
SOUTH RED BUD LANE IMPROVEMENT PROJECT



Public Input Summary

Virtual and In-Person Open Houses

July 28 – August 17, 2020

Table of Contents

Public Meeting Summary.....	3
Comments and Responses.....	6
Appendix.....	23
Promotional Materials.....	23
Fact Sheet	27
Open House Exhibit Boards.....	28
Virtual Open House Exhibits.....	32
Sign-in Sheets	37
Comments.....	44

SOUTH RED BUD LANE IMPROVEMENT PROJECT

Public Meeting Summary

The City of Round Rock is currently designing improvements to South Red Bud Lane as part of the Round Rock Transportation Master Plan. This project will improve mobility and capacity on South Red Bud Lane between Evergreen Dr. and Gattis School Rd.

The City held an open house beginning on July 28, 2020 to share project information and collect input from the community. The open house was available in both in-person and virtual formats to accommodate community members during the COVID-19 pandemic.

All meeting materials and engagement opportunities were available online for those unable or uncomfortable attending an in-person meeting.

Meeting Information

In-Person Open House

Tuesday, July 28, 2020

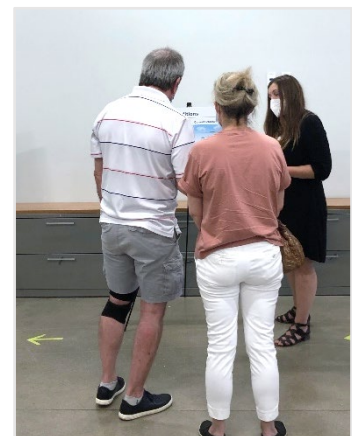
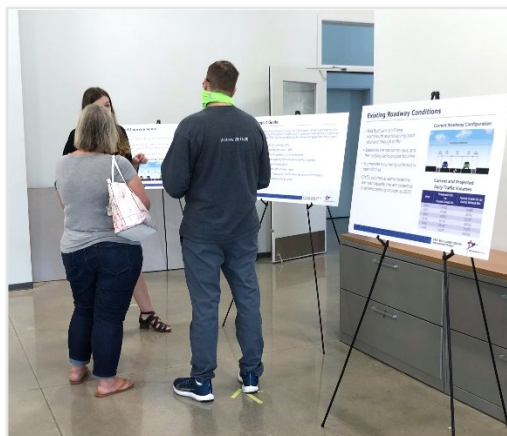
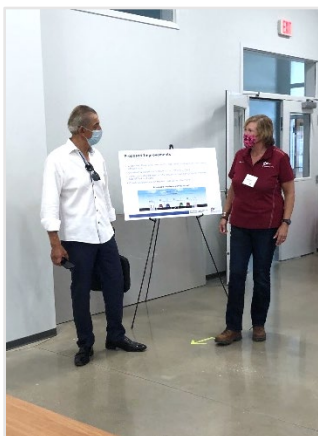
5:00 – 8:00 p.m.

Round Rock Public Works Bldg.
3400 Sunrise Rd., Round Rock, TX

Virtual Open House

July 28 – August 17, 2020

Available Online at
tinyurl.com/redbudsouth



Meeting Promotion and Exhibits

The meeting was announced using several outreach tools:

- Meeting flyer mailed to 915 addresses on June 30, 2020
- Yard signs placed in adjacent neighborhoods on July 26 – Aug 17, 2020
- Website posts on the City of Round Rock website

PUBLIC MEETING

SOUTH RED BUD LANE
Evergreen Dr. to Gattis School Rd.

Open House
July 28, 2020
5-8 p.m.
Public Works Bldg.
3400 Sunrise Rd.
or join the
Virtual Open House
July 28 – Aug. 17, 2020
Available Online
tinyurl.com/redbudsouth





SOUTH RED BUD LANE Improvement Project

The City of Round Rock is hosting an open house to share preliminary design plans with the community for the widening of Red Bud Lane from Evergreen Drive to Gattis School Road. The project is part of the City's Transportation Master Plan and will improve mobility through the corridor by adding capacity to address the increase in traffic as the City has grown. The project will also provide improved access and safety for walking and biking in the community. The community is welcome to join us in person or virtually. The information shared will be the same for both formats.

In-Person Open House
Tuesday, July 28, 2020, 5 – 8 p.m.
Round Rock Public Works Bldg.
3400 Sunrise Rd., Round Rock, TX 78665

We are offering reservations in 30-minute increments for those attending in person on July 28. Reservations are not required but are recommended to help us implement social distancing. Please call (512) 436-3712 to arrange your reservation or for any special communication or accommodation requests.





Virtual Open House
July 28 – August 17, 2020
Available Online
tinyurl.com/redbudsouth

The Virtual Open House will be available at www.tinyurl.com/redbudsouth beginning July 28, 2020 and will include digital meeting agenda and an opportunity to submit electronic comments. If you do not have internet access and are unable to attend in person, please call (512) 436-3712 for assistance in accessing project information.

The comment period is open through August 17, 2020. Comments may be submitted by email, mail, or online by August 17, 2020 to be included in the meeting summary.

For Questions or to Send Comments
(512) 436-3712 | abromsd@danap.com | PO Box 5459, Austin, TX 78763
www.tinyurl.com/redbudsouth

Para información en español por favor llame al (512) 436-3712





Open house exhibit boards included:

- Project Overview and Timeline
- Community and Environmental Considerations
- Existing Roadway Conditions
- Project Goals and Proposed Improvements
- Round Rock Transportation Master Plan – Ultimate Roadway Network
- Comment and Contact Information

Proposed Improvements

- Widen Red Bud Lane from two to four travel lanes with a continuous left turn lane
- Construct a closed storm drain with curbs and gutters
- Construct a shared-use path for pedestrians and bicycles on the west side of Red Bud Lane
- Construct sidewalks on the east side of Red Bud Lane



RED BUD LANE SOUTH Improvement Project

Project Goals

As Round Rock continues to grow, the City is committed to providing safe travel, reducing time spent in traffic, and improving mobility for all types of transportation. The City has established the following goals for this project:


- Increase safety for turning traffic
- Provide safe travel for pedestrians and bicycles
- Reduce travel time for increasing traffic volumes
- Improve mobility to the community and environment
- Streamline the process

RED BUD LANE SOUTH Improvement Project

Existing Roadway Conditions

- Red Bud Lane is a 3-lane north/south arterial serving both local and through traffic
- Sidewalks are not continuous, and the roadway lacks bicycle facilities
- Stormwater is currently collected in open ditches
- Traffic volumes at some locations are near capacity and are expected to exceed capacity as soon as 2025

Current Roadway Configuration



Current and Projected Daily Traffic Volumes

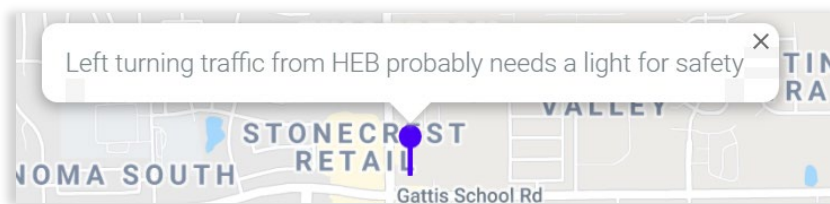
Year	Evergreen Dr. to Sunrise Rd.	Sunrise Rd. to Gattis School Rd.
2018	15,152	18,588
2020	18,262	22,189
2025	28,874	25,727
2030	34,513	29,825
2040	38,187	34,175
2050	52,877	40,082

RED BUD LANE SOUTH Improvement Project

Public Participation and Comments

Online and in-person comments the project were collected through from July 28 through August 17, 2020, by the following methods:

- Written comment cards
- City of Round Rock website
- Virtual Open House online mapping tool (PublicInput.com platform)
- Mail
- Email



Public Meeting Participation

22 members of the public signed in at the in-person open house, 93 signed in through the virtual open house, and a total of 53 comments were received during the open comment period.

Comment topics included:

- Traffic noise mitigation
- Bike and pedestrian facilities
- Traffic signals and turning movements
- Fences
- Impacts to personal property
- Additional traffic study and solutions
- Right of way impacts and purchase
- Construction traffic
- Drainage
- Utilities
- Speed limit and enforcement
- Traffic congestion



Comment Number	Name	Date Received	Source	Comment	Comment Response
1	Aubrey Hale	7/23/2020	Emailed	<p>I was reviewing the planned South Red Bud Lane project information in preparation for the Open House and have a couple of questions that don't seem to be answered by the project map. We live in the Forest Ridge neighborhood and we are having a difficult time trying to visualize how it is that two extra lanes will be created at the intersection of Red Bud and Forest Creek Drive without removing the existing sidewalk and having the road go right up next to the fence on the houses in Forest Ridge neighboring Red Bud.</p> <p>Can you confirm how much closer to the Forest Ridge neighborhood boundary Red Bud will be once the project is complete?</p> <p>The project plan mentions the creation of bike path and sidewalks. Will those be created on both sides of Red Bud?</p> <p>What will the speed limit be on Red Bud? Will the speed limits on Forest Creek Drive be modified? Are there plans to add additional traffic speed enforcement measures on Red Bud and Forest Creek Drive?</p> <p>Though not in scope, any additional information on the completion of the North/South Kenny Fort road would be appreciated at the Open House. Our assumption is that Red Bud will be used as a primary means to reach Kalahari (as well as all of the new housing north of 79) until the Kenny Fort extension is complete. We would have put our house on the market if we had known that instead of Kenny Fort, Red Bud is what is being turned into a major thoroughfare.</p>	<p>20200813 Emailed Response: With our current design the widened roadway section at Forest Creek Drive and Red Bud Lane will fit within the existing Right of Way. The new 5 lane section will be about 16 feet wider than the existing pavement. Not all the new pavement widening will occur on the west side of the roadway.</p> <p>The 10 foot shared use path for pedestrians and bicycles will be on the west side of Red Bud Lane and the 6 foot sidewalk will be on the east side of Red Bud Lane. Both will run the length of the project.</p> <p>The current speed limit of 45 mph will remain. There are no plans to change the speed limit on Forest Creek Dr associated with this project.</p> <p>The project will provide a reconstructed Red Bud Lane at a 5 lane roadway section engineered to drive comfortably at a 45 mph design speed. All necessary signage, striping and signalization will be provided to reinforce the 45 mph speed limit. This office does not control enforcement as that is a function of the police department but we do coordinate with them when we receive calls related to enforcement. Any issues related to Forest Creek Dr beyond the intersection with Red Bud Ln would be handled as a separate issue as those comments are received.</p> <p>The Kenney Fort Blvd. project is also advancing toward construction. That roadway will be extended from Forest Creek Dr. to SH 45 as a 6 lane divided urban roadway. The current timeline is to bid the Kenney Fort section this coming Spring/Summer 2021 for construction with a 12 to 15 month construction timeline. Red Bud Ln is being upgraded to a 4 lane flush median urban roadway which is what has been in the City's Transportation Master Plan for many years. While Red Bud Ln is an arterial roadway it is not a Principal arterial as Kenney Fort is classified. Red Bud Ln is also several years behind Kenney Fort Blvd in the design and construction timeline.</p>
2	Henry Hervol	7/28/2020	Emailed	<p>I reside at 1188 Red Bud Lane, Round Rock, Texas 78664</p> <p>My comments (currently) are as follows:</p> <p>1. The current PLAN as shown on your website: tinyurl.com/redbudsouth appears to be in error. I had to magnify that drawing to even be able to read what is printed in red there, however, that 20 foot section belongs to me. Mr. Pabst, my neighbor in the front actually has an access easement off that lane to his property which is to the immediate north of that lane.</p> <p>2. I have a business in my home and when work has previously been done on Red Bud Lane, we have experienced outages of our internet service which have cost us a lot of money and lost time. Any problems caused by this work, your Contractor etc., should be to City of Round Rock accounts. There is an AT&T hard wire service line buried on the south side of that drive. The operating integrity of that line will directly affect our business and any work in that area will need to be properly coordinated, with me, to minimize the effect on our business/client relations.</p> <p>3. The same goes for our Water Service Line which is also laid on the south side of that lane. The Meter Box is clearly visible there.</p> <p>4. We are on the "uphill" side of Red Bud Lane. Any cutting of the grade (on Red Bud Lane) is going to adversely affect the access of me and my neighbor, Mr Pabst ,to Red Bud Lane. Whom is going to be responsible for re-grading my driveway at your proposed expanded roadway??? Is the re-grading of all existing driveways to match proposed grades on the "improved" Red Bud Lane a part of the Scope of this project. If not – it needs to be. Please</p>	<p>1. The easement note is only information from the surveyor's research and does not indicate that any changes will be made or required of current property owners. However, we will inform the surveyor regarding your comment so that correct contacts can be made if any ROW acquisition is necessary.</p> <p>2-3. Thank you for the information on your specific utility concerns. Utility impacts are still being determined, and further coordination with each utility company will occur over the next year during detailed design development. Some utility service interruptions may be required to relocate utility lines and make necessary connections. Our team will make reasonable efforts to contact utility users prior to planned service interruptions.</p> <p>4. The City will regrade and reconstruct driveways where necessary to maintain proper grade. Driveway reconstruction will be coordinated in advance with property owners to minimize disruption and ensure access is maintained.</p> <p>5. The City is not planning to change the speed limit along this section of Red Bud Lane. Residents are encouraged to contact the Round Rock Police Department for concerns with speed enforcement along the roadway. Our department regularly coordinates with the police department on speeding issues, and we will provide the police department with the comments related to speed concerns that have been received from the community during this process.</p>

