

WHY SHOULD WE
KEEP MOPAC LOCAL?

***Think traffic on Mopac is bad now?
Imagine adding at least 75,000
more cars and trucks per day!***

- ⇒ If the southern end of Mopac is connected to I-35 and FM 1626 by way of the proposed “State Highway 45 Southwest”, Mopac will essentially become a western interstate loop. Traffic “diverted” from I-35 will simply pile up on Mopac.
- ⇒ In addition to beautiful waterfront and recharge features being paved over, the additional pollution from interstate traffic would feed directly into Barton Springs, the Edwards Aquifer, and Lady Bird Lake.
- ⇒ More problems include ugly double decker roads added above existing lanes, increased noise pollution, choked Central Austin traffic, and hundreds of millions of transportation dollars wasted instead of being effectively used to improve I-35.

To take action, go to
KeepMopacLocal.org

where you can:

- ⇒ Write a letter to our city, county, and state officials who spend our road funds.
- ⇒ Sign up to receive email updates and stay informed.

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“What’s the alternative?”

Ideas to reduce traffic and intelligently develop our rapidly growing city.

www.KeepMopacLocal.org

← Check out our ideas!

How can we reduce traffic without hurting Austin's environmental resources?

FIX I-35 FIRST – DON'T CONVERT MOPAC INTO ANOTHER I-35.

- ⇒ **Add HOV lanes** to encourage ride-sharing during peak travel times. This can be done by simply restriping the lanes and adding signage, as opposed years of construction and hundreds of millions of dollars.
- ⇒ **Reduce or eliminate the toll on SH 130**, especially for commercial vehicles. This toll road was built for the purpose of diverting interstate and commercial traffic away from Austin and off of I-35, but is extremely underused. For a commercial truck, it costs \$40 to commute one way on SH 130. Even though using this road can shave an hour off commute time, the cost is prohibitively expensive. Most commercial drivers would rather sit in an hour of I-35 traffic than pay the exorbitant toll.
- ⇒ **Add bus services** between Austin, Buda, Kyle, San Marcos, Round Rock, and Dripping Springs. Currently no such bus service exists. Then, let those buses drive on the shoulders, as they do in California, to bypass traffic jams and increase ridership.
- ⇒ **Meter the on-ramps**. Install lights to control the number of cars merging onto I-35 at any given time. This would manage excessive traffic on I-35.

SMART DEVELOPMENT & COMMUTING ARE KEY

- ⇒ **Drive less**. As individuals and as a city, we can take steps to drive fewer miles every day. Even the road builders admit we can't pave our way out of congestion.
- ⇒ Encourage **dense development** downtown and in the eastern corridor, to reduce the need for long commutes. There is still plenty of room for in-fill. For example, 2,500 more units are being built in the Barton Springs Road and South Lamar areas with relatively low impact.
- ⇒ Direct new infrastructure and improvements **downstream of the aquifer** to make it easier to develop outside of environmentally sensitive areas.
- ⇒ Provide incentives for large employers to **increase telecommuting and alternative work-day hours**, so that their employees aren't all commuting during rush hour. The City of Austin will reduce the number of its employees commuting during peak time by 20% across all departments, and Mayor Steve Adler challenges major employers in Austin to follow suit.
- ⇒ **Continue buying parks and watershed preserve lands** in the Barton Springs watershed to prevent development and the traffic that new development generates. It's cheaper to buy land and preserve the Barton Springs watershed than it is to build roads that serve sprawl and pollute our springs and Hill Country streams.
- ⇒ **Support the Lone Star Rail** – convert the Mopac rail from a freight rail to a commuter rail. Allow commuters to ride the train between Austin and San Antonio.

USE EXISTING PAVEMENT AND BRIDGES MORE EFFICIENTLY

- ⇒ Currently there are toll lanes that are being built on Mopac north of the river – this will **add northbound lanes** and should reduce bottleneaking problems that occur just north of the Cesar Chavez/5th St. exit.
- ⇒ A **bicycle bridge** being built on South Mopac will allow an existing shoulder to be converted to an **extra south-bound lane**.
- ⇒ Instead of building toll roads connecting southern Mopac to I-35, utilize existing right-of-way to **expand Brodie Lane and Manchaca Road** for better commute options for those in southwest Austin.
- ⇒ **Subject the regional toll authorities to the Sunset Review Process**. This process evaluates what areas need improvement after extensive research, and works with the public and legislature to implement performance improvements to the agency under review.
- ⇒ **Put the breaks on building new toll roads** until it can be shown that toll roads are the best investments for reducing traffic congestion. Tolls only cover a fraction of the cost of building new toll roads, so our limited tax dollars are being used to subsidize toll roads and toll lanes that many cannot afford. It's time to hold CTRMA, our toll road agency, accountable.