 of the oldest neighborhoods in Bee Cave and will cost a huge amount for so little positive return. Maybe Falcon head West will benefit by a few extra minutes but at what cost to the Brown Property and to Bee Cave West and the Homestead? Why the incredible push for this to be approved.?? Let's see what improvements Vail Divide will result in. I just can't go along with this huge investment for such minimal return.
Is there anything else you would like to add?	If you can do nothing else Remove Cueva Drive from the Thoroughfare plan… please.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

You can edit this submission and view all your submissions easily.

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From: Jotform <noreply@jotform.com>
Sent: Tuesday, December 13, 2022 9:21 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Jaclyn Tully

Jotform

Feedback Form

Name (Optional)	Jaclyn Tully
Which neighborhood do you live in?	Homestead
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	I'm concerned about cut through commuter traffic moving the congestion and unsafe driving onto our neighborhood roads. I'm not convinced this project is fiscally responsible. And I want to preserve the Brown tract as a nature area as much as possible.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Tuesday, December 13, 2022 7:00 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Sammy Tamporello

Jotform

Feedback Form

Name (Optional)	Sammy Tamporello
Which neighborhood do you live in?	Falconhead West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Help with the daily traffic
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, December 15, 2022 5:14 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Jardin Loeffler

Jotform

Feedback Form

Name (Optional)	Jardin Loeffler
Which neighborhood do you live in?	Uplands
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	We desperately need an alternate route when there are emergencies, wrecks, and heavy traffic in general. It sometimes takes an hour to get from the Uplands to Bee Cave Middle School in the morning and afternoon and that is with no wrecks just traffic. I'm born and raised here and don't want to see new roads take more land more than anyone probably but our roads can no longer hold all the growth. The intersections are incredibly dangerous because of all the people running the red lights out of frustration from sitting for too long in the traffic. I believe we are going to continue to explode in growth and need to address the addition of new roads immediately. I disagree on the widening of 71 not being the answer to many of these problems. If more cars could get through the light at 71 and Hamilton pool both turning left from 71 or coming across the Parkway it would get a lot more people moving through and less frustration. Bee cave parkway needs to break into 4 lanes at the 71 light, left turn, 2 straight, right turn. On 71 2 left turn onto Hamilton Pool, 2 straight, 1 right turn into Parkway. I have land on Hamilton Pool and a lakehouse in Spicewood and there is a large problem any direction you go.
Is there anything else you would like to add?	A study needs to be done on the safety with Vail Divide connecting to Hamilton Pool by BCMS. There is no room for traffic to flow with school pickup lines and kids using the crosswalk. I would like to see this explained in detail. Cars park on the road, kids are running and riding bikes, traffic is backed up to 71. It's already dangerous.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Sunday, December 18, 2022 1:57 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Catherine Kirtane

Jotform

Feedback Form

Name (Optional)	Catherine Kirtane
Which neighborhood do you live in?	Terra Colinas
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	This will increase traffic in my neighborhood and puts my kids at risk. I have a 2 and 4 year old and we already have traffic and speeding cars from middle school parents cutting through our side streets to get to the middle school. Expand 71 to be 3 lanes each side instead of putting our kids at risk. Or increase funding for school buses or introduce public transportation to reduce cars on the roads.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Tuesday, December 20, 2022 2:52 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Alexia Moods

Jotform

Feedback Form

Name (Optional)	Alexia Moods
Which neighborhood do you live in?	Terra colinas
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	Noise pollution. Added emissions, cut through on Cinca terra, speed limit too high- 30-35. No limit on size of vehicles. No speed deterrents like speed bumps. Already too much with the no stop signs by summer moon to Palermo.
Is there anything else you would like to add?	Reduces value of a lovely neighborhood!
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: David Graham [redacted]
Sent: Tuesday, December 20, 2022 3:08 AM
To: HPR_Comments@rtg-texas.com
Subject: Road Feedback

As a person who watched the horror of Silicon Valley growth, and now, after 20 plus years of seeing the same thing in Bee Cave/Greater Austin. A few points of suggestion.
The Bee Cave Parkway/Galleria was built without shoulders, bike lanes and utilities right up against the road at a time when it was just scrub/ranch land, a huge wasted opportunity to make a safer roadway.
Turn lanes, over/under pass designs are critical and should never be abandoned due to cost, the ability to avoid bottlenecks and accommodate future growth is undeniable. Freeway/tolls or both are inevitable, so the faster land and right of ways are secured, the lower the cost.
Bee Cave/Lakeway have allowed developers to over build without hitting each new development with costs for traffic mitigation charges, this needs to change fast.
David Graham
[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Nancy Woodbridge
Date: Monday, December 26, 2022 8:32:10 PM

Feedback Form

Name (Optional)	Nancy Woodbridge
Which neighborhood do you live in?	Falconhead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	I think it is important for the city to provide alternate roadways for the Texas highways that run through the city. I would be wonderful to have an alternative route when accidents or unexpected road closures occur on 71, HPR and/or 620. This proposed road is a good step in that direction.
Is there anything else you would like to add?	I hope the city of Bee Cave will look at similar alternate roads for 620. It would be great to be able to get from HCG to Falconhead without needing to go on either 71 or 620.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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Brock Miller

From: Jotform <noreply@jotform.com>
Sent: Thursday, December 29, 2022 9:06 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Stephen Chen

Feedback Form

Name (Optional)	Stephen Chen
Which neighborhood do you live in?	Sweetwater
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	It would help redirect some traffic off 71 and alleviate bottlenecks in the peak hours. However, this is a temporary solution as the increase in population growth further west where Sweetwater, Rough Hollow, West Cypress Hills and new developments will neccesitate SH 71 expansion. Improving the safety of SH 71 is what our community needs most as there have been too many lives lost due to danger zones around Pedernales Summit Pkwy and Bee Creek Road and Serene Hills Drive.
Is there anything else you would like to add?	The alternative HPR access roads will help some traffic but does not address the bigger picture problem of continued exponential population growth in an area where the main highway is very unsafe to travel because there is no middle concrete divider. Please put in concrete barriers at the entrance in front of Sweetwater so oncoming traffic head on collisions can be mitigated.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Nick Grossman
Date: Friday, December 30, 2022 9:05:26 PM

Feedback Form

Name (Optional)	Nick Grossman
Which neighborhood do you live in?	Sweetwater
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Something clearly needs to be done and whilst these plans don't change much for residents here, it clearly provides some relief to communities further along.
Is there anything else you would like to add?	TX71 is a nightmare and is going to become unbearable and more deadly in the years until TXDOT approves anything. Something needs to be done to improve safety soonest.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form -
Date: Tuesday, January 3, 2023 6:41:19 PM

Feedback Form

Which neighborhood do you live in?	Uplands
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Phil Germann
Date: Wednesday, January 4, 2023 3:54:48 PM

Feedback Form

Name (Optional)	Phil Germann
Which neighborhood do you live in?	Rocky Creek
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	I am on the LTYA board for softball, and we spend a lot of time at Field of Dreams. I worry about safety of traffic through that area, as well as the loss of parking at FoD. People already cross through the LTYA parking lots at high speed when the HPR left turn is backed up at the end of the day. It could get worse with this plan. I'm curious about the options for the HPR interchange to the SW of BCE. I'm not totally clear about the roundabout vs a traffic light. In my opinion, a traffic light there would be disastrous. There is simply too much traffic coming from SH71 which would back up on a red light during peak times. Roundabouts are far safer, and keep traffic moving. I'm still trying to understand how BCE drop offs get routed off and back onto HPR. Merging traffic compounds congestion issues.
Is there anything else you would like to add?	I think the study was a good first step. I like the out of the box thinking on creating alternate routes. This is the best way to mitigate traffic -- to make multiple routes with similar travel times. I lived in the south metro area of Minneapolis/St. Paul (south of the MN river), where there were many alternate routes, and I liked always having the option to "bail out" and take another route when traffic was backed up. Here, we only have one route to and from, well... anywhere. Local governments do not do enough to require beneficial connections. For example, why does Cueva Dr. not connect to 71? Why are Provence and Sweetwater not connected? I hope the new high school will connect HPR and SH71 on Reimers/Peacock Road. In the absence of actual planning, we end up with half-baked connections like Vail Divide through Falconhead to 620, or frankly, this plan which feels a bit like an

afterthought. If these connections had been imposed on the developers, then the through-streets could have been designed to handle that traffic. But it seems no one will stand up to developers and require them to do so.