Comment Number	Name	Date Received	Source	Comment	Comment Response
				<p>note that the last paving project done on Red Bud (this summer) has left a “bump” to get up onto Red Bud that makes it an inconvenience.</p> <p>5. No mention of any proposed speed limit for Red Bud is included in any information that I have received to date. Current access onto and off of Red Bud Lane has become problematic due to the way that speeding is currently “un-regulated” on Red Bud Lane. We used to have Williamson County Deputies writing a lot of tickets but never see them and almost never see any City of Round Rock Police.</p> <p>6. Speed Bumps should be a part of your design to lower speeds on Red Bud Lane.</p>	6. The City does not install speed bumps on arterial roadways.
3	Linda Murray	7/28/2020	Emailed	<p>I live on Forest Bluff Trails, just off Red Bud Lane. Although my house does not back up to Red Bud Lane, we certainly are aware of noise issues coming from that street. To be fair to the people whose yard back onto that street, couldn't you build a higher fence for them? It is already uncomfortably loud, and that issue needs to be addressed.</p> <p>I also would love to see a traffic light installed at Red Bud and Forest Ridge Blvd. That has become a dangerous intersection. There are certain times in the day that are almost impossible to turn left onto Red Bud from Forest Ridge. Please look into these concerns.</p> <p>Linda Murray 1020 Forest Bluff Trail Round Rock, 78665</p>	<p>When major improvements are constructed on arterial roadways, the City typically constructs corridor fencing where none exists, similar to what is currently in place along Red Bud Lane. The City does not plan to upgrade or reconstruct private fencing along this project. However, if a homeowner wishes to do so on their own, City staff is available to assist with permitting. Fencing that is impacted by construction is typically replaced with like materials.</p> <p>This project design incorporates various options to reduce noise associated with traffic, including lowering the roadway and choosing paving materials that reduce tire noise. The width of the improvements has also been reduced where feasible to maintain a narrow footprint.</p> <p>Additionally, homeowners can add landscaping within their own property to help reduce traffic noise. Trees such as live oaks (which keep their leaves year-round) or burr oaks (which grow quickly and efficiently in this area) may be planted along the rear fence line to act as a noise barrier. Bushes are also commonly used as a more attractive alternative to noise walls, and a large number of bush species may be planted and trimmed to effectively buffer noise.</p> <p>Existing traffic levels do not currently warrant adding signals at this location. However, the City will monitor traffic levels after the improvements are constructed and continue to evaluate whether signals are warranted in the future. Adding two additional travel lanes will reduce congestion along Red Bud Lane, allowing greater opportunity for cars to safely turn.</p>
4	Renee Green	7/28/2020	Emailed	<p>To whom it may concern, we live in the Forest Bluff Trail neighborhood off of Forest Ridge and we also have a section of our neighborhood that backs up to Red Bud Lane. We understand the increased traffic concern, but having 4 lanes is going to make it even busier. The increase in noise also is a concern. It is very hard during certain times to take a left turn off Forest Ridge onto Red Bud a light there will need to be considered as well for the increased traffic this expansion will bring.</p> <p>The noise increase for the neighbors backed up to Red Bud we believe needs to be addressed with higher fences being provided for these neighbors as well. We hope that these concerns will be addressed. Thank you for your time.</p> <p>Concerned Neighbors in Forest Bluff Trail</p>	<p>One of the goals of this project is to increase safety for turning traffic. Adding two additional travel lanes will reduce congestion along Red Bud Lane, allowing greater opportunity for cars to safely turn.</p> <p>Existing traffic levels do not currently warrant adding signals at this location. However, the City will monitor traffic levels after the improvements are constructed and continue to evaluate whether signals are warranted in the future.</p> <p>When major improvements are constructed on arterial roadways, the City typically constructs corridor fencing where none exists, similar to what is currently in place along Red Bud Lane. The City does not plan to upgrade or reconstruct private fencing along this project. However, if a homeowner wishes to do so on their own, City staff is available to assist with permitting. Fencing that is impacted by construction is typically replaced with like materials.</p> <p>This project design incorporates various options to reduce noise associated with traffic, including lowering the roadway and choosing paving materials that reduce tire noise. The</p>

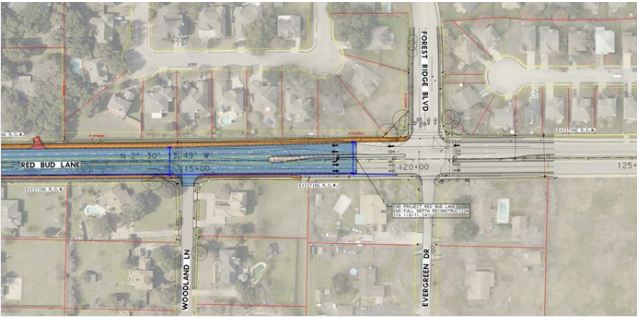
Comment Number	Name	Date Received	Source	Comment	Comment Response
					<p>width of the improvements has also been reduced where feasible to maintain a narrow footprint.</p> <p>Additionally, homeowners can add landscaping within their own property to help reduce traffic noise. Trees such as live oaks (which keep their leaves year-round) or burr oaks (which grow quickly and efficiently in this area) may be planted along the rear fence line to act as a noise barrier. Bushes are also commonly used as a more attractive alternative to noise walls, and a large number of bush species may be planted and trimmed to effectively buffer noise.</p>
5	Maen Hourani	7/28/2020	Comment Card	Based on schematics shown, I don't think that the dedicated right turn lane from Red Bud into Gattis School Rd is long enough. I would allow traffic to flow much better if the taper starts just past the 1 st driveway into the HEB parking lot & have a full lane by the time you reach the 2 nd driveway before the Zaxby's Chicken restaurant.	The southbound to westbound dedicated right turn lane at the corner of Red Bud Lane and Gattis School Road will be further evaluated as the City continues with the detailed design phase. The addition of a second southbound lane should improve mobility through this side of the intersection.
6	Hector P. Quintanar	7/28/2020	Comment Card	<p>1: Code high fence 8 ft.? Y/N?</p> <p>2: Standardize fencing along a) east side (damage/construction/age) b) west side due to road expansion</p> <p>3: Erosion issue upstream side of crossing "C"</p> <p>4: Previous damage to pools & foundation due to the use of heavy equipment during the previous project @ crossing "C"</p> <p>5: Traffic lights @ Bobby Jones Way Y/N?</p> <p>6: Major concerns w/ noise been to close to the houses (fencing is planned Y/N)?</p>	<p>1-2. City code allows for private fencing to be constructed up to 8 feet high although any fencing installed by the City as part of a project is constructed no higher than 6 feet. While the City is not planning to build noise barrier walls or replace private fencing, our staff can provide feedback to property owners during planning and permitting for new private fencing.</p> <p>3. The project team will continue to evaluate drainage issues and solutions as the City moves forward with the detailed design phase. The team will analyze the susceptibility to erosion and ensure the project does not increase erosion.</p> <p>4. The City's construction contractors are required to be insured for claims of damage to private property. Any damage or suspected damage should be reported to the construction company for investigation.</p> <p>5. Existing traffic levels do not currently warrant adding signals at this location. However, the City will monitor traffic levels after the improvements are constructed and continue to evaluate whether signals are warranted in the future.</p> <p>6. When major improvements are constructed on arterial roadways, the City typically constructs corridor fencing where none exists, similar to what is currently in place along Red Bud Lane. The City does not plan to upgrade or reconstruct private fencing along this project. However, if a homeowner wishes to do so on their own, City staff is available to assist with permitting. Fencing that is impacted by construction is typically replaced with like materials.</p> <p>This project design does incorporate various options to reduce noise associated with traffic, including lowering the roadway and choosing paving materials that reduce tire noise. The width of the improvements has also been reduced where feasible to maintain a narrow footprint.</p> <p>Additionally, homeowners can add landscaping within their own property to help reduce traffic noise. Trees such as live oaks (which keep their leaves year-round) or burr oaks (which grow quickly and efficiently in this area) may be planted along the rear fence line to act as a noise barrier. Bushes are also commonly used as a more attractive alternative to noise walls, and a large number of bush species may be planted and trimmed to effectively buffer noise.</p>

Comment Number	Name	Date Received	Source	Comment	Comment Response
7	Jeannie McCulloch	7/28/2020	Comment Card	Please come out & show me the plan specifically for my land & surroundings. Thank you.	The project team will contact you to follow up on this request.
8	Teri Gaddy	7/28/2020	Comment Card	I own Forest Creek Family Dental on Red Bud. We see patients Mon-Thurs & are closed Fri-Sun. If possible I would like to minimize [illegible]/trtmt to the road @ the driveway as little as possible on business days. We have approx 40-50 cars a day pulling in & out of the driveway daily & the driveway is not very wide. Also, pls minimize the interruption of services (w H2O & electricity) as much as possible on business day so there's no interruption of service. Thank you – we are excited about the growth and improvement!	<p>Access will be maintained to each driveway during construction. Specific work such as paving or trenching will be coordinated with property owners to ensure access is maintained, and impacts will be minimized wherever possible.</p> <p>Some utility service interruptions may be required to relocate utility lines and make necessary connections. Our team will make reasonable efforts to coordinate with property and/or business prior to planned service interruptions.</p>
9	Emma Price	7/28/2020	Web Form Comment	<p>Good Evening, We are homeowner sin the Forest Bluff neighborhood on the south side of Forest Ridge. Our backyard faces Red Bud lane. Our main concerns with the proposed widening of Red Bud lane are as follows:</p> <p>First concern is the level of noise that will come with the inevitable traffic increase. Presently we have a constant noise level of cars zooming by pretty much all day. We already have to content with the constant horn blowing from the train. Therefore I would like to request that a noise study be conducted before the start of the project.</p> <p>Second, since the traffic and noise level will increase we would like to request that the city provide our neighborhood with a taller fence (at least 7ft),</p> <p>We would also like a more solid fence that would hold up better in case a car hits it. Having a car crash through our fence has been a fear in the back of our minds these past six years because there is no safety barriers between our fence and the street.</p> <p>Third concern is the difficulty that exist right now to make a left from Forest Ridge unto Red Bud lane and now also it will be just as difficult and dangerous to make a right so we would like traffic lights installed at the intersection of Red Bud Lane and Evergreen and Forest Ridge.</p> <p>Fourth but not least we would like to request the speed limit be reduce tp 35-40. The current speed limit of 45 pretty much seems to translate to 50-60 for the majority of cars that use Red Bud Lane especially once they past the Forest creek neighborhoods. Please let us know if this issues and concerns will be addressed Thank you!</p>	<p>20200824 Emailed Response: Ms. Price,</p> <p>Thank you for taking the time to share your feedback on the project. I have provided responses specific to each issue you shared with us below.</p> <p>The City of Round Rock takes potential noise impacts into consideration when planning and designing transportation improvements, but does not typically conduct full noise studies for improvements to arterial roadways such as Redbud Lane. The City does not typically construct noise walls along our arterial roadways due to low speeds on these roads and the 14-foot height of noise walls do not fit the scale of our neighborhoods. We have however, incorporated various options in the project design to reduce noise associated with traffic including lowering the roadway and choosing paving materials that reduce tire noise. We have also reduced the width of the improvements where feasible to maintain a narrow footprint.</p> <p>As noted above, this project does not include constructing new walls or replacing privately owned fencing along Red Bud Lane. In locations where existing fences are impacted by construction, the City will provide for replacement with like materials.</p> <p>We do not expect the improvements to contribute to a greater occurrence of crashes into private fencing or property. The project includes constructing a curb along the entire length that may deter vehicles from leaving the road.</p> <p>Existing traffic levels do not currently warrant adding signals at these locations, however, the City will monitor traffic levels after the improvements are constructed and continue to evaluate whether signals are warranted in the future. Additionally, with the construction of two additional lanes more space is available for traffic to turn onto Red Bud Lane.</p> <p>The City is not planning to change the speed limit along this section of Red Bud Lane. Residents are encouraged to contact the Round Rock Police Department for concerns with speed enforcement along the roadway. Our department regularly coordinates with the police department on issues of speeding and our team will provide the police department with the comments regarding speed concerns that we receive from the community as part of the public input phase of design.</p>


Comment Number	Name	Date Received	Source	Comment	Comment Response
					We are reviewing all of the feedback shared by members of the community and are considering these comments in conjunction with the technical evaluations as we refine the design plans for this project.
10	Jean Hertel	7/28/2020	Emailed	<p>My home is located at 3502 Palmer Cove, RR 78664. My question and concern of course is noise and traffic accidents from increase in traffic. We already have noted both that tend to be issues. I read the ways reduction of noise would be managed by the online presentation and did not see any mention of a barrier wall. Will or could a higher barrier wall be considered to further reduce noise for the well being of those who are directly affected by this change. We are a family of 5 with kids and enjoy our backyard and fear the change to come will further affect our living conditions.</p> <p>In addition will a light be added to the entry/exit of Bobby Jones onto Redbud? This is of course where we have heard and witnessed many a traffic accident. Thanks for taking these concerns into consideration. I am sure if this affected your personal home you would have the same concern.</p>	<p>The City does not typically construct noise walls along our arterial roadways. Due to relatively low speeds associated with these roadways (compared to highways), high construction costs for noise walls relative to their effectiveness, and incompatibility with the scale of residential and business developments along these corridors, constructing noise walls is often not feasible and/or undesirable.</p> <p>When major improvements are constructed on arterial roadways, the City typically constructs corridor fencing where none exists, similar to what is currently in place along Red Bud Lane. The City does not plan to upgrade or reconstruct private fencing along this project. However, if a homeowner wishes to do so on their own, City staff is available to assist with permitting. Fencing that is impacted by construction is typically replaced with like materials.</p> <p>As you noted, this project does incorporate various options in the project design to reduce noise associated with traffic including lowering the roadway and choosing paving materials that reduce tire noise. We have also reduced the width of the improvements where feasible to maintain a narrow footprint.</p> <p>Additionally, homeowners can add landscaping within their own property to help reduce traffic noise. Trees such as live oaks (which keep their leaves year-round) or burr oaks (which grow quickly and efficiently in this area) may be planted along the rear fence line to act as a noise barrier. Bushes are also commonly used as a more attractive alternative to noise walls, and a large number of bush species may be planted and trimmed to effectively buffer noise.</p> <p>Existing traffic levels do not currently warrant adding signals at this location. However, the City will monitor traffic levels after the improvements are constructed and continue to evaluate whether signals are warranted in the future.</p>
11	Patricia Kaiser	7/29/2020	Emailed	<p>As a long time resident of Forest Ridge, my concern is related to those homeowners who back to Redbud Lane and how we will impacted by this project.</p> <p>Can you tell me what considerations have been or will be in place to protect these homeowners who are already overwhelmed by the incredible noise and volume of traffic currently on Redbud as this project is planned and designed? The city of Round Rock historically has shown little regard for those homeowners who back to Redbud and especially those of us who back to the intersection of Forest Creek Blvd. and Redbud Lane. There have been numerous situations where jackhammering and other incredibly loud projects begin late at night (11 pm onward) while those of who who live very nearby suffer the noise. The city appears to be oblivious that there are actual city of Round Rock tax-paying residents trying to sleep in very close proximity to these middle of the night projects. What mitigation is being considered for those of us who will see our property values continue to fall as roadways encroach even closer and as our quality of life in our homes declines? It's lovely that the city is concerned that residents of Georgetown or Hutto have unimpeded and speedy travel to Pflugerville or into Austin using Redbud Lane, but those are not the people who pay taxes to the City of Round Rock. We do, but as Round Rock residents, we seem to be the least valued and least considered. I would appreciate hearing from you as to what consideration is being afforded to those of us most affected.</p>	<p>20200817 Emailed Response:</p> <p>Thank you for your interest in the Red Bud South Project. We appreciate you taking the time to share your feedback with our team.</p> <p>We have incorporated various options in the project design to reduce noise associated with traffic along Red Bud Lane including lowering the roadway and choosing paving materials that reduce tire noise. We have also minimized the width of the improvements where feasible and in the section along the edge of your neighborhood we will be able to construct the widening without moving the roadway pavement closer to the houses. Our construction contracts generally restrict the work hours to between 8 and 5 during the day unless there is some specific construction work that must take place at night. The City does not make assessments of property values related to road improvements because there are many different factors and considerations that influence value. One of the goals of this and other transportation projects is to enhance the quality of life for the community through mobility and safety improvements and by improving options for walking and biking where our residents live.</p>

Comment Number	Name	Date Received	Source	Comment	Comment Response										
					<p>The project is part of the City’s Transportation Master Plan that has been in place for over 20 years and was most recently approved by the City Council in 2017. The Transportation Master Plan was developed and put in place to ensure mobility for all citizens of Round Rock and to manage the traffic that comes along with the growth and development of our city. As traffic demands continue to increase in Round Rock, the City is dedicated to providing safe travel, reducing time spent in traffic, and improving mobility throughout our community.</p> <p>I appreciate your concerns for the roadway construction near your neighborhood and assure you we will do all we can to minimize the impacts to the neighboring areas. Should you have any additional questions, please feel free to contact me. Dawn E Scheel, P.E.</p>										
12	Victor Vargas	7/29/2020	Emailed	<p>My family and I are relatively new 3 year residents to Round Rock. We reside on Jackrabbit Run. We moved from South Austin and find this area much more relaxing. A place to retire and raise our child. I commend Round Rock city planners on their forethought planning for the community. We enjoy the trail and SUP networks, the parks, recreation, general clean living, and traffic today is really not that bad. Tomorrow of course will be different. I commend planners for the inclusion of additional SUP and sidewalks to encourage multimodal connectivity through the corridor and the city. I am a civil engineer at another local public agency and have a pretty vast background in traffic operations, construction, maintenance, and life cycle of roadway infrastructure. I believe there is a better opportunity to keep this corridor small safe and handle the traffic today and, in the future, and potentially cost much less in ROW acquisition, construction dollars, long term maintenance, and operations costs and potentially a much safer long term solution. It would take a little vetting to verify or debunk but the cost savings is significant enough to warrant a quick analysis. I ask that the city take a step back and consider modern roundabouts at the signalized intersection on Redbud from Wilke Lane to US 79. Potentially north of US 79 as well. The highest projected 2045 ADT of 40,082 atGattis School Road intersection may warrant a multi-lane roundabout in the future. The remaining intersections potentially single lane roundabouts for a long period. Traffic moves all day every day at 25 mph in a roundabout. A signal stops traffic is stopped 70% of the time or more all day everyday. If a signal has a 100 second cycle length and 4 signal phases. If 20 seconds is dedicated to a green signal phase, then that phase is moving 20% of the time and sitting still 80% of the time. Free flow condition of a thru lane is typically 1100 veh/hr/lane. A signal typically processes 600. In 2045 using 40,082 ADT /2 for 2way traffic and using a phf of 0.85 Gattis School signal is set to have potential back up. Rough peak traffic based on these number is 1703 PHV in 2045. A round about will process the traffic more efficiently. No ROW acquisition for a roundabout. That in itself is significant cost savings. If ROW is needed it would likely be at the corners of the intersection to fit the roundabout. Construction cost savings of \$8M. In rough terms roadway construction to expand from 3 to 5 lanes would cost around \$8M a mile. At 2.2 miles that is \$20M. A modern round about is \$2.5 to \$3M. 4 intersections would be in the neighborhood of \$12M. Operations cost savings \$2.3M. No signals so no cost. Signal maintenance at \$2000/signal/month from 2021 to 2045 is \$2.3M in today's dollars. Safety. Standard 4 legged intersections have 32 possible points of impact. The majority of impact points are head on and right angle crashes, which are the most traumatic and violent while a roundabout has 8 possible points of impact and all are side swipes, which are not that violent. Making unprotected left turns to and from side streets across multiple lanes can be challenging. Even more so as traffic increases to 2045 volumes. The addition of lanes introduces more potential for right angle collisions for side street traffic but does minimize the rear end type collisions. Marketing. This is Round Rock Texas home of the Round Rock on the Chisholm Trail, our namesake and Round Rock donuts, and the Round Rock Express. Round baseballs. As an example no offer the</p>	<p>The use of alternative intersection configurations, such as conversion to Roundabouts or the use of displaced left turns, has been considered for both of the existing signalized intersections within the study limits. Often, alternative intersections can offer more efficient traffic operations, at least when traffic patterns and volumes fall within specific ranges. The traffic patterns at the Forest Creek and the Gattis School intersections would not be expected to gain critical operational efficiencies with displaced left-turn designs, although roundabout designs do appear, at least initially, to be a possible solution at both intersections. Further investigation shows that both intersections’ existing volumes would be expected to require two-lane roundabout designs, according to Exhibit 3-12 in NCHRP report 672 (Roundabouts: An Informational Guide, 2nd ed.), as shown below.</p> <div><div>Exhibit 3-12 Planning-Level Daily Intersection Volumes</div><table><caption>Approximate ADT Ranges from Exhibit 3-12</caption><tr><th>Design Type</th><th>ADT Range (Approximate)</th></tr><tr><td>Single-lane roundabout likely to operate acceptably</td><td>0 - 15,000</td></tr><tr><td>Single-lane roundabout may be sufficient (additional analysis needed)</td><td>15,000 - 25,000</td></tr><tr><td>Double-lane roundabout likely to operate acceptably</td><td>25,000 - 30,000</td></tr><tr><td>Double-lane roundabout may be sufficient (additional analysis needed)</td><td>30,000 - 45,000</td></tr></table></div> <p>Multi-lane roundabouts are more-complex than the safer and simpler to use single-lane roundabout designs because multi-lane roundabouts do not provide the same level of pedestrian visibility and do not meet drivers’ expectations and understanding as significantly as single-lane roundabouts. As such, multi-lane roundabout design is less forgiving. The minimum suggested size for a two-lane roundabout, as discussed in section 6.3.1 of NCHRP 672, is a 150-foot diameter circle. However, where volumes are higher, increasingly larger diameters are needed to provide adequate intersection capacity, up to a 200-foot diameter.</p> <p>A likely design for the Forest Creek intersection, with daily volumes over 23,000 vpd, would begin with a 160-foot diameter. This would likely leave little to no room for pedestrian facilities and future right-turn lanes that could be necessary with only five or ten years of background traffic growth. The right-of-way (ROW) acquisitions and utility relocations</p>	Design Type	ADT Range (Approximate)	Single-lane roundabout likely to operate acceptably	0 - 15,000	Single-lane roundabout may be sufficient (additional analysis needed)	15,000 - 25,000	Double-lane roundabout likely to operate acceptably	25,000 - 30,000	Double-lane roundabout may be sufficient (additional analysis needed)	30,000 - 45,000
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				intersection of 51st Street and I-35 SBFR. A successful roundabout that is working very well on very busy roadways. Again I would like to thank the city planners for their efforts so far in building a beautiful community that we really enjoy. I ask that you give it some consideration. Please confirm receipt of my comments and that they will be included as part of the comments period for this project.	<p>needed would also add to project costs. The existing volumes at the Gattis School intersection are almost 1/3 higher, at approximately 35,000 vpd today. Forecasted volumes would be expected to exceed a two-lane roundabout's capacity by 2030, meaning that expansion to a three-lane roundabout could be needed as soon as five or six years after opening. At two-lanes, the likely inscribed diameter at Gattis would need to be at least 180-feet wide. This size is only 20-feet smaller than the largest recommended size for two-lane roundabouts. Both the 180-foot and 200-foot design options would require substantial ROW purchase and utility relocations on each corner.</p> <p>Given the forecasted traffic volumes expected at each of these intersections, minimally sized roundabouts would not be expected to operate at acceptable conditions for more than five years after construction – currently scheduled to be completed in 2025. Furthermore, at the later study horizons the volumes would warrant additional lanes and/or alternate configurations that could require substantial reconstruction of approaches along with considerable additional ROW needs. Finally, the multi-lane roundabout configuration does not offer the same safety improvements for pedestrians or drivers that a single-lane roundabout can. For these reasons, converting either the Forest Creek or Gattis School signalized intersections to roundabouts is not recommended for further consideration as part of the South Red Bud Lane Widening project.</p>
13	LaVonne Ortiz	7/30/2020	Emailed	<p>My questions or comments are around safety, turn signals or stop signs, speed, etc. Right now with the three lanes, it is very difficult to go from a neighborhood side street to get on Red Bud. Traffic goes extremely fast. Despite the 45 speed limit people ride your butt if you go the speed limit when you're on Red Bud and with more lanes to cross, it's going to become very dangerous.</p> <p>What is the plan for turn signals or stop signs? Are there any beyond the one that already exists at Forest Creek?</p> <p>Is the median going to be similar to the one between the railroad crossing and Evergreen with grass/trees and then only allowing the turn where a street exists? (When traffic is backed up between Gattis School and Forrest Creek people drive in that middle "turn" lane which is dangerous especially for the daycare that is at the end if people are trying to turn into it from the other direction as well as the other side streets that exist between Gattis School and Forrest Creek.)</p> <p>With the planned sidewalks on both sides, is there going to be more property needing to be taken by eminent domain? When will those owners be notified?</p>	<p>One of the goals of this project is to increase safety for turning traffic. Adding two additional travel lanes will reduce congestion along Red Bud Lane, allowing greater opportunity for cars to safely turn.</p> <p>Existing traffic levels do not currently warrant adding additional signals. However, the City will monitor traffic levels after the improvements are constructed and continue to evaluate whether signals are warranted in the future.</p> <p>A raised median with landscaping will not be constructed as part of this project. The configuration will include two travel lanes in each direction and a center turn lane. The project team will continue detailed evaluations of turn lane lengths as design moves forward. Property access and safety are key evaluation factors in determining preferred solutions for turn lanes.</p> <p>Because cars will no longer be restricted to a single lane, through traffic will be able to pass turning vehicles by using the outside lanes, which is expected to reduce slowdowns and the opportunity for crashes.</p> <p>The majority of the improvements can be constructed within existing City-owned right of way. Some additional right of way is needed on the west side of existing Red Bud Lane between Forest Creek Drive and Old Oaks Drive. The City will reach out to property owners where right of way is needed to begin negotiations for purchase as design plans are finalized. Right of way coordination is anticipated to begin in late 2021.</p>
14	Scott Guilfoyle	7/30/2020	Emailed	I don't want to rely on my understanding of the posted project plan... can you tell me how this will affect my property at the corner of Woodland Loop and Red Bud (3 Woodland Loop)?	All proposed improvements to Red Bud Lane adjacent to your property are within the existing City-owned right of way, and no additional right of way will need to be purchased from you. In the current preliminary design, the edge of pavement would be approximately 20 feet closer to the existing wall. The sidewalk would move away from the wall approximately 5 feet.

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15	Anne Mims	7/30/2020	Emailed	I was looking at the schematic but could not find the part that includes my property. The picture ends at Wildflower Trail instead of Evergreen/Forest Ridge Blv. I live at 1015 Forest Bluff Trail and my backyard is next to Red Bud. Can you tell me how I can see the full project schematic and/or can you tell me if this project will impact my property in any way?	<p>2020730 Emailed Response: Here’s a screen capture of that area zoomed in pretty tight. At this time, we don’t anticipate any construction activities outside of adjusting pavement markings at the Forest Ridge intersection. The pavement won’t be widened in this area, but the proposed 10 foot Shared Use Path will bring the built environment closer to your back fence. The long-dashed yellow line shown through the back yards marks the 15ft Public utility Easement.</p>  <p>If you have any additional questions, please do not hesitate to get in touch with me.</p>
17	David Fuchs	8/5/2020	Emailed	<p>We live at 904 Red Bud lane and were not able to attend the open house, but have some questions about how this project will potentially affect our property. Please send me a detailed map of the project, as the one on-line does not expand out well to see the details. Also, please call me at 512-XXX-XXXX, so we can discuss my questions/concerns.</p> <p>Summary of comments from phone discussion:</p> <ol style="list-style-type: none"> 1. Number one concern is drainage. There is concern about the RCP at the southeast corner of this property and what the drainage easement is for. Also, have had issues with water running down the driveway and they hope this does not continue to be an issue in the future. 2. Size of their driveway. It looks like the driveway width has been decreased and there is concern since they purposely enlarged the driveway to ensure they had the sight distance to exit safely from their home. 3. Utilities and storm sewer. They are concerned about where the utilities will be located. I showed him the blue lines for the storm sewer system with the inlets and cross drainage but he is concerned about a water line that runs in front of his house and where other utilities may be located and have to be moved. 4. Curbs. He is not interested in the curb running up both sides of his driveway and would prefer that it stop at the street. He thinks this will save money with the Shared Use Path continuing in one straight line along the roadway and not having to go up and down all the ramps that would be required at the driveways. 5. Requested a meeting onsite. 	<p>20200805 Emailed Response:</p> <p>Thank you for your interest in our project. Sorry you were unable to attend the public meeting. We have made all the information that was shared available online for our residents to view at their own convenience. The virtual meeting information includes areas where you may write down your questions/concerns to be documented as part of the public meeting. You can access the virtual meeting directly here: www.publicinput.com/redbudsouth or by clicking the link on our project webpage. A pdf of the preliminary project schematic is attached and you can also access it through our project webpage or clicking the link below. https://www.roundrocktexas.gov/wp-content/uploads/2020/01/South-Red-Bud-Schematic-20200731.jpg</p> <p>If after reviewing this information you still have questions/concerns please email me or give me a call.</p> <p>20200807 Emailed Response:</p> <ol style="list-style-type: none"> 1. The RCP at the SE corner of his property is the replacement of current corrugated metal pipes that exist today. The proposed pipes are concrete. The drainage easement is to do some grading along the downstream end of the pipes to make sure it is all formed correctly with very little ROW in the area. The high point of our profile is just to the north of their driveway, I doubt very much water can accumulated before getting there. One possible solution is to design the roadway profile to not allow water to leave the roadway (a small 6” hump). Another solution is adding an inlet upstream of the driveway, but this is not required based on ponding along the curb. 2. Driveway width will be designed to match existing width. 3. All utilities that are in conflict with the roadway or drainage improvements will be relocated within the proposed ROW. The exact locations of relocated utilities are unknown at this stage of design. 4. We can look at this. Sidewalks and SUPs don’t require ADA ramp treatments at private driveways, only at public streets. 5. Confirmed that we can visit property.