Would you like us to contact you if we need more input? If so, please leave your Email address: [redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Ryan Kelsheimer
Date: Wednesday, January 4, 2023 5:28:47 PM

Feedback Form

Name (Optional)	Ryan Kelsheimer
Which neighborhood do you live in?	Bella Colinas
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	I am in favor of any solutions that are designed to lessen the burden on 71. Post-Covid (lots of new residences), 71 is almost untravelable between 4:30-6:30pm. And so dangerous. Drivers use shoulders and middle lanes as roadways with no police presence to reduce the issue.
Is there anything else you would like to add?	Thank you for all the efforts on this project!!
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Kelly Villareal
Date: Wednesday, January 4, 2023 6:53:45 PM

Feedback Form

Name (Optional)	Kelly Villareal
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Sallie Krause
Date: Wednesday, January 4, 2023 6:54:54 PM

Feedback Form

Name (Optional)	Sallie Krause
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Ron Ubertini
Date: Wednesday, January 4, 2023 6:56:47 PM

Feedback Form

Name (Optional)	Ron Ubertini
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Reduce travel time for me everyday. I work in the galleria, and sit in morning and afternoon traffic everyday.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Noah Menikoff
Date: Wednesday, January 4, 2023 7:27:16 PM

Feedback Form

Name (Optional)	Noah Menikoff
Which neighborhood do you live in?	Belvedere
In general, are you in favor of Bee Cave building these access roads?	Yes
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Leslie Menikoff
Date: Wednesday, January 4, 2023 7:30:51 PM

Feedback Form

Name (Optional)	Leslie Menikoff
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Anything to relieve traffic on Hamilton Pool is positive. The light back ups at 71/HPR are unsafe. God forbid you need emergency vehicles between the hours of 7-9am and 2-6pm because of traffic.
Is there anything else you would like to add?	Please keep looking for ways to add streets to relieve pressure on HPR, 71, and 620.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Peter Richter
Date: Wednesday, January 4, 2023 7:39:10 PM

Feedback Form

Name (Optional)	Peter Richter
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	We need additional access ways to soften traffic congestion throughout the Bee Cave community as well as for safety/service personnel during emergencies.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Steve Kelly
Date: Wednesday, January 4, 2023 7:52:44 PM

Feedback Form

Name (Optional)	Steve Kelly
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Provides alternative access. Currently 71 is too congested and unsafe. This results in me going to Dripping Springs to shop.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Jennifer Kelly
Date: Wednesday, January 4, 2023 8:10:04 PM

Feedback Form

Name (Optional)	Jennifer Kelly
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	The proposed changes benefit the entire community by providing alternate routes that are safer and faster. The changes will make shopping and dining in Bee Cave more attractive.
Is there anything else you would like to add?	Thank you for providing this information. It has
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Sherri Hopson
Date: Wednesday, January 4, 2023 9:10:36 PM

Feedback Form

Name (Optional)	Sherri Hopson
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	We drive and pick-up our daughter to | from Hyde Park High School (by the Domain) everyday, Monday through Friday, during the school year. From Belvedere we take Hamilton Pool Road to 71 to Bee Cave. Because of the unpredictability of the traffic by Bee Cave Elementary, we are forced to leave by 7:10 for an 8:30 start. This is frustrating knowing with no traffic it's a 40 minute drive but not worth the risk of being late. On the way home, once we cross 620 at 4:25 pm, often times the traffic is so backed up to turn left on Hamilton Pool Road that we sit through 4-5 lights. Not only is this adding significant time to our drive daily, it's also dangerous making the turn both ways. Please accept the proposed road changes on January 25. We have to do this 2X daily for the next 4 years.
Is there anything else you would like to add?	In addition to approving the proposed changes, please expedite a start date to begin and finish the work. We appreciate what's finally being done on Hamilton Pool Road, it's just taken so long to get the project started and finished. Again, I appreciate you approving the proposal for the new local road. Thank you!
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Donald South
Date: Wednesday, January 4, 2023 9:20:00 PM

Feedback Form

Name (Optional)	Donald South
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Our daughter attends Hyde Park High School by the Domain. It is a 40 minute drive. We used to leave at 7:35 to arrive by 8:15 am. But now with construction and lack of bus routes the traffic around Bee Cave Elementary causes us to leave at 7:05 as to not get stuck in school traffic. The first week of school this year took us 45 minutes to drive 5 miles. On the way home traffic backs up past McCoy's and it takes 4 to 5 lights to turn left onto Hamilton Pool Road. These road changes will help alleviate congestion and save us time. It will also prevent many accidents that happen at these times
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Nick Alagna
Date: Wednesday, January 4, 2023 9:28:45 PM

Feedback Form

Name (Optional)	Nick Alagna
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	I have kids at both BCMS and BCE. Traffic has become a huge issue. This will alleviate some congestion around the schools. It will also alleviate congestion on 71. The population growth has been here for years and we are already behind in infrastructure development. This will be a step in the right direction.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Scott Boswell
Date: Thursday, January 5, 2023 8:16:32 AM

Feedback Form

Name (Optional)	Scott Boswell
Which neighborhood do you live in?	Sweetwater
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	We need to relieve traffic off of 71, especially as we see expansion into Rough Hollow, West Cypress Hills, Sweetwater, and beyond. I believe this road would be successful in doing that by diverting daily traffic from Hamilton Pool and the surrounding areas off of 71.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Cilia Montoto
Date: Thursday, January 5, 2023 9:26:05 AM

Feedback Form

Name (Optional)	Cilia Montoto
Which neighborhood do you live in?	Next level urgent care
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	It will improve traffic flow
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 11:23 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Brenda Dalman

Jotform

Feedback Form

Name (Optional)	Brenda Dalman
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	Clint was very good at explaining the reasons for keeping roads accessible to businesses and the reasoning for these decisions. However, as is often the case with roads, this seems to be shortsighted with regard to the HPR/71 intersection. A flyover would eliminate a huge amount of traffic at the light and still allow people to access businesses on 71. Additionally, people are loyal to certain restaurants and shops. A flyover wouldn't deter shoppers. Any improvement is appreciated but, please, look to the future and not only the immediate (2- 7) years. Thank you.
Is there anything else you would like to add?	We lived in San Antonio, off 281 and north of 1604, for years up until 2007. This "country" road became a traffic nightmare and construction is still ongoing. It's a mess! I don't want HPR to become another one of those nightmares and don't want to move again!
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 11:52 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Mark Chester

Jotform

Feedback Form

Name (Optional)	Mark Chester
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	City cannot grow and attract business if citizens cannot traverse easily around the city.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 4:21 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Richard Newhouse, P.E.

Jotform

Feedback Form

Name (Optional)	Richard Newhouse, P.E.
Which neighborhood do you live in?	Bella Colinas
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	We in Bella Colinas are concerned with the diverted/cut thru traffic using our residential streets as a short cut to avoid the lengthy backup of vehicles on SH 71 waiting to making a left turn onto Vail Divide when it's connected to Hamilton Pool Road. A Traffic Impact Analysis prepared for LTISD by their traffic consultants prior to the Middle School being built, which was submitted to the City of Bee Cave and reviewed, showed that the queues waiting to turn left from SH71 onto Vail Divide after the connection to Hamilton Pool Road was made, would be so long that they could not be measured!
Is there anything else you would like to add?	The proposed connection to Palermo Dr should be eliminated from this plan as this would only make it easier for vehicles to avoid the long queues on SH71 waiting to turn left on Vail Divide by using residential streets in Bella Colinas and Terra Colinas and creating dangerous conditions for pedestrians and children alike! to make matters worse, the City of Bee Cave allowed LTISD to build a second school on the same property as the Middle School with no further traffic studies! I have appeared before the City Council and other Boards before with these concerns!
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 4:54 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Jennifer Richter

Jotform

Feedback Form

Name (Optional)	Jennifer Richter
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Without the road indicated by the orange dotted line, HPR/71 will remain a bottleneck of congestion with long wait times to turn onto HPR which is even more concerning given the development of new business and future residential west into Spicewood and beyond that will use 71.
Is there anything else you would like to add?	We need increased access for residents to navigate the city, which is imperative to time savings, business viability, and especially for public safety. It is horrible that a Rough Hollow Elementary student had to be airlifted the first week of school for a medical emergency because roads were not clear on 71. I personally had a trauma accident at home in the evening, which thankfully didn't happen during peak traffic at 71/HPR. Thankfully, it happened at night so 71 was clear or else Life Flight would've been the only option to get me to the burn unit downtown given peak traffic in afternoon/rush hour. Even at 2 pm, one stall or accident has left me sitting and at times unable to turn onto HPR to get home!
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 4:55 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Mason Richter

Jotform

Feedback Form

Name (Optional)	Mason Richter
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 4:56 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Connor Richter

Jotform

Feedback Form

Name (Optional)	Connor Richter
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 5:01 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Isabelle Richter

Jotform

Feedback Form

Name (Optional)	Isabelle Richter
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	The majority of our surrounded area has wasted countless hours per person just waiting in the turn lane onto HPR alone. I personally have opted not to travel around Bee Cave anytime after 3 pm to support businesses knowing a short drive will take 30 min there and 30-45 home unless I opt to speed down the center median of 71 to turn onto HPR. As a younger driver, there needs to be options besides a congested highway for newer and elderly drivers, especially.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 5:39 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Marianne Offenbecher

Jotform

Feedback Form

Name (Optional)	Marianne Offenbecher
Which neighborhood do you live in?	Rocky Creek
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Increase in area population has escalated the need for alternative routes along HPR.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 5:44 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Brenda Grafft

Jotform

Feedback Form

Name (Optional)	Brenda Grafft
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 5:56 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Amy Beard

Jotform

Feedback Form

Name (Optional)	Amy Beard
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	The growth in 78738 does not appear to be slowing down. Timely access to schools, work, extracurriculars, home and every day life necessities is of the utmost importance.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 6:43 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Kris Simpson

Jotform

Feedback Form

Name (Optional)	Kris Simpson
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 6:59 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Jessica Huff

Jotform

Feedback Form

Name (Optional)	Jessica Huff
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	More infrastructure is needed to support the growth. It seems as Bee Cave is not slowing down, regardless or resources available.
Is there anything else you would like to add?	Bee Cave is having a hard time keeping up with the growth. I hope more solutions are in place to support the growing city as more developments are approved. Also, I completely understand why Homestead residents oppose the new street. I would also be pissed if this was happening in my neighborhood. It seems as though Bee Cave is excited to grow but isn't properly equipped for the growth, and residents are getting screwed in the process. If you really want to work on behalf of your community, please heavily consider whether or not Bee Cave can sustain new developments and have fair plans in place before you sacrifice neighborhoods and our beautiful hill country.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 7:14 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Rick Augustine