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18	Richard & Susan Sohns	8/9/2020	Emailed	<p>We reviewed the materials in the virtual open house and attempted to submit comments, but are not sure if they went thru.</p> <p>What is the distance between the pedestrian sidewalks and the vehicle traffic lanes?</p> <p>Will the City of Round Rock furnish Sanitary Sewer to the City Residents of Highland Terrace as promised? The Fire Station construction ignored the commitment. Will this major road improvement also ignore this commitment?</p> <p>How will construction traffic be handled? Specifically, what are the plans for residents that require direct access/egress to Red Bud for their homes?</p>	<p>20200811 Emailed Response: The sidewalks are directly up against the back of curb due to restricted ROW on the project. That leaves a two foot buffer between the sidewalk and the travel lane which is the curb and gutter width.</p> <p>I have attached the annexation papers from when the city annexed your property in 2006. Page 26 is the start of the Annexation Service Plan specific to Highland Terrace. Based on the annexation service plan in place at the time of your annexation, your area is considered served with the water and waste water we made available to your area. This is the extent of the agreement at that time. We do not have plans at this time to further anything in the original agreement.</p> <p>Traffic will be maintained during construction through a phased traffic control plan. Currently we are anticipating 3 phases of construction that maintain at least one travel lane open in each direction at all times. Specifically, what are the plans for residents that require direct access/egress to Red Bud for their homes? During construction access will be maintained to each driveway. Specific work such as paving or trenching will be coordinated with the homeowner to ensure access is maintained.</p>
19	Carroll Pimpler	8/7/2020	Emailed	<p>Found maps and could see existing and proposed ROW but nothing about how much is needed, no notes on meeting that you all had. When clicking on point, its says "sorry that's outside of this question boundary area", same thing happens if you try to request service for weeds or cleaning out bar ditches on our side. Questions i still have:</p> <p>How much of our land and how many trees will they try to take, as i said before we will not voluntarily give any up.</p> <p>Why will they not consider using land they already own across from us? Why WILCO map is showing what appears to be a good portion of all land south of Red Bud Acres being in road already? Why don't they put sidewalk and bike lane on East side where most of people using them live, we don't want this mess in our front yard and don't live in Austin. There are not that many people using East side right now as is. You have been extremely nice through all of this, but this is destroying 50 + years of our lives and dreams.</p>	<p>20200813 Emailed Response: Here are the answers to your questions below: From the schematic it looks like the proposed Right of Way (ROW) is approximately 18 feet wide from the existing ROW. There are 2 existing live oaks in the proposed Shared Use Path on your property that will have to be removed.</p> <p>Regarding the use of the land across the street from you that is owned by the city, we are not moving the road more to the west as opposed to the east. The centerline is staying relatively in the same spot as it currently is or the road won't be constructible and able to maintain traffic. There is more dedicated ROW along the east side as most of those lots were developed later with planned setback for future construction. The west side is tighter because no setbacks were planned when the original homes were laid out. We are holding the edge of pavement on your side of the road, so traveling cars will be no closer to your home. The width of ROW we need is exclusively for the Shared Use Path and some grading.</p> <p>I do not understand your question about the WILCO map. Where did you locate this map?</p> <p>Regarding the sidewalks on both sides of the street. There is a sidewalk planned on the east side along with a Shared Use Path on the west. It is not a one or the other situation. The typical section is in accordance with the City's arterial road requirements that contain sidewalks and Shared Use Paths for safety and bike/pedestrian mobility.</p> <p>I hope this helped to answer your questions. Please reach out to me if you still have questions.</p>
21	Anne Mims	8/15/2020	Emailed	<p>Thank you all for providing the information on this project. This will be great when it is completed and we look forward to it. Our backyard is next to Red Bud lane and it is already very noisy when we spend time back there. We think it would be incredibly helpful if the fence/wall was changed to help reduce the increase in noise from more traffic. Also, our current fence has openings in the top portion, which would allow people to see in our backyard. Right now, this doesn't bother us since there isn't a sidewalk and there are rarely</p>	<p>When major improvements are constructed on arterial roadways, the City typically constructs corridor fencing where none exists, similar to what is currently in place along Red Bud Lane. The City does not plan to upgrade or reconstruct private fencing along this project. However if a homeowner wishes to do so on their own, City staff is available to assist with permitting. Fencing that is impacted by construction is typically replaced with like materials.</p>

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				<p>people on the other side of the fence. After the project is completed, the shared use path will be very close to our fence so pedestrians and bikers will be able to see into our backyard. To provide us with privacy, we are asking you to consider changing the fence/wall during this project. I am including pictures so you can see what I mean. I am 5'4" and when I stand at the fence, I can easily see through the openings. I am also including a picture of the type of fence/wall that already exists on the north side of our neighborhood, Forest Bluff.</p> 	<p>This project design does incorporate various options to reduce noise associated with traffic, including lowering the roadway and choosing paving materials that reduce tire noise. The width of the improvements has also been reduced where feasible to maintain a narrow footprint.</p> <p>Additionally, homeowners can add landscaping within their own property to help reduce traffic noise. Trees such as live oaks (which keep their leaves year-round) or burr oaks (which grow quickly and efficiently in this area) may be planted along the rear fence line to act as a noise barrier. Bushes are also commonly used as a more attractive alternative to noise walls, and a large number of bush species may be planted and trimmed to effectively buffer noise.</p>
22	Robert Ruckriegel	8/15/2020	Emailed	<p>I have been a resident on Jackrabbit Lane for 28 years and have witnessed the explosive increase in traffic on Red Bud and appreciate the current repaving and improvements especially widening the current bicycle lanes in both directions.</p> <p>That said, I would like to see the current bicycle lanes maintained in the new improvements being considered. REAL bicyclists on a shared use bike path with pedestrians are really not compatible. In addition, how would I (as a bike enthusiast) get off this shared path when going north (or south) and needing to exit at Jackrabbit Run?</p> <p>I would like not to have curbs and gutters from Gattis School to Forest Creek which is flat and does not have a drainage problem with the current design.</p> <p>I believe that Red Bud as it is today is adequate for a number of years to come. What is currently not adequate today is the south section of Red Bud from Gattis School to the intersection with Cheyenne Valley Drive.</p> <p>I appreciate this opportunity for input and hope it is considered. Please confirm receipt of this email.</p>	<p>20200820 Emailed Response: Hello Mr. Ruckriegel, Thank you for your comments and suggestions on the project. We have gathered additional information on the need for the plan as shared, but please let us know if you have any additional questions. Currently there are not bike lanes on Red Bud, only 4 foot shoulders. The City prefers to keep bicycle traffic safely out of the roadway. At Council's direction, through many years of transportation master plan updates, the City has determined that 10 foot shared-use paths are the preferred alternative to on-street bicycle lanes along its arterial and major-collector roadways. This project meets that criteria as an arterial roadway and is aimed at improving mobility for all users.</p> <p>The safest way to cross Red Bud Ln. to enter Jackrabbit Run will be to cross at Forest Creek Dr. and the go south on the sidewalk on the east side of Red Bud Ln.</p> <p>The need for curb and gutter is to accommodate both roadway and offsite drainage within a storm sewer system underground and eliminate the need for roadside ditches. This solution allows the road to be widened maintaining a smaller footprint, minimizing right-of-way needs along the corridor, and conflicts with adjacent development.</p> <p>The City is planning for this project now to address current safety needs and accommodate traffic in the future. Currently, there are daily congestion periods associated with peak commuter traffic – morning and evening rush hours. However, regional growth patterns in and north of the project area will continue to pressurize these conditions. Over time, this will result in rush hours changing from 45 minutes/1hour to 90 minutes/2 hours. Off-peak and mid-day traffic volumes will continue to rise as well, further degrading safe and efficient operations for pedestrians and bicyclists throughout the day. The section of Red Bud Ln. south of Gattis School Rd. is Williamson County's infrastructure. Their long range transportation plan shows that a major arterial divided 4 lane road will be needed in the future. For more information on the County's plans: https://www.wilco.org/roads.</p>

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23	Heather Torres	8/16/2020	Emailed	<p>I attended the two open house sessions for the Red Bud Improvement Project and I have a follow up question regarding the project. Are there any discussions about what to do with the outer stone wall that runs along the Trailside Community? I'm the Board President for Trailside HOA and I know the homeowners that live along Red Bud will start asking what the HOA plans to do about the road expansion. I don't know if there is anything we quality for to help with the cost of possibly extending the wall or installing a sound barrier. I just wanted to get ahead of the questions so we can come up with a plan to eventually present to the homeowners. Any help or suggestions you can provide will be most appreciated.</p> <p>20200818 Reply: Thank you so much for answering back I really appreciate it. I didn't think there would be any additional improvements to the already existing wall, but I at least had to ask. Do you have any suggestions on what we could do on our own? The HOA wouldn't be able to afford a wall extension, but perhaps provide suggestions to homeowners along the wall of what they can do on their own?</p>	<p>20200817 Emailed Response: Thank you for your interest in our project and your questions surrounding the stone wall around your neighborhood.</p> <p>The city's position on arterial roadways is to generally provide corridor fencing similar to what you currently have in place. That being said, since your subdivision already has such fencing, we do not anticipate providing any additional upgrades to your fence. We do not typically provide a sound barrier wall on our arterial roadways due to the low speeds on these roads and the walls general height of 14 feet. Should you wish to raise the height of the wall on your own, you would need to go through the city's regular permit process to do so.</p> <p>We do anticipate providing some noise abatement measures on the new roadway. This includes lowering the roadway and choosing paving materials that reduce tire noise. These measures should help to reduce the amount of noise to your neighborhood.</p> <p>I appreciate your concerns for the roadway construction near your neighborhood and assure you we will do all we can to minimize the impacts to the neighboring areas. Should you have any additional questions, please feel free to contact me.</p> <p>20200818 Emailed Response: Homeowners can add additional landscaping to act as a buffer. Trees along the rear fence like live oak (since they keep their leaves) or a burr oak (they grow well in this area and fill out fast) will help reduce noise. There are any number of other bushes that could be planted that would grow that can be trimmed to act as natural sound barriers. Bushes are commonly used instead of walls because they are attractive and effective. Thanks again for your interest and please let us know if you need anything else.</p>
24	Anonymous	7/29/2020	PublicInput.com	<p>Sound barriers along the proposed sidewalks would be helpful. The wider road will bring traffic even closer to homes on Red Bud.</p> <p>A "wall" may provide both noise reduction and a crash barrier for the homes.</p> <p>The planned low noise pavement will be very much appreciated.</p>	<p>The City does not typically construct noise walls along our arterial roadways. Due to relatively low speeds associated with these roadways (compared to highways), high construction costs for noise walls relative to their effectiveness, and incompatibility with the scale of residential and business developments along these corridors, constructing noise walls is often not feasible and/or undesirable.</p> <p>When major improvements are constructed on arterial roadways, the City typically constructs corridor fencing where none exists, similar to what is currently in place along Red Bud Lane. The City does not plan to upgrade or reconstruct private fencing along this project. However if a homeowner wishes to do so on their own, City staff is available to assist with permitting.</p> <p>In addition to the noise mitigating options already noted in the open house presentation, homeowners can add landscaping within their own property to help reduce traffic noise. Trees such as live oaks (which keep their leaves year-round) or burr oaks (which grow quickly and efficiently in this area) may be planted along the rear fence line to act as a noise barrier. Bushes are also commonly used as a more attractive alternative to noise walls, and a large number of bush species may be planted and trimmed to effectively buffer noise.</p>
25	Angela M Cahue-Kosacek	7/29/2020	PublicInput.com	<p>[Referring to Red Bud Lane at Bobby Jones Way]:</p> <p>Will there be an additional traffic signal added to help with turning out of the neighborhood in this area with limited visibility? There are already accidents that occur here at this intersection with just three lanes.</p>	<p>Existing traffic levels do not currently warrant adding signals at this location. However, the City will monitor traffic levels after the improvements are constructed and continue to evaluate whether signals are warranted in the future.</p>

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26	Chris Koob	7/29/2020	PublicInput.com	<p>For cases like this, I believe the right thing is to make left turns illegal. The Forest Creek neighborhood has multiple exits for left turns, primarily Forest Creek Drive.</p> <p>So many of our local roads have had traffic signals installed to accommodate left turning traffic from neighborhoods. The end result is we all spend more time waiting for unnecessary traffic lights.</p>	<p>One of the goals of this project is to increase safety for turning traffic. Existing traffic levels do not indicate the need to eliminate or restrict left turning movements at this time. Adding two additional travel lanes will reduce congestion along Red Bud Lane, allowing greater opportunity for cars to safely turn. Additionally, because cars will no longer be restricted to a single lane, through traffic will be able to pass turning vehicles by using the outside lanes, which is expected to reduce slowdowns and the opportunity for crashes.</p> <p>Existing traffic levels do not currently warrant adding signals. The City will monitor traffic levels after the improvements are constructed and continue to evaluate whether signals are warranted in the future.</p>
27	Anonymous	7/29/2020	PublicInput.com	Will there be a new traffic signal at the intersection of Bobby Jones Way and Redbud? There are already accidents at the intersection with just 3 lanes.	Existing traffic levels do not currently warrant adding signals at this location. However, the City will monitor traffic levels after the improvements are constructed and continue to evaluate whether signals are warranted in the future.
28	Chris Koob	7/29/2020	PublicInput.com	Need a method to have exiting traffic from HEB to safely turn left. As much as it pains me, there should probably be a light at this location. It is unfortunate that it is so close to Gatits School road, as the lights will need coordination, or traffic will be impacted.	<p>One of the goals of this project is to increase safety for turning traffic. Adding two additional travel lanes will reduce congestion along Red Bud Lane, allowing greater opportunity for cars to safely turn.</p> <p>Existing traffic levels do not currently warrant adding a signal at this location, and a signal in this location would be too close to the signal at Gattis School Rd.</p>
29	Chris Koob	7/29/2020	PublicInput.com	Left turning traffic from HEB probably needs a light for safety	<p>One of the goals of this project is to increase safety for turning traffic. Adding two additional travel lanes will reduce congestion along Red Bud Lane, allowing greater opportunity for cars to safely turn.</p> <p>Existing traffic levels do not currently warrant adding a signal at this location, and a signal in this location would be too close to the signal at Gattis School Rd.</p>
30	Chris Koob	7/29/2020	PublicInput.com	In the design objectives, lower speed was mentioned. I want to be clear. Existing speed limits should be maintained and the road should be designed with this in mind.	The design speed is 45 mph, and there are no plans to change the speed limit.
31	Chris Koob	7/29/2020	PublicInput.com	Turn lane into Forest Creek (north to east turn) should be extended. Traffic currently backs up to prevent turning traffic from reaching the intersection	The addition of a second northbound lane will improve mobility for turning and through traffic in this location.
32	M Vargas	7/29/2020	PublicInput.com	<p>My family and I are relatively new 3 year residents to Round Rock. We reside on Jackrabbit Run. We moved from South Austin and find this area much more relaxing. A place to retire and raise our child. I commend Round Rock city planners on their forethought planning for the community. We enjoy the trail and SUP networks, the parks, recreation, general clean living, and traffic today is really not that bad. Tomorrow of course will be different. I commend planners for the inclusion of additional SUP and sidewalks to encourage multi-modal connectivity through the corridor and the city.</p> <p>I believe there is a better opportunity to keep this corridor small safe and handle the traffic today and, in the future, and potentially cost much less in ROW acquisition, construction dollars, long term maintenance, and operations costs and potentially a much safer long term solution. It would take a little vetting to verify or debunk but the cost savings is significant enough to warrant a quick analysis.</p> <p>I ask that the city take a step back and consider modern roundabouts at the signalized intersection on Redbud from Wilke Lane to US 79. Potentially north of US 79 as well.</p> <p>The highest projected 2045 ADT of 40,082 at Gattis School Road intersection may warrant a</p>	See response to comment number 12.