Jotform

Feedback Form

Name (Optional)	Rick Augustine
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	We must provide additional options for travel around Bee Cave for safety purposes.
Is there anything else you would like to add?	Additional roads are necessary to support the growth of Bee Cave and the surrounding areas.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 7:16 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form -

Jotform

Feedback Form

Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	BUILD THESE ACCESS ROADS AS FAST AS POSSIBLE!! WE DESPERATELY NEED ALTERNATIVE WAYS TO GET AROUND THIS AREA.
Is there anything else you would like to add?	THANK YOU FOR TAKING THE TIME TO COME AND TALK TO THE BELVEDERE COMMUNITY.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 7:53 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Hannah Vedros

Jotform

Feedback Form

Name (Optional)	Hannah Vedros
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	HPR is extremely congested and any and all opportunities there are to offload some traffic is needed. Not to mention if we have an emergency at the house during peak traffic time we won't be able to get anywhere quickly or an emergency vehicle wouldn't be able to get to us which is truly terrifying with 2 young children. Honestly, Hamilton Pool Road almost made us change our decision of buying our home in Belvedere because of the congestion and the fear of emergencies and lack of access.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 8:33 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Jennifer Frezon

Jotform

Feedback Form

Name (Optional)	Jennifer Frezon
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 9:22 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Diogo Ribeiro

Jotform

Feedback Form

Name (Optional)	Diogo Ribeiro
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Currently Hamilton Pool Road and 71 represent traffic chokepoints. The more alternatives routes we have to avoid getting on 71 (or entering / exiting at different points, not just the HPR/71 intersection) — the better.
Is there anything else you would like to add?	Not presently.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 10:52 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Chris Loeper

Jotform

Feedback Form

Name (Optional)	Chris Loeper
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Incredible amount of traffic is a bottleneck without these needed roads.
Is there anything else you would like to add?	Thank you for listening to the local community who commute daily.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Thursday, January 5, 2023 11:55 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Michael Jewell

Jotform

Feedback Form

Name (Optional)	Michael Jewell
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	With the rapid population growth in the area and associated increase in traffic, greater ability to move traffic from HPR to Bee Cave (and vice versa) is needed. We do not need to repeat the fundamental problem that plagues Austin now - the don't build roads and they won't come attitude. We see new residents moving in quickly, we know that more is coming, and taking steps as soon as possible to avoid total gridlock is needed. Thank you for your consideration! Michael
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form -
Date: Friday, January 6, 2023 7:45:56 AM

Feedback Form

Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	The traffic and safety issues on HPR has significantly impacted the time it takes to simply get to 71 and near by areas for basic needs such as CVS and H-E-B for prescriptions and groceries. The traffic at the signal at 71 and HPR in the afternoons to get home has become unbearable at times making a commute significantly longer than needed
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Friday, January 6, 2023 7:49 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Victoria Peters

Jotform

Feedback Form

Name (Optional)	Victoria Peters
Which neighborhood do you live in?	Vistacia
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	I would like to see the plans to the options as I would hope they preserve as much of the Hill Country as possible.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Friday, January 6, 2023 7:51 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Steve Peters

Jotform

Feedback Form

Name (Optional)	Steve Peters
Which neighborhood do you live in?	Vistancia
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	I would like additional information on the proposed options.
Is there anything else you would like to add?	Need a divider on HPR
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Friday, January 6, 2023 9:12 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Mitt Salvaggio

Jotform

Feedback Form

Name (Optional)	Mitt Salvaggio
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	With a small child, it is critical to my family that we greatly improve traffic flow around the elementary school as well as provide alternatives to 71 in order for us to remain residents in this area.
Is there anything else you would like to add?	Though we are not Bee Cave voters, I believe we and many other residents of my neighborhood contribute substantially to the sales tax base. And we would contribute substantially more if there were better dining and shopping options that these access roads could facilitate. We are very appreciative of the Mayor and City Manager taking time to visit with us.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Friday, January 6, 2023 9:16 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Rachel Salvaggio

Jotform

Feedback Form

Name (Optional)	Rachel Salvaggio
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	The current expansion of HPR will improve our commutes but we truly need a solution to ease the traffic on 71 and around the elementary school as well as an alternative to 71 when there are accidents.
Is there anything else you would like to add?	We are appreciative to the mayor and city manager for offering these types of briefings to our community.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

You can edit this submission and view all your submissions easily.

CAUTION: This email originated from outside of RTG. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Jotform <noreply@jotform.com>
Sent: Friday, January 6, 2023 9:25 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Carl Fabre

Jotform

Feedback Form

Name (Optional)	Carl Fabre
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	ANYTHING that takes the heavy traffic away from the HPR/71 intersection is very necessary.
Is there anything else you would like to add?	The Homestead residents need to realize that having a stoplight by them is much safer for them.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

You can edit this submission and view all your submissions easily.

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From: Jotform <noreply@jotform.com>
Sent: Friday, January 6, 2023 10:05 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Andrea Smith

Jotform

Feedback Form

Name (Optional)	Andrea Smith
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Friday, January 6, 2023 10:06 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - John Smith

Jotform

Feedback Form

Name (Optional)	John Smith
Which neighborhood do you live in?	Rocky Creek
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Friday, January 6, 2023 10:06 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Jim Rogers

Jotform

Feedback Form

Name (Optional)	Jim Rogers
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Friday, January 6, 2023 10:07 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Jean Smith

Jotform

Feedback Form

Name (Optional)	Jean Smith
Which neighborhood do you live in?	Rocky Creek
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Friday, January 6, 2023 10:07 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Eryka Rogers

Jotform

Feedback Form

Name (Optional)	Eryka Rogers
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Friday, January 6, 2023 10:19 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Marina OLeary

Jotform

Feedback Form

Name (Optional)	Marina OLeary
Which neighborhood do you live in?	Uplands
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	This is not a road that I would use so the main reason that I am in favor is because of the potential traffic reduction on 71.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Friday, January 6, 2023 10:31 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Julian King

Jotform

Feedback Form

Name (Optional)	Julian King
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	I own Capriotti's sandwich shop located at the corner of HWY71 and S FM620. This would improve drastically my customers being able to get to our store.
Is there anything else you would like to add?	Great job Clint Garza. If you haven't tried one of our sandwiches feel free to use the code: FREESMALL23 when you order online and get a free small sandwich.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

You can edit this submission and view all your submissions easily.

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From: Jotform <noreply@jotform.com>
Sent: Friday, January 6, 2023 1:17 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Michael Jones

Jotform

Feedback Form

Name (Optional)	Michael Jones
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	We need to alleviate traffic at HPR and 71. This seems to be a good option.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

You can edit this submission and view all your submissions easily.

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From: Jotform <noreply@jotform.com>
Sent: Friday, January 6, 2023 3:47 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Laurie Going

Jotform

Feedback Form

Name (Optional)	Laurie Going
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Increased access to the city of Bee Cave.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Julian King [redacted]
Sent: Friday, January 6, 2023 10:34 AM
To: HPR_Comments@rtg-texas.com
Subject: Traffic Study Approval HPR

Hello,

It would be in the best interest of a rapidly growing city to decrease the traffic. On the next vote, the best course of action would be to pass the HPR Access plan.

--

Julian **H. King**

Franchise Owner Capriotti's Austin |
Managing Partner Blue Pineapple Hospitality

[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Sunday, January 8, 2023 7:41 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Chris Grafft

Jotform

Feedback Form

Name (Optional)	Chris Grafft
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Anything that will alleviate or help alleviate the congestion at HPR and 71 is worth pursuing
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Sunday, January 8, 2023 9:32 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Eloise Christian

Jotform

Feedback Form

Name (Optional)	Eloise Christian
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Reduce our time sitting in traffic, especially between 3:30p-7:30p weekdays. We try to avoid driving during those hours, but of course it's not always possible. Eight years ago HPR was still a sleepy road, but what a change now that the sprawl has reached us. It's time to create alternatives routes to keep up with the planned growth for Bee Cave.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Sunday, January 8, 2023 2:16 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Kim Clifgird

Jotform

Feedback Form

Name (Optional)	Kim Clifgird
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Desperately need alternative routes
Would you like us to contact you if we need [redacted]	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Sunday, January 8, 2023 2:18 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Merri Cronk

Jotform

Feedback Form

Name (Optional)	Merri Cronk
Which neighborhood do you live in?	Falconhead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	Need to adjust for growth, efficiency and timing.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Sunday, January 8, 2023 3:14 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Stephen Kean

Jotform

Feedback Form

Name (Optional)	Stephen Kean
Which neighborhood do you live in?	FHW
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	HPR, 620, 71 are a nightmare. Giving our families non-highway options to reach our cities amenities is critical. TXDOT could/will take 71 full freeway some day and without this plan to travel within our town we have NO Town. Get this passed! Thanks.
Is there anything else you would like to add?	Please add my cell 5126770171 to receive notifications of future events, meetings etc. This would be a great way tonkeep Bee Cave folk active and appraised.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Sunday, January 8, 2023 3:18 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Maria Kean

Jotform

Feedback Form

Name (Optional)	Maria Kean
Which neighborhood do you live in?	Falconhead West
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	With our communities fast growth I feel this solution to the overwhelming traffic on 71 will make it safer and less stressful for residents and commuters.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

You can edit this submission and view all your submissions easily.

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From: Jotform <noreply@jotform.com>
Sent: Sunday, January 8, 2023 5:36 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Peggy Besand

Jotform

Feedback Form

Name (Optional)	Peggy Besand
Which neighborhood do you live in?	Falconhead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	We must take action to address gridlock on 71. Delay just means the problem gets more complex.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

You can edit this submission and view all your submissions easily.

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From: Gary Ahrendt [redacted]
Sent: Sunday, January 8, 2023 9:59 PM
To: HPR_Comments@rtg-texas.com
Subject: HPR project, specifically the proposed "Southwest Collector"

Hi, I'd like to first say thank you to Clint Garza for doing an excellent job managing the Bee Cave roadways. His knowledge and experience is very impressive and we're fortunate to have him.

My concern is with the "Southwest Collector" portion that would run East from Palermo Drive.

I feel the "Southwest Collector" through the properties just south of HW71, particularly the farm property is not needed. I don't realistically believe local Bella and Terra Colinas residents would use this slower road to travel to the Galleria area. Access to the properties/ proposed businesses just south of HW71 should be available from HW71 or Cueva Drive. The Vail Divide extension already gives drivers access between HW71 and HPR. If a wreck occurs on HW71 between Vail Divide and HPR, cars can be diverted using the HPR/ Vail Divide "loop" to bypass that area of HW71.

As a home owner, I'm also concerned about increased road noise and further disruption to homeowners who live near the East boarder of Terra Colinas.

Thank you so much for your time and for listening to my concerns!

Gary Ahrendt

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From: Jotform <noreply@jotform.com>
Sent: Monday, January 9, 2023 6:32 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Scott Cronk

Jotform

Feedback Form

Name (Optional)	Scott Cronk
Which neighborhood do you live in?	Falconhead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	Depends on the option and how the city takes care of Itya with its property being part of what is needed
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

You can edit this submission and view all your submissions easily.

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From: Jotform <noreply@jotform.com>
Sent: Monday, January 9, 2023 10:18 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Keith Milkiewicz

Jotform

Feedback Form

Name (Optional)	Keith Milkiewicz
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	We have to do what we can to clean up the bottlenecks of 71 and HPR
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

You can edit this submission and view all your submissions easily.

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From: t k [redacted]
Sent: Monday, January 9, 2023 11:32 AM
To: HPR_Comments@rtg-texas.com; cgarza@beecavetexas.gov
Subject: Hamilton Pool Bypass

Hi there - I'm fairly new to The Homestead and getting involved in city topics for the first time in my life! I'd like to kindly request that the city council reconsider the proposed HPR Extension behind the Field of Dreams. I understand how hard the council works at trying to improve the quality of life for all Bee Cave residents, and I don't feel that this particular project will have the intended benefits.

At first, when I first learned about this project, it seemed the idea was to alleviate the traffic during the congested school hours at BCE. I remember sitting in on the city council meeting when the idea was originally raised, and there were brainstorming ideas shared on how to increase bus ridership and thus reduce the traffic, eliminating the need for the bypass road. There was mention of a different exit, one that did not even cross GDD. I remember hearing of the road being a destination in itself, for a butterfly park, or some sort of nature center if. Now it seems like the main purpose of the bypass is to move a substantial amount of traffic off 71. I think if more people had fully understood the extent of the road, there would have been more push-back at the original discussion.

I am against this road for numerous reasons, mainly due to concerns about safety as this new road intersects Great Divide Road. A roundabout is statistically the safest form of intersection, but it will cause a bottleneck for Great Divide users attempting to merge into the circle. A 4-way stop sign would give Great Divide users more accessibility to cross the intersection, but it will slow the intended use of the collector road. . If the collector road (HPR Extension) is not the time saver it's created to be at peak use times, then it is not worth the upfront cost, nor the long term upkeep. Which intersection is currently being used in the calculated time savings for travel, stop sign or roundabout? If any of the planned bypass gets altered, will a new traffic study be done? I would imagine the current traffic study would only apply if the entire road goes through as planned.

Also, will this road pass through the Brown property? If so, is this in accordance with the intended use of the Brown Property? I thought it was designated as an open space or an offset for impervious cover, or whatever the correct term is. If this is crossing the Brown Property, has that property already been re-zoned?

I read that this road will be a 3 lane road, 70 feet wide - is this correct? That seems like a lot of concrete to pour in an area that was supposed to be kept green. Also, it looks like it's a 3 lane road. Why is there a need for a middle lane for the entire length from HP to GDD? I always thought a middle lane was to allow for turning lanes. What would cars be turning into, off of the bypass road? Is there future development planned along the sides of this bypass road? Has any re-zoning of adjacent properties been discussed? If this road goes in, will some commercial projects be built off this road between GDD and HPR?

I'm also concerned this bypass road would cause backlog from drivers coming from 71 onto GDD, since the bypass road is so close to the current highway. Will there no longer be a left turn option onto GDD when heading west on 71?

Whatever intersection is used, it seems that Great Divide users safety will be impacted with greater traffic. I know the council has in the past expressed dogged concern over the safety of Homesteaders by approving the building of a bridge over the LWC. The council did this in spite of a majority of Homestead residents expressing they did not want it, and in spite of it still leaving the residents with a single exit point in the case of a forest fire or other emergency which would endanger more lives than the risk of a resident needing emergency care while the LWC is closed (Starflight has landed here recently on 2 occasions, even though the road was open, so it could do the same if the road was closed). The proposed bypass on the other hand, is taking frazzled 71 users onto a bypass road, promising them time savings, but they will still be rushing their commute, on a slower road, and will be more likely to rush through a roundabout, or worse, may not even know how to properly use one. A stop sign improves safety, but slows the promised commute time saving. The intersection on GDD puts Homestead residents at risk, all day, every day. So if Homesteaders safety is as important as the council expressed during the LWC discussions, I would hope that council applies the same concern to those most at risk and that they can see the dangers inherent in this intersection.

I love that I live in an equestrian neighborhood - what consideration has been given to the horse trailers that need to access the proposed intersection?

Since the traffic issues on 71 are TxDot problems, can you help me understand why Bee Cave is stepping up to foot the bill that TxDot is responsible for? I understand that they are slow to take action, but is that actually a valid reason to let them railroad Bee Cave taxpayers into footing their bill? What are the tax implications for Bee Cave residents? I remember it being said that the developers will be responsible for footing the bill for the portion of the road they are developing. How is the dollar value being calculated? What is the cost of this proposed bypass? If we don't have a cost yet, then how are developers to know what added costs will accompany their development? And if there is no development between GDD and HPR, then is this section cost entirely borne by taxpayers? Has this tax implication been shared at all the community meetings in each neighborhood?

Also, can you help me understand why there is an eventbrite registration required for the Homestead meeting on this topic? None of my friends who have attended these information meetings were asked to register their names in advance. If not, was the city secretary there to record the names of all attendees? If not, then it would seem impossible to use any feedback from these meetings in council, since there would be no transparency. Does TOMA apply to these meetings? Has council ever gone from neighborhood to neighborhood, even beyond Bee Cave, like this for any other issues? What was it about the bypass that made council decide to have private meetings and not ask the public to show up at council? What made council feel it appropriate to request that Homestead residents refrain from attending these meeting? I am not very familiar with city issues, but it would seem that transparency would be welcome by everyone.

Finally, when is the proposed bridge set to be built, and when would the proposed bypass construction begin? Again, thinking of the safety of its residents, I would ask council to kindly consider a timeline that would not double bottle neck GDD. If there were a forest fire during any of this construction, and we are down to a single lane during construction, the results could be catastrophic. Again, kindly apply the same concern for Homestead residents as you applied during the decision to build a bridge.

I realize that you know a lot more information on this project than I do from my limited perusal of the available documents and public discourse. I also believe that the council really does want to serve the residents. But I read a disturbing exchange on the mayor's FB page, and feedback from my friends who've attended the neighborhood meetings, and it made me realize that The Homestead is viewed by many as a pain in the side of The City Council. It's often just rolled eyes, or unfinished sentences, such as "well, you know…" and some snide laughter. One of my friends who attended a meeting said that in the meeting, it was said that since this impacts The Homestead more, that if council doesn't drum up support in the rest of Bee Cave, then the meetings will only be attended by Homesteaders, and this gives skewed representation or negative opinions. It makes it seem like all these neighborhood meetings are just to rally an "us against them" mentality: Bee Cave against The Homestead. This makes me feel like the city would just prefer to steamroll through this and drown out the voices of the Homestead Residents, by artificially garnering support of residents who otherwise aren't impacted enough to bother attending a public council meeting. It leaves me feeling distrustful of the aims of the city council, in spite of me truly believing that they really do take on this extra work in hopes of serving their constituents, or at least those who agree with them. I would kindly ask that you add this letter to the officially obtained feedback, and that you answer the questions that I've raised.

Thank you so much,

Tanja Knutson
[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Tuesday, January 10, 2023 12:27 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Warren Wittenborn

Jotform

Feedback Form

Name (Optional)	Warren Wittenborn
Which neighborhood do you live in?	Meadowfox
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	There is quite a bit of beautiful land West of Bee Cave with a corresponding demand for new houses. Development to the West is constrained primarily by the feasibility of commuting into Austin. Over the past 27 the capacity of HW 71 has increased but congestion has remained consistent. We might hope these roads would be used primarily by Bee Cave residents for local travel but modern navigation applications will invariably route through traffic from 71 onto the new roads. These new roads will primarily encourage more development West of Bee Cave. Our city will pay for the roads and they will have a negative impact to local neighborhoods.
Is there anything else you would like to add?	If the city proceeds with the construction of these roads please do everything possible to discourage non-local traffic from filling them. That might include more curves, speed bumps and additional stop signs.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

You can edit this submission and view all your submissions easily.