Comment Number	Name	Date Received	Source	Comment	Comment Response
				<p>multi-lane roundabout in the future. The remaining intersections potentially single lane roundabouts for a long period.</p> <p>The benefits: Traffic moves all day every day at 25 mph in a roundabout. A signal stops traffic is stopped 70% of the time or more all day everyday. If a signal has a 100 second cycle length and 4 signal phases. If 20 seconds is dedicated to a green signal phase, then that phase is moving 20% of the time and sitting still 80% of the time.</p> <p>Free flow condition of a thru lane is typically 1100 veh/hr/lane. A signal typically processes 600. In 2045 using 40,082 ADT /2 for 2way traffic and using a phf of 0.85 Gattis School signal is set to have potential back up. Rough peak traffic based on these number is 1703 PHV in 2045. A round about will process the traffic more efficiently.</p> <p>No ROW acquisition for a roundabout. That in itself is significant cost savings. If ROW is needed it would likely be at the corners of the intersection to fit the roundabout.</p> <p>Construction cost savings of \$8M. In rough terms roadway construction to expand from 3 to 5 lanes would cost around \$8M a mile. At 2.2 miles that is \$20M. A modern round about is \$2.5 to \$3M. 4 intersections would be about \$12M.</p> <p>Operations cost savings \$2.3M. No signals so no cost. Signal maintenance at \$2000/signal/month from 2021 to 2045 is \$2.3M in today's dollars.</p> <p>Safety. Standard 4-legged intersection have 32 possible points of impact. Most impact points in a standard intersection are head on and right-angle crashes, which are the most traumatic and violent while a roundabout has 8 possible points of impact and all are side swipes, which are not as violent typically and folks walk away. Making unprotected left turns to and from side streets across multiple lanes can be challenging. Even more so as traffic increases to 2045 volumes. The addition of lanes introduces more potential for right angle collisions for side street traffic but does minimize the rear end type collisions.</p> <p>As an example no offer the intersection of 51st Street and I-35 SBFR. A successful roundabout that is working very well on very busy roadways.</p> <p>Again, I would like to thank the city planners for their efforts planning and building a beautiful community that we really enjoy and plan on calling home for a very long time. I ask that you give these comments consideration. Respectfully</p>	
33	Robert Prybyla	7/29/2020	PublicInput.com	<p>[Referring to Red Bud Lane at Woodhollow Trail]: Normal am rush hour Southbound traffic challenges exiting Woodhollow Trail waiting for an opening of 30-50 vehicles from 79 light before an opening to go Southbound.</p> <p>Northbound challenge 2 surge from Forest Creek light can fill the gap for a Northbound exit. Timing of the lights would be helpful.</p>	<p>One of the goals of this project is to increase safety for turning traffic. Adding two additional travel lanes will reduce congestion along Red Bud Lane, allowing greater opportunity for cars to safely turn.</p> <p>The City regularly monitors signal operations and performance considering safety and capacity. The project will require changes to signal timing at Forest Creek, and new timing plans will be coordinated with the Gattis School Road and US 79 signals to the greatest extent possible.</p>
34	Anonymous	7/29/2020	PublicInput.com	Where can we view the entire route? The project schematic above does not show the entire route. The picture ends at Wildflower Trail instead of Evergreen/Forest Ridge.	The preliminary project schematic and materials from the open house can be accessed through the project webpage: https://www.roundrocktexas.gov/transportprojects/red-bud-lane-south-evergreen-drive-to-gattis-school-road/

Comment Number	Name	Date Received	Source	Comment	Comment Response
35	Anonymous	7/30/2020	PublicInput.com	Roundabouts would be also be helpful when leaving some of these neighborhoods. I think they should be considered for this project.	The project team has conducted a preliminary review of the viability of roundabouts for the Gattis School Road and Forest Creek Drive intersections. The Gattis School Road intersection would require a two-lane roundabout today and a three-lane roundabout by the year 2030 to accommodate projected future traffic volumes. Traffic volumes at the Forest Creek Drive intersection nearly require a two-lane roundabout today and would require a three-lane roundabout by the year 2045 to accommodate projected traffic volumes. Technical review also supports the safety benefits of roundabouts. Further review is required to better define the expected benefits and life span of roundabouts at each of these intersections.
36	LaVonne Ortiz	7/30/2020	PublicInput.com	Right now with the three lanes, it is very difficult to go from a neighborhood side street to get on Red Bud. Traffic goes extremely fast. Despite the 45 speed limit people ride your butt if you go the speed limit when you're on Red Bud and with more lanes to cross, it's going to become very dangerous. What is the plan for turn signals or stop signs? Are there any beyond the one that already exists at Forest Creek? Is the median going to be similar to the one between the railroad crossing and Evergreen with grass/trees and then only allowing the turn where a street exists? (When traffic is backed up between Gattis School and Forrest Creek people drive in that middle "turn" lane which is extremely dangerous especially for the daycare that is at the end if people are trying to turn into it from the other direction as well as the other side streets that exist between Gattis School and Forrest Creek.) With the planned sidewalks on both sides, is there going to be more property needing to be taken by eminent domain? When will those owners be notified?	See response to comment number 13.
37	Gordon Stehr	7/31/2020	PublicInput.com	<p>Hi. Do need to think you need to plan for the future, but I do have a few questions.</p> <p>1) What is expanded usage data based on?</p> <p>2) North of Forest Creek west side of Red Bud is different from east side in the there are several homes on the west with structures (wooden and masonry fences, etc) and driveways that are probably within construction path. How will you work around this? Or will construction be mainly on the east where there is a bit more room? Almost the opposite south of Forest Creek to Gattis School. Also is there enough room near Gattis School to expand?</p> <p>3) How long is the construction estimate to take? When do you estimate starting?</p> <p>4) Noticed that several trees have white tape or ribbons on them. Are these designated to be cut down?</p> <p>Just a few thoughts and thanks for your time.</p>	<p>1. The City's design engineer completed a traffic study for Red Bud Lane as part of this project to analyze current and projected capacity, current and projected levels of service, and intersection operation. Based on data collected during the traffic study and regional growth data, the study produced a conservative annual growth rate for forecasting future traffic scenarios. The traffic study results support the proposed widening to serve future growth of local and commuter traffic.</p> <p>2. The majority of the Red Bud Lane improvements can be constructed within existing City owned right of way where setbacks were included for future road construction as development occurred. The west side between Forest Creek Drive and Old Oaks Drive was developed earlier than many other sections of the road, and no setbacks were included when the original homes and improvements were built. Because of this, some right of way will need to be purchased from those property owners to accommodate the construction. The City will reach out to property owners where right of way is needed to begin negotiations for purchase as design plans are finalized.</p> <p>This project does not include constructing new walls or upgrading privately owned fencing along Red Bud Lane. In locations where existing fences are impacted by construction, the City will provide for replacement with like materials.</p> <p>The City is planning to expand Gattis School Road from four to six lanes from Via Sonoma Trail through the Red Bud Lane intersection. Some right of way is being purchased to accommodate this project, which is estimated to begin construction in 2021.</p> <p>3. Construction is estimated to begin on the Red Bud Lane project in 2023 and expected to be completed by early 2025.</p>

Comment Number	Name	Date Received	Source	Comment	Comment Response
					4. The white ribbon indicates that the tree was included in the project tree survey and double checked by the Registered Surveyor responsible for the data.
38	Anonymous	8/1/2020	PublicInput.com	As a resident of Jackrabbit Run for 26 years, my family has seen a huge increase in traffic on Red Bud Ln. Our street is unique in that we join Red Bud very close to the Forest Creek light. When traffic is heavy and backs up toward Gattis School Road, we have to wait for a break in the traffic to go either north or south on Red Bud. In addition, the "continuous turn lane" that currently exists on Red Bud encourages drivers turning west on Forest Creek to jump into the turn lane well south of Forest Creek and blow past the striped intersection markers at Jackrabbit Run to enter the turn lane for Forest Creek. This creates a VERY hazardous situation for my family if they want to turn south on Red Bud because they have to clear the northbound traffic line and turn south without complete visibility of the continuous turn lane. Our requests/proposal: 1) Physically block the continuous turn lane several hundred feet south of the Jackrabbit Run intersection and provide us the opportunity to enter the turn lane south-facing while we safely wait for a break in traffic. 2) Provide a northbound dedicated, protected merge lane from Jackrabbit Run so that our residents can enter the northbound traffic flow safely.	<p>One of the goals of this project is to increase safety for turning traffic. Adding two additional travel lanes will reduce congestion along Red Bud Lane, allowing greater opportunity for cars to safely turn.</p> <p>The two additional travel lanes along Red Bud Lane will allow the signal at Forest Creek to operate more efficiently, which should reduce this problem. Additionally, the design team will continue to evaluate the length of left turn lanes and various striping scenarios as the detailed design phase moves forward to provide solutions that contribute to greater operational efficiency and safety for traffic turning to and from side streets.</p>
39	Anonymous	8/2/2020	PublicInput.com	Please be considerate of residents living close to Red Bud Lane. Concerned about noise from heavy construction before 7 AM & after 9PM, as well as bright flood lights used at night.	Our construction contracts generally restrict the work hours to between 8 a.m. and 5 p.m. during the day, unless there a specific construction activity must take place at night.
40	Esther Burnham	8/2/2020	PublicInput.com	What development or change is proposed for this roadway west off of Red Bud, just south of Forest Creek?	The project will add a southbound travel lane and a shared-use path on the west side of Red Bud Lane. The western edge-of-pavement will be virtually unchanged in this location. The new shared-use path will be further from the neighborhood fencing than the existing sidewalk. Additional details can be viewed on the preliminary schematic found on the project webpage: https://www.roundrocktexas.gov/transportprojects/red-bud-lane-south-evergreen-drive-to-gattis-school-road/
41	Esther Burnham	8/2/2020	PublicInput.com	What development or changes are proposed for this roadway west off of Red Bud and just north of Forest Creek?	The project will add a southbound travel lane and a shared-use path on the west side of Red Bud Lane. The west side between Forest Creek Drive and Old Oaks Drive was developed earlier than many other sections of the road and no setbacks were included when the original homes and improvements were built. Because of this, some right of way will need to be purchased from those property owners to accommodate the construction. Additional details can be viewed on the preliminary schematic found on the project webpage: https://www.roundrocktexas.gov/transportprojects/red-bud-lane-south-evergreen-drive-to-gattis-school-road/
42	Andrew Mallamace	8/4/2020	PublicInput.com	[Referring to Red Bud Lane near Forest Cove neighborhood]: What is the difference between a Proposed Red Bud Ln (Blue Apron) vs Proposed Drive (Red Apron)?	Blue aprons represent reconstruction of connections to existing City streets, while the red aprons represent reconstruction of connections to private driveway.
43	Andrew Mallamace	8/4/2020	PublicInput.com	Is this a elevated a pedestrian crossing?	All proposed pedestrian crossings are at grade and include standard pavement markings. Improvements labeled as “crossings” in the preliminary schematic refer to underground culverts and drainage infrastructure.
44	Andrew Mallamace	8/4/2020	PublicInput.com	[Referring to Red Bud Lane at Bobby Jones Way]: Will the "concrete" walls have a stone or some sort of masonry finish?	The walls that will be constructed in this location are low profile retaining walls Retaining walls associated with drainage infrastructure normally have no aesthetic finish. The City will determine aesthetic details for those retaining walls that are easily visible to the public as more detailed design phase moves forward.

Comment Number	Name	Date Received	Source	Comment	Comment Response
45	Andrew Mallamace	8/4/2020	PublicInput.com	<p>[Referring to Red Bud Lane at Bobby Jones Way]:</p> <p>1) What is the difference between the Proposed Red Bud (Blue Apron) and the Proposed Drive (Red Apron)?</p> <p>2) Are the crossing pedestrian underground walkways?</p> <p>3) Will the "concrete" walls have a masonry finish?</p> <p>4) Can the right hand turn lane be extended at the HEB Gas Station. (Red Bud Ln and Gattis School)? This backs up as it is already.</p> <p>5) What plans and timelines does the city have to fix the lack of infrastructure on the south side of Gattis School Rd and Red Bud Ln?</p>	<p>1) Blue aprons represent reconstruction of connections to existing City streets, while the red aprons represent reconstruction of connections to private driveway.</p> <p>2) All pedestrian crossings are at grade and include standard pavement markings. Improvements labeled as “crossings” in the preliminary schematic refer to underground culverts and drainage infrastructure.</p> <p>3) Retaining walls associated with drainage infrastructure normally have no aesthetic finish. The City will determine aesthetic details for those retaining walls that are easily visible to the public as more detailed design phase moves forward.</p> <p>4) The southbound to westbound dedicated right turn lane at the corner of Red Bud Lane and Gattis School Road will be further evaluated as the City continues with the detailed design phase. The addition of a second southbound lane should improve mobility through this side of the intersection.</p> <p>5) The section of Red Bud Lane south of Gattis School Road is owned and maintained by Williamson County. Their long-range transportation plan shows that a major arterial divided 4 lane road will be needed in the future. However, no timeline for improvements has been determined at this time. For more information on the County’s plans: https://www.wilco.org/roads. Comments regarding the need for improvements to this section of Red Bud Lane may be directed to the Williamson County Engineer’s office: (512) 943-3330 or submit via the web at: https://www.wilco.org/Departments/Infrastructure/County-Engineer-Road-and-Bridge/Contact-Us</p>
46	Andrew Mallamace	8/4/2020	PublicInput.com	<p>[Referring to Red Bud Lane near Forest Cove neighborhood]:</p> <p>What will the elevation be to turn onto Red Bud Ln (private road)? At this location and the location north?</p>	<p>All existing access points will be designed to meet City grade and safety criteria. As such, some private driveways may need to be reconstructed beyond the footprint of the widened roadway and pedestrian paths to provide a smooth transition onto the roadway. Driveway reconstruction will be coordinated in advance with property owners to minimize disruption and ensure access is maintained.</p>
47	Anjuli Winker	8/8/2020	PublicInput.com	<p>Will the power lines be buried or moved?</p>	<p>Utility impacts are still be determined and further coordination with each utility provider will occur over the next year during detailed design development. At this time, no conversion to underground electrical or communication transmissions is planned.</p>
48	Richard & Susan Sohns	8/9/2020	PublicInput.com	<p>What is the distance between the pedestrian sidewalks and vehicle traffic? Will the City of Round Rock provide Sanitary Sewer service to the City of Round Rock residents of Highland Terrace as promised? How will traffic be handled during construction? How will residents directly along Red Bud, be able to leave and get home during construction?</p>	<p>See response to comment number 18.</p>
49	Anonymous		PublicInput.com	<p>I am concerned about losing all the huge live oaks along redbud. In addition, we live right off Redbud and I am really concerned about how difficult it will be to turn left out of our neighborhood. It is much simpler to wait for two lanes, but waiting for at least 3 Lanes of clear traffic will be difficult.</p>	<p>This project is being developed to minimize the footprint and avoid impacts to trees. There will be some impacts to the existing trees and vegetation to construct improvements and meet safety design guidelines. However, the City of Round Rock values trees and is committed to preserving landscape wherever possible.</p> <p>One of the goals of this project is to increase safety for turning traffic. Adding two additional travel lanes will reduce congestion along Red Bud Lane, allowing greater opportunity for cars to safely turn.</p>