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From: Jotform <noreply@jotform.com>
Sent: Tuesday, January 10, 2023 4:49 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Kristopher Kelley

Jotform

Feedback Form

Name (Optional)	Kristopher Kelley
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

You can edit this submission and view all your submissions easily.

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, January 11, 2023 11:41 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Claire Young

Jotform

Feedback Form

Name (Optional)	Claire Young
Which neighborhood do you live in?	Belvedere
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	It is imperative that we have multiple options for travel on HPR AND 71. It's dangerous and inconvenient and will only get worse with more build out. We have loved off HPR since 2013 and the change in traffic congestion during that time period is shocking. We need alternate routes.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

You can edit this submission and view all your submissions easily.

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, January 11, 2023 11:46 AM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Christy Jagodik

Jotform

Feedback Form

Name (Optional)	Christy Jagodik
Which neighborhood do you live in?	Madrone ranch
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	To ease traffic for the areas growth spurt
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

You can edit this submission and view all your submissions easily.

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, January 11, 2023 12:00 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Colleen Brown

Jotform

Feedback Form

Name (Optional)	Colleen Brown
Which neighborhood do you live in?	Provence
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Yes
Please explain your choice and why	We have lived in this area for a decade (lived in Deer Creek prior to Provence) and have watched the traffic get worse and worse. What used to be a simple drive anywhere has turned into gridlock most days, no matter where you are going. It unfortunately reduces the quality of life in this area. ☹
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, January 11, 2023 12:15 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Molly Gurasich

Jotform

Feedback Form

Name (Optional)	Molly Gurasich
Which neighborhood do you live in?	Destiny Hills
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	Maybe, it depends on which option is chosen
Please explain your choice and why	Don't know all the details but anything that helps reduce congestion would be useful
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, January 11, 2023 3:47 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Patti Cunningham

Jotform

Feedback Form

Name (Optional)	Patti Cunningham
Which neighborhood do you live in?	The Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	Please do not build the HPR bypass thru the Brown Property and the Homestead. This will not solve the traffic problem which should be fixed by Tx dot and it will most definitely harm and devalue our homestead neighborhood for no good reason. Would you push for this option if it degraded your neighborhood? How can the city even think about making our 1 in and out access road even more congested with traffic that should not come thru our neighborhood? This option is not going to help and will only hurt the homestead! Please think and be honest!!
Is there anything else you would like to add?	I am out of town and cannot attend the meeting tonight, but have signed the petition against this road and want my comments heard. Thank you!
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, January 11, 2023 4:01 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Robyn Seiferth

Jotform

Feedback Form

Name (Optional)	Robyn Seiferth
Which neighborhood do you live in?	Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	Great Divide is our only way in and out of the Homestead. It is already difficult to exit onto HWY 71 during rush hour traffic and when parents are dropping off or picking up their kids at the elementary school on Hamilton Pool Rd At times getting onto HWY 71 is difficult no matter what time of day. But I'm really concerned if there is an emergency such as a wildfire, exiting the Homestead can potentially be deadly. Continued construction of businesses and homes along HWY 71 will only make matters worse.
Is there anything else you would like to add?	The Homestead is a small rural community. Please don't put our lives in danger by this road proposal Thank you, Robyn Seiferth
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

You can edit this submission and view all your submissions easily.

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From: Jotform <noreply@jotform.com>
Sent: Wednesday, January 11, 2023 11:13 PM
To: jhoff@beecavetexas.gov; cgarza@beecavetexas.gov; HPR_Comments@rtg-texas.com
Subject: Re: Feedback Form - Shashi Guruprasad

Jotform

Feedback Form

Name (Optional)	Shashi Guruprasad
Which neighborhood do you live in?	The Homestead
Address	[redacted]
In general, are you in favor of Bee Cave building these access roads?	No
Please explain your choice and why	I'll speak specifically to the HPR bypass proposal cutting into Great Divide Drive. I'm a new resident of Bee Cave for the past 1 yr and 9 months. During this period I have become quite familiar with the traffic challenges in Bee Cave which has gotten worse primarily at certain times of the day. The major reasons for this congestion are below: 1) LTISD bus driver shortage leading to so many parents driving their kids to school and picking them up 2) Population increase in the surrounding areas 3) 71 is not a freeway with flyovers and underpasses to reduce bottlenecks. The City of Bee Cave adding HPR bypass will not really help shoppers get to the shops but will allow non-shoppers to bypass 71 and HPR. In the end, we will have 2 fully congested roads and the residents of Homestead not only inconvenienced but also put in harm's way in case of an emergency or natural disaster. If the city is really wanting to make a positive impact on the entire city, my suggestion would be to go out of their way to recruit and possibly even fund LTISD bus drivers. This will please all the residents across the city and beyond in the district and also help reduce traffic congestion. Beyond this, the city should influence Texas Department of Transportation to add flyovers/underpasses at bottlenecked intersections.
Would you like us to contact you if we need more input? If so, please leave your Email address:	[redacted]

You can edit this submission and view all your submissions easily.

APPENDIX E:

EXHIBITS PRESENTED

1. Exhibit Boards (12 total), including narrative
2. Roll Plot with intersection Option 2
3. Insets
    3.1. Option 1
    3.2. Option 3
    3.3. Option 4

Welcome

Hamilton Pool Road Alternative Access Study

Open House

Wednesday, November 16, 2022
6-8 p.m.
Bee Cave City Hall, 4000 Galleria Pkwy, Bee Cave, TX 78738

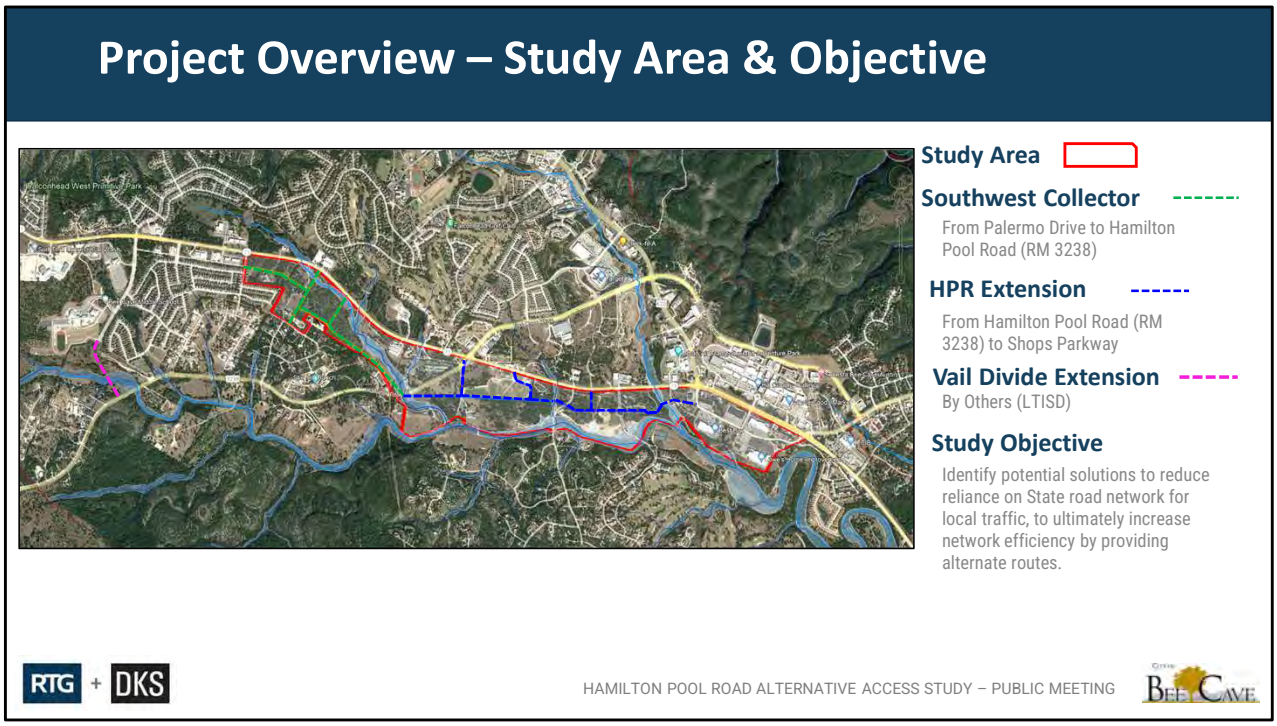
Why am I here?

- Review introductory materials and exhibits
- Provide feedback

RTG + DKS

HAMILTON POOL ROAD ALTERNATIVE ACCESS STUDY – PUBLIC MEETING

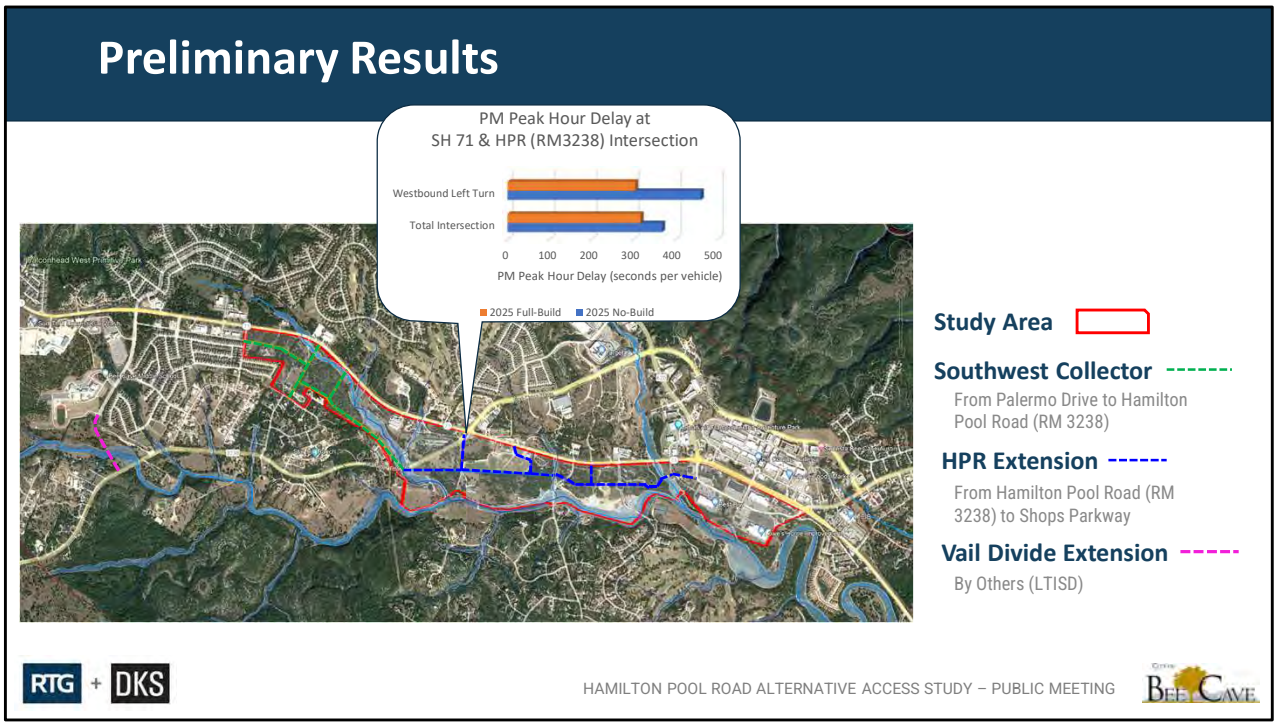
The City of Bee Cave welcomes you to this Public Meeting for the Hamilton Pool Road Alternative Access Study. We appreciate your interest in the project and thank you for your participation. During this public meeting, you will be able to learn more about the project, review information regarding the study area, and provide your input.



The purpose of this study is to determine the impacts of potential new local roads shown generally within the red outlined study area in this illustration. One of the roads shown with the green dashed line is the "Southwest Collector" and is located west of Hamilton Pool Road (RM 3238) and east of Palermo Drive. This road is currently included in the City's current adopted Thoroughfare plan. The other roadway shown with the dashed blue line, is the "Hamilton Pool Road Extension", or HPR Extension. This roadway is located east of Hamilton Pool Road and west of Bee Cave Road (FM 2244). This roadway is not currently included in the City's Thoroughfare Plan.

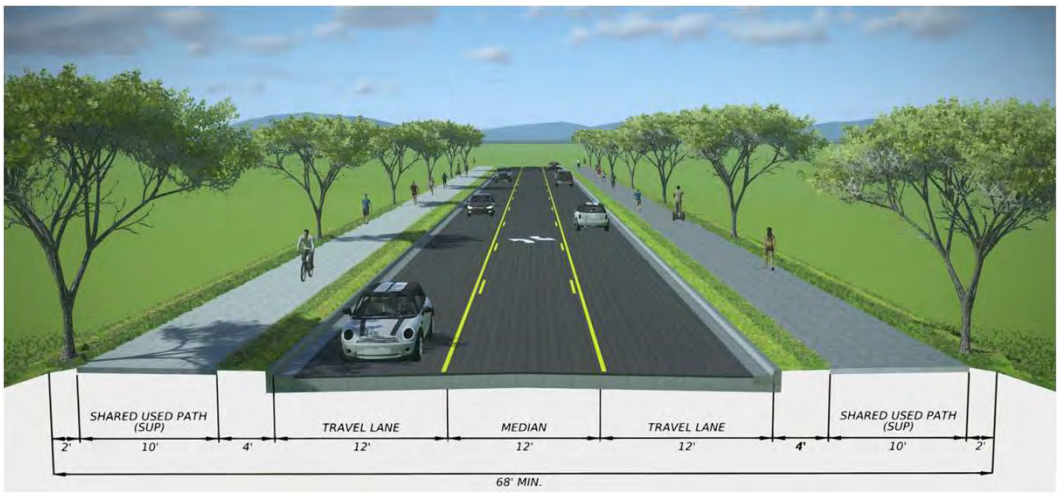
These roadways, if implemented, would serve as an alternative to State Highway 71 ("SH 71") for local, destination-oriented trips.

The objective of the study is to Identify potential solutions that would reduce reliance on the existing State road network for local traffic, and ultimately increase network efficiency by providing alternate routes.



Future projected land uses within and adjacent to the project study area were developed for years 2025 and 2040. Corresponding estimates of generated traffic based on those land uses was also developed. This illustration shows that if the Southwest Collector and HPR Extension are constructed, the congestion at the intersection of Hamilton Pool Road (RM 3238) and SH 71 will be reduced. This confirms local traffic would be drawn to the new Southwest Collector and HPR Extension roadways as a more efficient alternative route.

Preliminary Design Concepts



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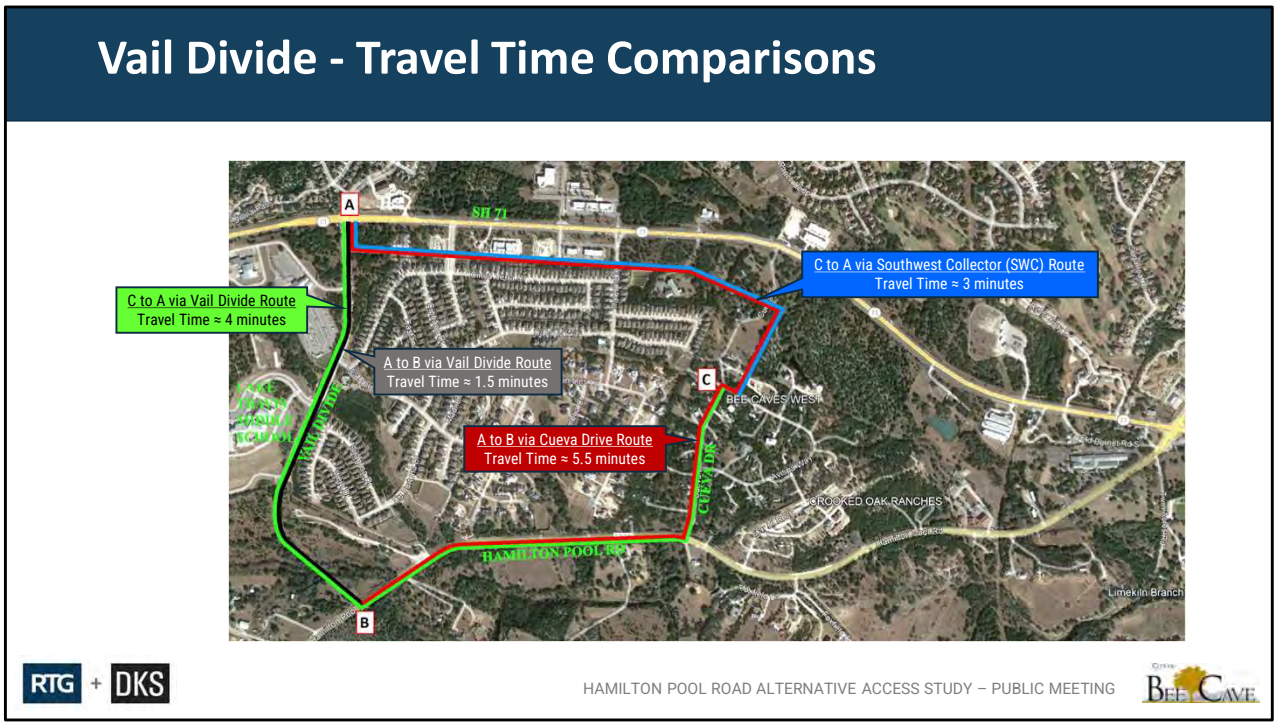
HAMILTON POOL ROAD ALTERNATIVE ACCESS STUDY – PUBLIC MEETING

BEE CAVE

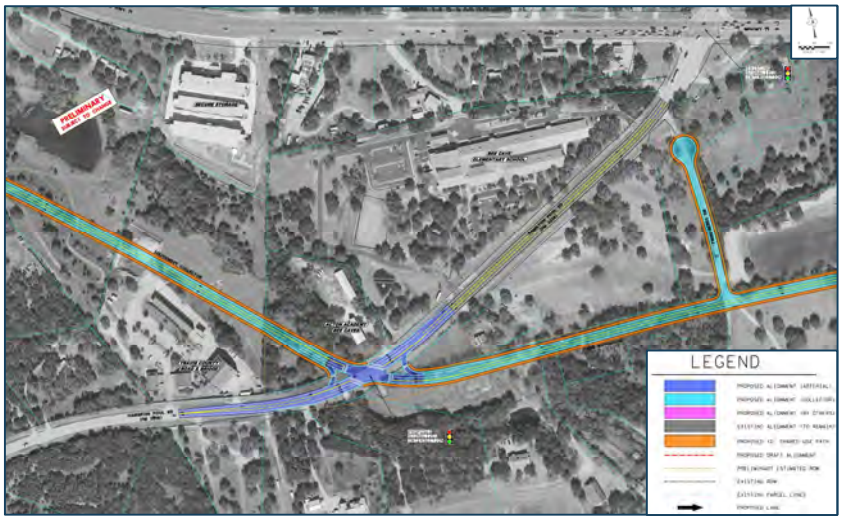
The proposed roadway would potentially consist of one 12’ travel lane in each direction, and a 12’ wide continuous turn lane to accommodate left turning traffic and safely separate it from through traffic. Bikers and pedestrians are served by a proposed shared use path (SUP) on each side of the road, separated from the travel lanes with a 4’ buffer. The proposed right of way width is nominally shown as 68’. However, additional width may be needed based on right turn lane needs, topographical features, existing and proposed utility accommodation, and drainage needs. These areas will be evaluated in more detail by others, in potential future engineering designs.