Comment Number	Name	Date Received	Source	Comment	Comment Response
50	David R Moskowitz	8/13/2020	PublicInput.com	I would like assurance that NO trees will be removed along the west side of Red Bud going North from Forest Creek Dr. Thank you!	This project is being developed to minimize the footprint and avoid impacts to trees. There will be some impacts to the existing trees and vegetation to construct improvements and meet safety design guidelines. However, the City of Round Rock values trees and is committed to preserving landscape wherever possible.
51	Sherri Stone	8/17/2020	PublicInput.com	[Referring to Red Bud Lane near Forest Cove neighborhood]: How much of my property will you be taking? And will you repair my driveway, fence, pillars and mailbox to correctness as needed to use properly?	The preliminary design plan indicates the City will need to purchase approximately 24 additional feet of right of way at 1234 Red Bud Lane. Any impacts to improvements within private property will be repaired or replaced to a “like-or-better” condition after coordinating with the property owner.
52	Sherri Stone	8/17/2020	PublicInput.com	[Referring to Red Bud Lane near Forest Cove neighborhood]: How much of my property will you be taking? Will you repair the driveway, fence, pillars and mailbox back? What voice do I have in how the repairs are made to my property? How much will you pay for my property past the easement?	The preliminary design plan indicates the City will need to purchase approximately 24 additional feet of right of way at 1234 Red Bud Lane. Any impacts to improvements within private property will be repaired or replaced to a “like-or-better” condition after coordinating with the property owner. Once the design plans are finalized, the City will follow up with property owners where right of way is needed to negotiate purchase.
53	Chris Remmert	8/18/2020	PublicInput.com	I live in Forest Creek. The proposed construction will block two ways out of the area. What are the plans to allow people to enter and leave the neighborhood? There should be a priority to improve the railroad crossing at 79. Cars have to slow down to go over the bumps. That crossing should be improved like the one at Kalahari Resort. I know there is mention about noise reduction, but I don't have a demonstration as to how that will happen. I do appreciate the improvement at Red Bud and Gattis, south side, when the dip was smoothed out. Unfortunately Red Bud is being made a thoroughfare.	<p>This project will add two additional lanes to Red Bud Lane from Evergreen Drive to Gattis School Road to accommodate current and future traffic levels. The new configuration will include two northbound travel lanes, two southbound travel lanes, and a continuous turn lane. No changes to access to and from the Forest Creek neighborhood is planned.</p> <p>The railroad crossing is outside the project limits. However, TxDOT does have plans to address this issue in the near future.</p> <p>This project incorporates various options in the project design to reduce noise associated with traffic including lowering the roadway and choosing paving materials that reduce tire noise. We have also reduced the width of the improvements where feasible to maintain a narrow footprint.</p> <p>The project is part of the City’s Transportation Master Plan that has been in place for over 20 years, with the most recent update approved by the City Council in 2017. The Transportation Master Plan was developed and put in place to ensure mobility for all citizens of Round Rock and to manage the traffic associated with the growth and development of our city. As traffic demands continue to increase in Round Rock, the City is dedicated to providing safe travel, reducing time spent in traffic, and improving mobility throughout our community.</p>

APPENDIX

Promotion and Figures

Flyer

SOUTH RED BUD LANE Improvement Project



The City of Round Rock is hosting an open house to share preliminary design plans with the community for the expansion of Red Bud Lane from Evergreen Drive to Gattis School Road.

The project is part of the City's Transportation Master Plan and will improve mobility through the corridor by adding capacity to address the increase in traffic as the City has grown. The project will also provide improved access and safety for walking and biking in the community. The community is welcome to join us in person or virtually. The information shared will be the same for both formats.

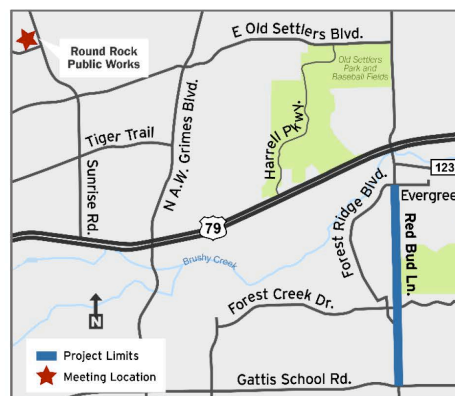
In-Person Open House

Tuesday, July 28, 2020, 5 – 8 p.m.

Round Rock Public Works Bldg.

3400 Sunrise Rd., Round Rock, TX 78665

We are offering reservations in 30-minute increments for those attending in person on July 28. Reservations are not required but are recommended to help us implement social distancing. Please call (512) 436-3712 to arrange your reservation or for any special communication or accommodation requests.



Virtual Open House

July 28 – August 17, 2020

Available Online

tinyurl.com/redbudsouth

The Virtual Open House will be available at www.tinyurl.com/redbudsouth beginning July 28, 2020 and will include digital meeting exhibits and an opportunity to submit electronic comments. If you do not have internet access and are unable to attend in person, please call (512) 436-3712 for assistance in accessing project information.

The comment period is open through August 17, 2020. Comments may be submitted by email, mail, or online by August 17, 2020 to be included in the meeting summary.

For Questions or to Send Comments

(512) 436-3712 | abrom@cdandp.com | PO Box 5459, Austin, TX 78763

www.tinyurl.com/redbudsouth

Para información en español por favor llame al (512) 436-3712



Yard Sign

PUBLIC MEETING

SOUTH RED BUD LANE
Evergreen Dr. to Gattis School Rd.

Open House

July 28, 2020

5-8 p.m.

Public Works Bldg.
3400 Sunrise Rd.

or join the

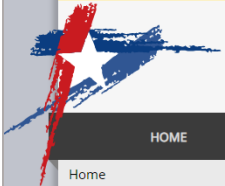
Virtual Open House

July 28 – Aug. 17, 2020


Available Online
tinyurl.com/redbudsouth



Project Web Page





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 **Red Bud Lane South-Evergreen Drive to Gattis School Road**


[View Project Map](#)


This project upgrades an existing 2-lane roadway to a new 5 lane divided arterial roadway with continuous left turn lane. Design should be completed in 2021 with construction to begin in 2023.


The public meeting originally scheduled for April 16, 2020 was rescheduled for July 28, 2020.


The [virtual meeting](#) is open for comments July 28-Aug. 17. The virtual meeting provides the same information and chances to participate as the in person meeting.


www.publicinput.com/redbudsouth


 **STATUS:**
Design

 **TYPE:**
Transportation

 **ENGINEER:**
LJA Engineering

 **PROJECT MANAGER:**
Dawn Scheel, Project Manager
512-218-6603
dscheel@roundrocktexas.gov

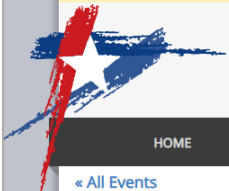
 Contact Us

 **RELATED LINKS:**


- [Oakmont Drive street closure scheduled starting Aug. 16](#)
- [Round Rock transit services scheduled to return to regular operating hours Aug. 17](#)
- [East Main, North Georgetown Street intersection closed Aug. 3-10](#)

25

Website Meeting Announcement



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HOMEABOUT ROUND ROCK SERVICESDEPARTMENTSRESIDENTSBUSINESSES

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This event has passed.

South Red Bud Lane open house

City seeking input on road improvement project

July 28 @ 5:00 pm - 8:00 pm

The City of Round Rock is hosting an open house for the South Red Bud Lane project to share the proposed project goals and preliminary design. This project upgrades the existing two-lane roadway to a five-lane, divided arterial roadway with a continuous left-turn lane. Design should be completed in 2021 with construction to begin in 2023.

Please find more project information on the [project page](#).

[+ GOOGLE CALENDAR](#) [+ I CAL EXPORT](#)

[ADD TO MY CALENDAR](#)

Details

Date:
July 28

Time:
5:00 pm - 8:00 pm

Website:
<https://www.roundrocktexas.gov/transportprojects/red-bud-lane-south-evergreen-drive-to-gattis-school-road/>


Venue

[Bob Bennett Utilities and Transportation Building](#)

3400 Sunrise Road
Round Rock, TX 78665 United States

[+ Google Map](#)

MapSatellite



26

Fact Sheet

SOUTH RED BUD LANE Improvement Project



The Red Bud Lane South Improvement Project is part of the City of Round Rock's Transportation Master Plan to address current and future transportation needs. As traffic demands continue to increase in Round Rock, the City is dedicated to preserving residents' quality of life by providing safe travel, reducing time spent in traffic, and improving mobility for all modes of transportation. Improvements to Red Bud Lane from Evergreen Drive to Gattis School Road will add capacity to improve traffic flow and provide upgrades to pedestrian and bicycle facilities.

Improvements

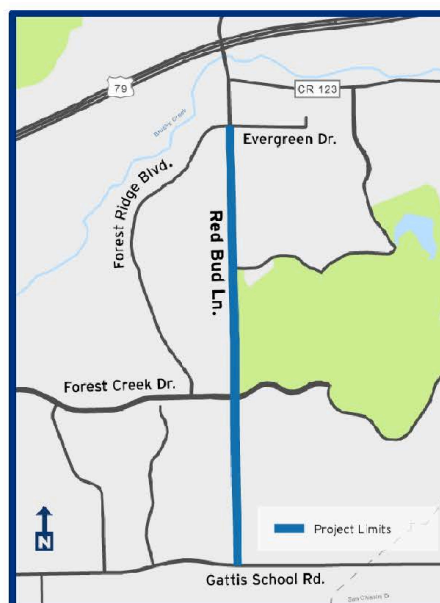
- Widening Red Bud Lane from two to four travel lanes with a continuous turn lane
- Constructing a closed storm drain with curbs and gutters
- Constructing a shared-use path for pedestrians and bicycles on the west side of Red Bud Lane
- Providing continuous sidewalks on the east side of Red Bud Lane

Project Funding

The City of Round Rock is funding the design for the project. A combination of city, state, or federal funds may be used for construction.

Project Schedule

Design began in late 2019 and is expected to be complete in 2021. Construction is anticipated to begin in 2023.



Community Involvement

Community involvement is an important part of this project. The community is invited to participate in the Open House scheduled in July 2020 and to contact our team to share input. Feedback we receive from the community will be evaluated in conjunction with the technical information as the City moves forward with design.

Contact Information

(512) 218-6603 | dscheel@roundrocktexas.gov

www.tinyurl.com/redbudsouth

Para información en español por favor llame al (512) 436-3712



Welcome

South Red Bud Lane Improvement Project

Virtual Open House

July 28 – August 17, 2020



RED BUD LANE SOUTH
Improvement Project



Project Overview

Project Limits

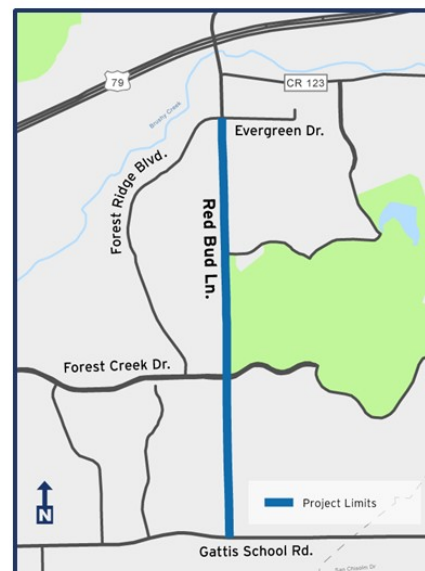
Red Bud Lane from Evergreen Drive to Gattis School Road (1.9 miles)

Project Timeline

- Preliminary design: 2019-2020
- Final design complete: 2021
- Construction: Estimated to begin in 2023

Project Funding

City funds have been designated for this project, however, the City may seek alternate funding from either state or federal sources for construction.

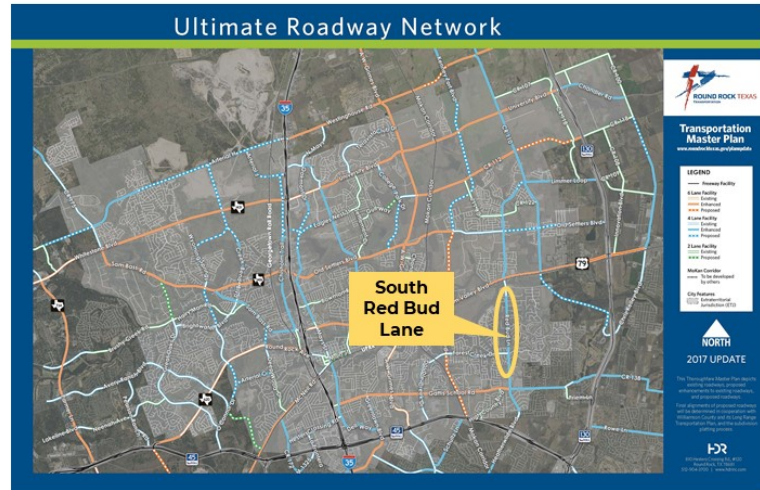


RED BUD LANE SOUTH
Improvement Project



Round Rock Transportation Master Plan

The City of Round Rock is designing the South Red Bud Lane project as part of the Round Rock Transportation Master Plan (TMP). The TMP, which was most recently updated in 2017, identifies investments that are needed to address current and future transportation needs.