This illustration shows that the most efficient route between SH 71 and Hamilton Pool Road is by using the soon to be completed Vail Divide connection. The estimated travel time between points A and B using that route shown with a solid black line is approximately 1.5 minutes, based on projected 2025 PM peak hour traffic volumes. This compares with an estimated travel time of approximately 5.5 minutes using an alternate route along Cueva drive shown with a solid red line which includes a proposed connection of a cross-street of the Southwest Collector to Avispa Way.

The illustration also shows that trips originating from within the Bee Caves West neighborhood from location C and wishing to access SH 71 at location A would experience a slightly shorter travel time of 3 minutes using the Southwest Collector route shown in blue. This is compared to an estimated travel time of 4 minutes using the alternate Vail Divide route shown in green.

Preliminary Intersection Options



Option 1

Advantages

- Maintains existing HPR (RM 3238) alignment

Disadvantages

- Does not minimize traffic in front of Bee Cave Elementary School
- Severe intersection angle
- Estimated additional traffic signal (1) on HPR (RM 3238)
- Circuitous access for commercial corner

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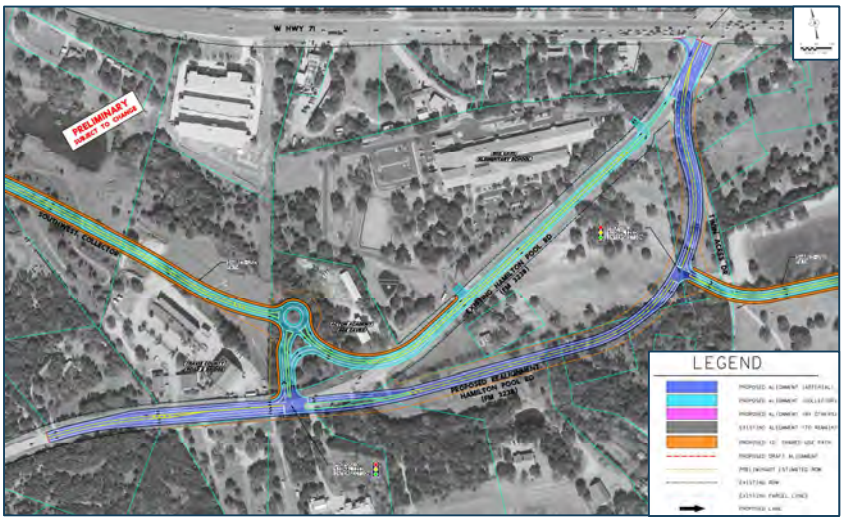
HAMILTON POOL ROAD ALTERNATIVE ACCESS STUDY – PUBLIC MEETING

Four (4) alternative options were developed at the intersection of the Southwest Collector and HPR Extension and Hamilton Pool Road (RM 3238).

It is important to note that the Southwest Collector and HPR Extension are both classified as collector roadways which are characterized as lower speed and lower volume roadways with emphasis on access as opposed to mobility. Hamilton Pool Road (RM 3238) and SH 71, on the other hand, are both arterial roadways which are characterized as higher speed and higher volume with relatively higher emphasis on mobility over access.

The chief advantage of the option 1 layout shown here is that the existing alignment is substantially maintained. The primary disadvantage is that it does not solve the congestion and safety issues in front of Bee Cave Elementary School. In addition, the severe angle of this intersection would result in less than optimum sight lines at the intersection, and would not accommodate large trucks making left turns from Hamilton Pool Road.

Preliminary Intersection Options



Advantages

- Separates through traffic from School Traffic
- Reduces delay to through traffic
- Improves Safety
- Continued use of all public right of way as public right of way.
- Addresses inadequate spacing of Twin Acres from SH 71/HPR intersection
- Creates clear hierarchy/delineation between state (TxDOT) and local roads

Disadvantages

- Estimated additional traffic signals (2) on HPR (RM 3238)

Option 2

RTG + DKS

HAMILTON POOL ROAD ALTERNATIVE ACCESS STUDY – PUBLIC MEETING

Bee Cave

Option 2 proposes a realignment of Hamilton Pool Road (RM 3238), and introduction of a low-speed access road to safely serve school traffic while separating higher speed through traffic, and reducing associated congestion delays for the through traffic. Access to the school would be provided for both westbound and eastbound traffic on Hamilton Pool Road. Connection to the Southwest Collector would be provided via a proposed roundabout. This option would require two (2) traffic signals on Hamilton Pool Road.

Preliminary Intersection Options

Option 3

Advantages

- Minimizes traffic in front of Bee Cave Elementary School
- Continued use of all public right of way as public right of way.
- Addresses inadequate spacing of Twin Acres from SH 71/HPR intersection
- Creates clear hierarchy/delineation between state (TxDOT) and local roads

Disadvantages

- Estimated additional traffic signals (3) on HPR (RM 3238)

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HAMILTON POOL ROAD ALTERNATIVE ACCESS STUDY – PUBLIC MEETING

Bee Cave

Option 3 proposes a realignment of Hamilton Pool Road (RM 3238), and introduction of a low-speed access road to safely serve school traffic while separating higher speed through traffic, as well as reducing associated congestion delays for the through traffic. Access to the school would be provided for both westbound and eastbound traffic on Hamilton Pool Road via a direct connection to Hamilton Pool Road. Connection to the Southwest Collector would be provided via a direct connection to Hamilton Pool Road. This option would require three (3) traffic signals on Hamilton Pool Road.

Preliminary Intersection Options

Option 4

Advantages

- Minimizes traffic in front of Bee Cave Elementary School
- Continued use of all public right of way as public right of way.
- Addresses inadequate spacing of Twin Acres from SH 71/HPR intersection

Disadvantages

- Estimated additional traffic signals (2) on HPR (RM 3238)
- Reduced speed at "right angle" intersection on HPR (RM 3238) at proposed HPR Extension.

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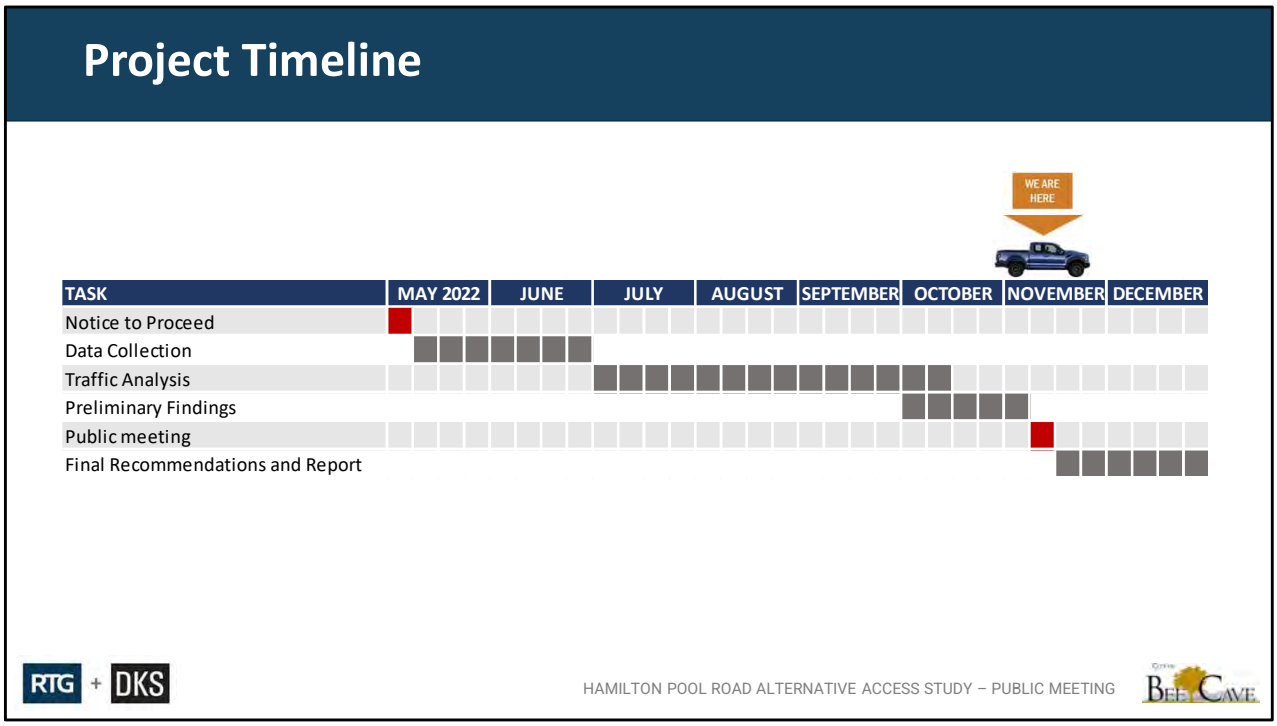
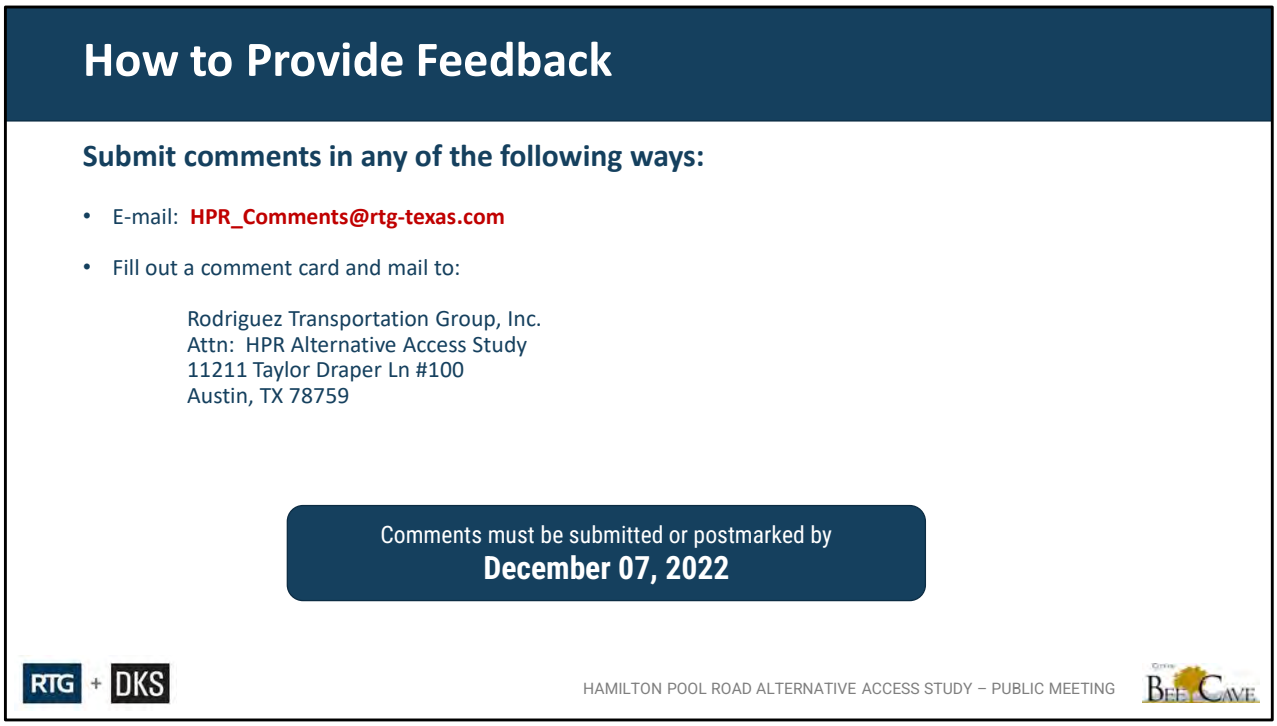
HAMILTON POOL ROAD ALTERNATIVE ACCESS STUDY – PUBLIC MEETING

Bee Cave

Option 4 is similar to Option 2, except the proposed realignment of Hamilton Pool Road (RM 3238) is a lower speed right angle intersection instead of a sweeping curve. Other features of this option are identical to Option 2 such as the introduction of a low-speed access road to safely serve school traffic while separating higher speed through traffic, and reducing associated congestion delays for the through traffic. Access to the school would be provided for both westbound and eastbound traffic on Hamilton Pool Road. Connection to the Southwest Collector would be provided via a proposed roundabout. This option would require two (2) traffic signals on Hamilton Pool Road.



The input from this public meeting will be reviewed and included in the final study report which is expected to be completed by the end of 2022.



Your comments are an important part of this study, and there are several ways you can share your input with the City of Bee Cave and the project team. You can share your input by submitting written comments by email to the project email address, or by mailing your comments to the address on the screen.

You are welcome to share comments at any point during this process, but comments must be received or postmarked by Wednesday, December 7, 2022 to be included in the public meeting report.

Thank you for participating in the Hamilton Pool Road Alternative Access Study public meeting.

FEIS-DRAFT
FEIS-DRAFT
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FEIS-DRAFT
FEIS-DRAFT
FEIS-DRAFT
LEGEND
LEGEND
ORIGINAL LAYOUT - OPTION 2B
RTG

PUBLIC MEETING EXHIBIT
MEETING DATE: 11/16/2022

CONCEPTUAL LAYOUT (OPTION 1)

HAMILTON POOL ROAD (HPR) ALTERNATIVE ACCESS STUDY

This document is released for the purposes of interim review under the authority of Jason Rodriguez, P.E. 12/16/2022 on DATES. It is not to be used for construction, bidding, or permitting purposes.

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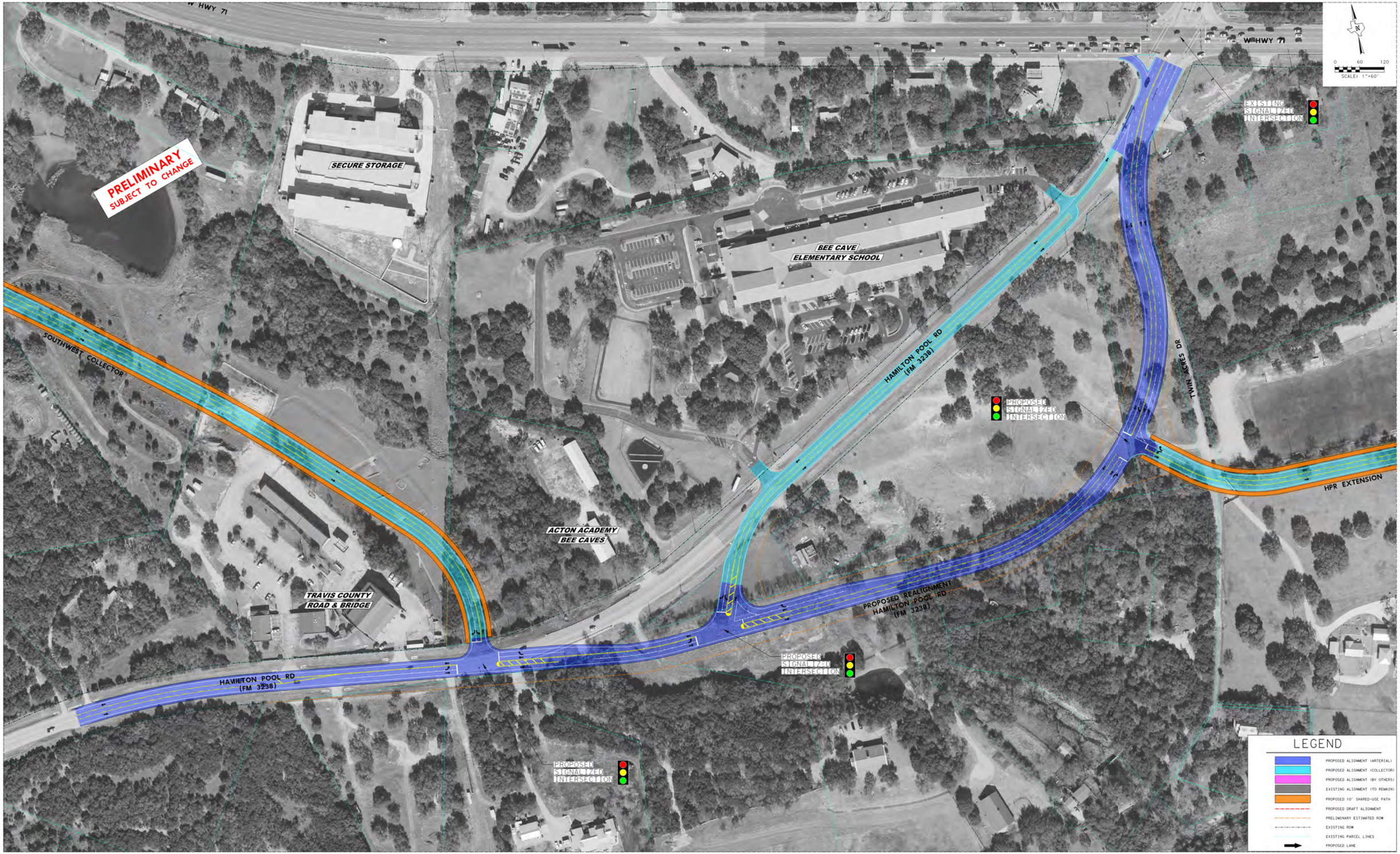
TBPE F-21431

CITY OF BEE CAVE

PUBLIC MEETING EXHIBIT
MEETING DATE: 11/16/2022

CONCEPTUAL LAYOUT (OPTION 3)

HAMILTON POOL ROAD (HPR) ALTERNATIVE ACCESS STUDY



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RTG RODRIGUEZ TRANSPORTATION GROUP

CITY OF BEE CAVE

PUBLIC MEETING EXHIBIT
MEETING DATE: 11/16/2022

CONCEPTUAL LAYOUT (OPTION 4)

HAMILTON POOL ROAD (HPR) ALTERNATIVE ACCESS STUDY

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TBPE F-21451

CITY OF BEE CAVE

City Council Meeting
1/25/2023
Agenda Item Transmittal