RED BUD LANE SOUTH Improvement Project



Existing Roadway Conditions

- Red Bud Lane is a 3-lane north/south arterial serving both local and through traffic
- Sidewalks are not continuous, and the roadway lacks bicycle facilities
- Stormwater is currently collected in open ditches
- Traffic volumes at some locations are near capacity and are expected to exceed capacity as soon as 2025

Current Roadway Configuration



Current and Projected Daily Traffic Volumes

Year	Evergreen Dr. to Forest Creek Dr.	Forest Creek Dr. to Gattis School Rd.
2019	15,152	18,586
2025	18,092	22,193
2030	20,974	25,727
2035	24,315	29,825
2040	28,187	34,575
2045	32,677	40,082

RED BUD LANE SOUTH
Improvement Project



Project Goals

As Round Rock continues to grow, the City is committed to providing safe travel, reducing time spent in traffic, and improving mobility for all types of transportation. The City has established the following goals for this project:

- Increase safety for turning traffic
- Improve accessibility for local traffic
- Improve mobility for pedestrians and bicycles
- Provide adequate capacity for increasing traffic volumes
- Upgrade drainage infrastructure
- Minimize additional right of way needs
- Evaluate potential impacts to the community and environment
- Engage the community in the process



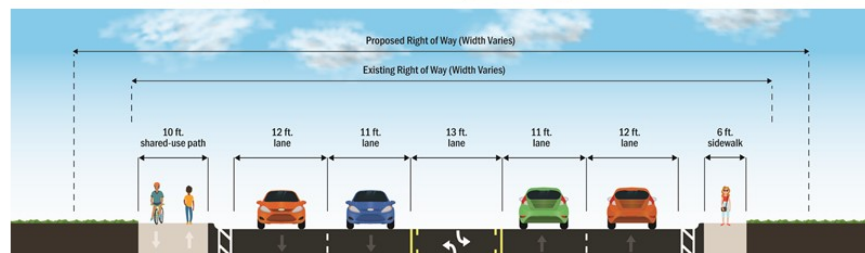
RED BUD LANE SOUTH
Improvement Project



Proposed Improvements

- Widen Red Bud Lane from two to four travel lanes with a continuous left turn lane
- Construct a closed storm drain with curbs and gutters
- Construct a shared-use path for pedestrians and bicycles on the west side of Red Bud Lane
- Construct sidewalks on the east side of Red Bud Lane

Proposed Roadway Configuration



RED BUD LANE SOUTH
Improvement Project



Community and Environmental Considerations

The design process includes evaluating potential impacts to the community and natural environment. The design team and the City are developing this project with many considerations in mind:

- Reducing the project footprint to minimize impacts to trees and vegetation and the need for additional right of way.
- Incorporating noise reduction design including lowering the roadway profile, using lower design speeds to keep traffic slower, using small aggregate pavement to mitigate tire noise.
- Evaluating impacts to wildlife and endangered species. No impacts to endangered species are anticipated. No new substantial impacts to wildlife populations are anticipated.



Vegetation



Water
Resources &
Drainage



Cultural
Resources



Traffic Noise



Community
Impacts



Wildlife



RED BUD LANE SOUTH
Improvement Project



Comment Form

Complete the form below to send your comments. You may also submit comments by mail or email.

Mail: South Red Bud Lane Project
c/o CD&P
PO Box 5459
Austin, TX 78763

Email: comments@cdandp.com

Please share your comments by August 17, 2020.

Website: www.tinyurl.com/redbudsouth

Project Manager: Dawn Scheel, (512) 218-6603

Virtual Open House Exhibit Boards



WelcomeProject overviewProject goalsTransportation Master PlanExisting roadway conditionsProposed imp

Welcome

South Red Bud Lane Improvement Project

Virtual Open House

July 28 – August 17, 2020

**RED BUD LANE SOUTH**
Improvement Project

This virtual open house is designed to give you information about the upcoming project to upgrade Red Bud Lane between Evergreen Drive and Gattis School Road from the existing two-lane roadway to a new five-lane divided road. Design should be completed in 2021 with construction to begin in 2023. Please click through the pages shown above to give us your input and learn more about the existing conditions and proposed design.

More information is also available on our project website: www.roundrocktexas.gov/transportprojects/red-bud-lane-south-evergreen-drive-to-gattis-school-road/

Project Overview

Project Limits

Red Bud Lane from Evergreen Drive to Gattis School Road (1.9 miles)

Project Timeline

- Preliminary design: 2019-2020
- Final design complete: 2021
- Construction: Estimated to begin in 2023

Project Funding

City funds have been designated for this project, however, the City may seek alternate funding from either state or federal sources for construction.



RED BUD LANE SOUTH
Improvement Project



Project Goals

As Round Rock continues to grow, the City is committed to providing safe travel, reducing time spent in traffic, and improving mobility for all types of transportation. The City has established the following goals for this project:

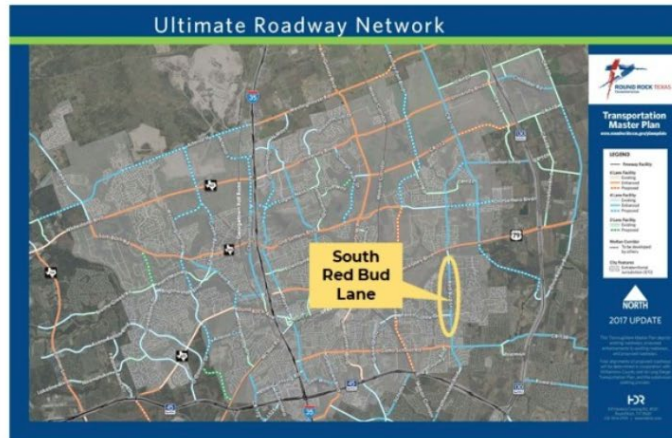
- Increase safety for turning traffic
- Improve accessibility for local traffic
- Improve mobility for pedestrians and bicycles
- Provide adequate capacity for increasing traffic volumes
- Upgrade drainage infrastructure
- Minimize additional right of way needs
- Evaluate potential impacts to the community and environment
- Engage the community in the process

RED BUD LANE SOUTH
Improvement Project



Round Rock Transportation Master Plan

The City of Round Rock is designing the South Red Bud Lane project as part of the Round Rock Transportation Master Plan (TMP). The TMP, which was most recently updated in 2017, identifies investments that are needed to address current and future transportation needs.



RED BUD LANE SOUTH
Improvement Project



Existing Roadway Conditions

- Red Bud Lane is a 3-lane north/south arterial serving both local and through traffic
- Sidewalks are not continuous, and the roadway lacks bicycle facilities
- Stormwater is currently collected in open ditches
- Traffic volumes at some locations are near capacity and are expected to exceed capacity as soon as 2025

Current Roadway Configuration



Current and Projected Daily Traffic Volumes

Year	Evergreen Dr. to Forest Creek Dr.	Forest Creek Dr. to Gattis School Rd.
2019	15,152	18,586
2025	18,092	22,193
2030	20,974	25,727
2035	24,315	29,825
2040	28,187	34,575
2045	32,677	40,082

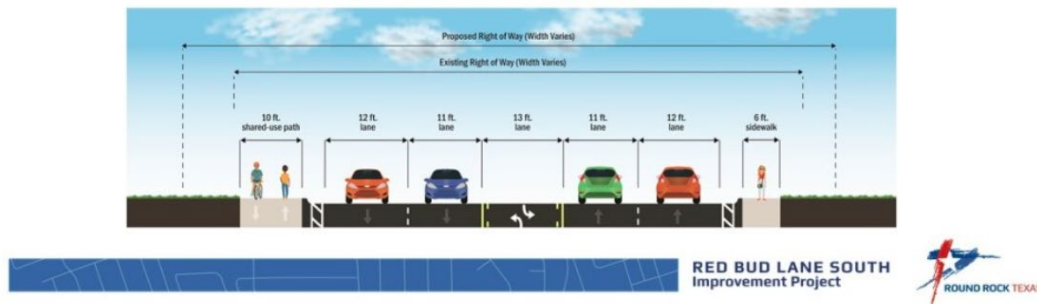
RED BUD LANE SOUTH
Improvement Project



Proposed Improvements

- Widen Red Bud Lane from two to four travel lanes with a continuous left turn lane
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- Construct sidewalks on the east side of Red Bud Lane

Proposed Roadway Configuration



Community and Environmental Considerations

The design process includes evaluating potential impacts to the community and natural environment. The design team and the City are developing this project with many considerations in mind:

- Reducing the project footprint to minimize impacts to trees and vegetation and the need for additional right of way.
- Incorporating noise reduction design including lowering the roadway profile, using lower design speeds to keep traffic slower, using small aggregate pavement to mitigate tire noise.
- Evaluating impacts to wildlife and endangered species. No impacts to endangered species are anticipated. No new substantial impacts to wildlife populations are anticipated.



Vegetation



Water Resources & Drainage



Cultural Resources



Traffic Noise



Community Impacts



Wildlife

way conditions

Proposed improvements

Community and environmental considerations

Proposed design

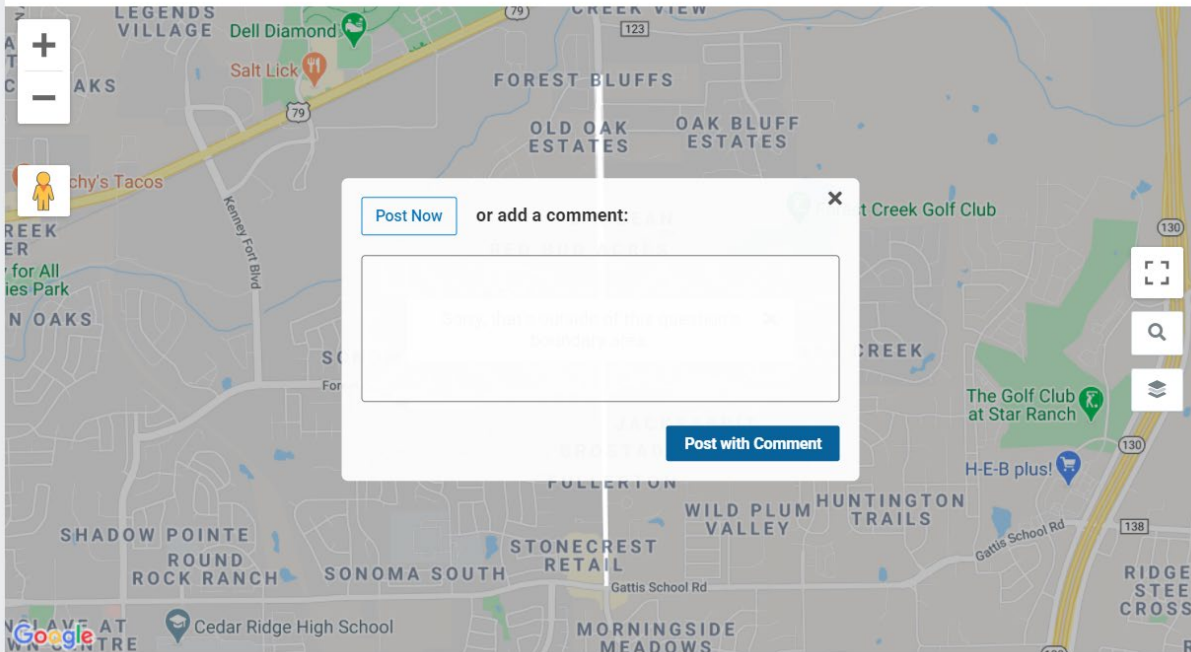
Comment

Project Schematic

The following map provides project design details. Click on the image to pull up a map in a new window that enables you to zoom in to gain a further understanding of the specifics of the project along the entire route.



Please provide any comments on the proposed design on the map below. Zoom in on the map, click "add point" to select the location that corresponds to your comment and then enter your comment.



way conditions

Proposed improvements

Community and environmental considerations

Proposed design

Comment

Please share any additional project comments in the box below.

Closed for Comments

Comments may also be submitted via mail or email.

Mail: South Red Bud Lane Project
c/o CD&P
PO Box 5459
Austin, TX 78736

Email: comments@cdandp.com

Please share your comments by August 17.

Website: www.tinyurl.com/redbudssouth

Project Manager: Dawn Scheel (512) 218-6603

Sign-In Sheets



South Red Bud Lane Improvement Project Public Meeting – July 28, 2020

Name Antwaine Hobbs

Address 1 Red Bud Trl

Email [REDACTED]

How did you hear about the meeting?

Flyer ☐ Sign ☐ Social Media ☐ Email ☒
Website ☐ Friend or family ☐
Other (please specify) 7



South Red Bud Lane Improvement Project Public Meeting – July 28, 2020

Name Jeannie McCulloch

Address 1060 Red Bud Ln

Email [REDACTED]

How did you hear about the meeting?

Flyer ☐ Sign ☐ Social Media ☐ Email ☐
Website ☐ Friend or family ☐
Other (please specify) mailed letter



South Red Bud Lane Improvement Project
Public Meeting – July 28, 2020

Name Bill Rohrer
Address 3500 Palmer Cove
Email [REDACTED]

How did you hear about the meeting?

Flyer ☐ Sign ☒ Social Media ☐ Email ☒
Website ☐ Friend or family ☐
Other (please specify) _____



South Red Bud Lane Improvement Project
Public Meeting – July 28, 2020

Name Kindra Pladies + Tony
Address 3906 Palmer Dr.
Email [REDACTED]

How did you hear about the meeting?

Flyer ☐ Sign ☒ Social Media ☐ Email ☐
Website ☐ Friend or family ☒
Other (please specify) _____



South Red Bud Lane Improvement Project
Public Meeting – July 28, 2020

Name Coleen Sparks
Address 1 Wildflower Tr
Email [REDACTED]

How did you hear about the meeting?

Flyer ☒ Sign ☐ Social Media ☐ Email ☐
Website ☐ Friend or family ☐
Other (please specify) _____



South Red Bud Lane Improvement Project
Public Meeting – July 28, 2020

Name Terrill Slade
Address 1050 Red Bud Ln
Email _____

How did you hear about the meeting?

Flyer ☒ Sign ☐ Social Media ☐ Email ☐
Website ☐ Friend or family ☐
Other (please specify) _____



South Red Bud Lane Improvement Project
Public Meeting – July 28, 2020

Name VICTOR VARGAS
Address 114 JACK RABBIT RUN
Email [REDACTED]

How did you hear about the meeting?

Flyer ☐ Sign ☒ Social Media ☒ Email ☐
Website ☐ Friend or family ☐
Other (please specify) MAIL



South Red Bud Lane Improvement Project
Public Meeting – July 28, 2020

Name Hector P. Quintana
Address 3902 PALMER DRIVE RR TX
Email [REDACTED]

How did you hear about the meeting?

Flyer ☐ Sign ☐ Social Media ☐ Email ☒
Website ☐ Friend or family ☒
Other (please specify) FC HOA



South Red Bud Lane Improvement Project
Public Meeting – July 28, 2020

Name Brian Boe
Address Hoff Associates, Austin
Email [REDACTED]

How did you hear about the meeting?

Flyer ☐ Sign ☐ Social Media ☐ Email ☐
Website ☐ Friend or family ☐
Other (please specify) _____



South Red Bud Lane Improvement Project
Public Meeting – July 28, 2020

Name John & Janea Pabst
Address 1180 Red Bud Lane
Email [REDACTED]

How did you hear about the meeting?

Flyer ☐ Sign ☐ Social Media ☐ Email ☐
Website ☐ Friend or family ☐
Other (please specify) MAIL 39



South Red Bud Lane Improvement Project
Public Meeting – July 28, 2020

Name Ron & Susan Waytek

home Address 1030 Red Bud Ln. R.R. 78664

Email [REDACTED]

office 2601 Red Bud Ln R.R. 78664

How did you hear about the meeting?

Flyer ☒ Sign ☐ Social Media ☐ Email ☐
Website ☐ Friend or family ☐
Other (please specify) _____



South Red Bud Lane Improvement Project
Public Meeting – July 28, 2020

Name Maen Hourani

Address 2209 Shark Loop 78664

Email [REDACTED]

How did you hear about the meeting?

Flyer ☐ Sign ☐ Social Media ☐ Email ☐
Website ☒ Friend or family ☐
Other (please specify) _____



South Red Bud Lane Improvement Project
Public Meeting – July 28, 2020

Name Claudia Bruser

Address 1701 Red Bud Lane, RR 78664

Email _____

How did you hear about the meeting?

Flyer ☐ Sign ☐ Social Media ☐ Email ☐
Website ☒ Friend or family ☐
Other (please specify) _____



South Red Bud Lane Improvement Project
Public Meeting – July 28, 2020

Name Mr & Mrs Charles Hall

Address 836 Red Bud Ln

Email [REDACTED]

How did you hear about the meeting?

Flyer ☐ Sign ☐ Social Media ☐ Email ☐
Website ☐ Friend or family ☐
Other (please specify) _____



South Red Bud Lane Improvement Project
Public Meeting – July 28, 2020

Name Teri Gaddy
Address 2501 Red Bud Ln RR 78465
Email [REDACTED]

How did you hear about the meeting?

Flyer ☒ Sign ☐ Social Media ☐ Email ☐
Website ☐ Friend or family ☐
Other (please specify) _____



South Red Bud Lane Improvement Project
Public Meeting – July 28, 2020

Name GREG CLABORNE
Address 1701 CR 107
Email [REDACTED]

How did you hear about the meeting?

Flyer ☒ Sign ☐ Social Media ☐ Email ☐
Website ☐ Friend or family ☐
Other (please specify) _____



South Red Bud Lane Improvement Project
Public Meeting – July 28, 2020

Name DONNA ALLEN
Address 8 Forest Mesa Dr
Email [REDACTED]

How did you hear about the meeting?

Flyer ☒ Sign ☒ Social Media ☐ Email ☐
Website ☐ Friend or family ☐
Other (please specify) _____



South Red Bud Lane Improvement Project
Public Meeting – July 28, 2020

Name Jill Tuck
Address 1170 Forest Bluff
Email [REDACTED]

How did you hear about the meeting?

Flyer ☒ Sign ☒ Social Media ☐ Email ☐
Website ☐ Friend or family ☐
Other (please specify) _____

Virtual Sign-In Sheet

Name	Email	Address	City	Phone
Al Talkington		2909 Cedar Crest Circle	Round Rock	
Andrew Mallamace		1195 Red Bud Ln	Round Rock	
Andrew Stoutenburg		3048 FREEMAN PARK DR	Round Rock	
Angela M Cahue-Kosacek		3806 BOBBY JONES WAY	Round Rock	
Anjuli Singh Winker			Round Rock	
Anjuli Winker		3502 Hamlet Cove	Round Rock	
Anne Mims		1015 Forest Bluff Trail	Round Rock	
anniect@gmail.com			Round Rock	
Anthony R Delgado		2013 Long Cove	Round Rock	
Arthur Faccone		2112 Maidstone Cove	Round Rock	
Barb Swetman		2212 Hamlet Circle	Round Rock	
Benoit Vincent		1032 DYER CREEK PL	Round Rock	
Beverly nord		33 Meadow Run	Round Rock	
Branden McElveen		3803 Links Ln	Round Rock	
Carroll L Pimpler		1112 Red Bud Ln	Round Rock	
Charles E Haddock		836 red bud lane	Round Rock	
Charles Price		1025 Forest Bluff Trl.	Round Rock	
Chris Koob		2508 MERION CV	Round Rock	
Chris Remmert		3708 Royal Troon CV	Round Rock	
Clayton Anthony Nyberg		2007 Golden Bear Dr	Round Rock	
craig sharp		3836 royal troon drive	Round Rock	
D Troeger			Round Rock	
daniel pierce		436 Freeman Park Pl	Round Rock	
David Fuchs		904 Red Bud Lane	Round Rock	
David Najvar		3905 Lord Byron Circle	Round Rock	
David R Moskowitz		1303 Elmshade Cove	Round Rock	
David Troeger		139 Jackrabbit Run	Round Rock	
Dawn Scheel		8328 Lofty Lane, 20	Round Rock	
Debra A Kreczmer		1242 Red Bud Lane	Round Rock	
Debra Hightower Stamnitz		1871 Paradise Ridge Drive	Round Rock	
DiAnna Vela		1185 Red Bud	Round Rock	
doug szerdi		2109 OLYMPIC CV	Round Rock	
Eddy Lin		2236 Hamlet Circle, Round Rock	Round Rock	
Elizabeth		2304 Chi Chi Cv	Round Rock	
Esther Burnham		1306 Elmshade Cv	Round Rock	
Gordon Stehr		1528 Foppiano Loop RR TX 78665	Round Rock	
Heather Walters		17 Shady Rock Ct	Round Rock	
Heather Walters			Round Rock	
Jack Grimm		3 RED BUD TRL	Round Rock	
Jack Wallace		15 Evergreen Drive Round Rock, Texas	Round Rock	
James Fica		3056 Freeman Park Drive	Round Rock	
James Kratz		5 Ridge Run	Round Rock	
Jared Ware		3934 Lord Byron Circle	Round Rock	
Jason Bone		3503 Palmer Cv	Round Rock	
jeff engelke		2928 Cedar Crest Cir	Round Rock	

Jeff Zajicek		1800 Mayfield	Round Rock	
Karen Halsema		3808 Royal Troon Dr	Round Rock	
Keith Chandler		3216 Bay Hill Ln	Round Rock	
Kevin Ragan		3224 Bay Hill Ln	Round Rock	
Kristina Coltrain		3300 Forest Creek Drive	Round Rock	
Larry Hanke		122 Jackrabbit Run	Round Rock	
LaVonne Ortiz		14 Woodland Lane	Round Rock	
Lily LIU		679 Rusk Rd	Round Rock	
Lisa		3934 Lord Byron Circle	Round Rock	
Maria Remmert		3708 Royal Troon Cove	Round Rock	
mark mawdsley		2019 Long Cove	Round Rock	
Martha Grandin		2016 Long Cove	Round Rock	
Matthew Varela		2946 Cedar Crest Circle	Round Rock	
Michael Davis		4701 Harvey Penick Drive	Round Rock	
Mitch Landry		40 stillmeadow	Round Rock	
Nancy Branstiter		1611 Shady Hillside Pass	Round Rock	
nicholas neumann		3601 carnousty cv	Round Rock	
No bobs		1544 Tom Kite Blvd RD	Round Rock	
Richard & Susan Sohns		3 Highland Terrace	Round Rock	
Richard & Susan Sohns			Round Rock	
Robert		2908 Cascade CV	Round Rock	
Robert Prybyla		2 Woodhollow Trail	Round Rock	
Robert Ruckriegel		119 Jackrabbit Run	Round Rock	
Robert Ruiz		6 Red Bud Trl	Round Rock	
Roxanne C Canamar		1500 Laurel Oak Loop	Round Rock	
Scott and Jean Hertel		3502 Palmer Cove	Round Rock	
Scott Guilfoyle		3 Woodland Loop	Round Rock	
Sharon Taylor		33 Wilderness Way	Round Rock	
Sherri James		800 Red Bud Lane	Round Rock	
Sherri Stone		1234 Red Bud Lane	Round Rock	
Stephen Stevens		3313 Vintage Drive	Round Rock	
Teresa Nelson		1005 Forest Bluff Trail	Round Rock	
Terry Donice		2542 Ravenwood Drive	Round Rock	
Whisenhunt		3321 Pioneer Crossing Dr	Round Rock	
Thomas		1156 Red Bud Ln	Round Rock	
Todd Sanders		3221 Dawn Mesa Ct	Round Rock	
Tricia Kaiser		998 Red Bud Lane	Round Rock	
Velma Zajicek		114 Jackrabbit Run	Round Rock	
Victor Vargas		4 Old Oak Dr	Round Rock	
Zahir N Bacchus				
Anonymous				
Anonymous				
Anonymous				
Anonymous				
Anonymous				
Anonymous				
Anonymous				
Anonymous				
Anonymous				
Anonymous				

Comments Received

From: Aubrey Hale [REDACTED] >
Sent: Thursday, July 23, 2020 12:52 PM
To: Dawn Scheel <dscheel@roundrocktexas.gov>
Subject: South Red Bud Project Questions

External Email - Please verify sender authenticity

I was reviewing the planned South Red Bud Lane project information in preparation for the Open House and have a couple of questions that don't seem to be answered by the project map.

We live in the Forest Ridge neighborhood and we are having a difficult time trying to visualize how it is that two extra lanes will be created at the intersection of Red Bud and Forest Creek Drive without removing the the existing sidewalk and having the road go right up next to the fence on the houses in Forest Ridge neighboring Red Bud.

- Can you confirm how much closer to the Forest Ridge neighborhood boundary Red Bud will be once the project is complete?
- The project plan mentions the creation of bike path and sidewalks. Will those be created on both sides of Red Bud?
- What will the speed limit be on Red Bud?
- Will the speed limits on Forest Creek Drive be modified?
- Are there plans to add additional traffic speed enforcement measures on Red Bud and Forest Creek Drive?

Though not in scope, any additional information on the completion of the North/South Kenny Fort road would be appreciated at the Open House. Our assumption is that Red Bud will be used as a primary means to reach Kalahari (as well as all of the new housing north of 79) until the Kenny Fort extension is complete. We would have put our house on the market if we had known that instead of Kenny Fort, Red Bud is what is being turned into a major thoroughfare.

Thanks,

Aubrey Hale

From: [Henry Hervol](#)
To: [Aileen Brom](#)
Cc: [REDACTED]
Subject: South Red Bud Lane Improvement Project -- Comments
Date: Tuesday, July 28, 2020 10:07:50 AM
Importance: High

I reside at 1188 Red Bud Lane, Round Rock, Texas 78664

My comments (currently) are as follows:

1. The current PLAN as shown on your website: tinyurl.com/redbudsouth **appears to be in error**. I had to magnify that drawing to even be able to read what is printed in red there, however, that 20 foot section belongs to me. Mr. Pabst, my neighbor in the front actually has an access easement off that lane to his property which is to the immediate north of that lane.
2. I have a business in my home and when work has previously been done on Red Bud Lane, we have experienced outages of our internet service which have cost us a lot of money and lost time. Any problems caused by this work, your Contractor etc., should be to City of Round Rock accounts.
There is an AT&T hard wire service line buried on the south side of that drive. The operating integrity of that line will directly affect our business and any work in that area will need to be properly coordinated, with me, to minimize the effect on our business/client relations.
3. The same goes for our Water Service Line which is also laid on the south side of that lane. The Meter Box is clearly visible there.
4. We are on the “uphill” side of Red Bud Lane. Any cutting of the grade (on Red Bud Lane) is going to adversely affect the access of me and my neighbor, Mr Pabst ,to Red Bud Lane.
Whom is going to be responsible for re-grading my driveway at your proposed expanded roadway??? Is the re-grading of all existing driveways to match proposed grades on the “improved” Red Bud Lane a part of the Scope of this project. If not – it needs to be.
Please note that the last paving project done on Red Bud (this summer) has left a “bump” to get up onto Red Bud that makes it an inconvenience.
5. No mention of any proposed speed limit for Red Bud is included in any information that I have received to date. Current access onto and off of Red Bud Lane has become problematic due to the way that speeding is currently “un-regulated” on Red Bud Lane. We used to have Williamson County Deputies writing a lot of tickets but never see them and almost never see any City of Round Rock Police.
6. Speed Bumps should be a part of your design to lower speeds on Red Bud Lane.

Sincerely,

Henry J. Hervol, P.E.
1188 Red Bud Lane
Round Rock, Texas 78664

Cell Phone: [REDACTED]

Email: [REDACTED]

NOTE: Cell Phone is preferred.

From: [Linda Murray](#)
To: [Aileen Brom](#)
Subject: South Red Bud Lane
Date: Tuesday, July 28, 2020 3:47:22 PM

I live on Forest Bluff Trails, just off Red Bud Lane. Although my house does not back up to Red Bud Lane, we certainly are aware of noise issues coming from that street. To be fair to the people whose yard back onto that street, couldn't you build a higher fence for them? It is already uncomfortably loud, and that issue needs to be addressed. I also would love to see a traffic light installed at Red Bud and Forest Ridge Blvd. That has become a dangerous intersection. There are certain times in the day that are almost impossible to turn left onto Red Bud from Forest Ridge. Please look into these concerns.

Linda Murray
1020 Forest Bluff Trail
Round Rock, 78665

From: [Renee Green](#)
To: [Aileen Brom](#)
Subject: South Red Bud Ln Project
Date: Tuesday, July 28, 2020 4:51:33 PM

To whom it may concern, we live in the Forest Bluff Trail neighborhood off of Forest Ridge and we also have a section of our neighborhood that backs up to Red Bud Lane. We understand the increased traffic concern, but having 4 lanes is going to make it even busier. The increase in noise also is a concern. It is very hard during certain times to take a left turn off Forest Ridge onto Red Bud a light there will need to be considered as well for the increased traffic this expansion will bring. The noise increase for the neighbors backed up to Red Bud we believe needs to be addressed with higher fences being provided for these neighbors as well. We hope that these concerns will be addressed. Thank you for your time.
Concerned Neighbors in Forest Bluff Trail

[Sent from Yahoo Mail for iPhone](#)



COMMENT CARD

South Red Bud Lane Improvement Project
Limits: Evergreen Drive to Gattis School Road
July 28, 2020 – Public Meeting

(PLEASE PRINT)

NAME: MAEN HOURANI

ADDRESS: 2209 SHARK LOOP, RR 78664

EMAIL: [REDACTED]

PHONE: [REDACTED]

COMMENTS: Based on schematics shown, I don't think that the
dedicated right turn lane from Red bud into Gattis School
Rd is long Enough. I would allow traffic to flow
much better if the taper Starts just past the 1st Driveway
into the HEB Parking lot & have a Full lane by the time
you reach the 2nd driveway before the Baxby's chicken
restaurant.

You may submit your written comments today or:

Mail: South Red Bud Lane Project

c/o CD&P

P.O. Box 5459

Austin, TX 78763

Email: comments@cdandp.com

Website: www.tinyurl.com/redbudsouth

Comments must be received or postmarked by **August 17, 2020** for inclusion in the meeting report.



COMMENT CARD

South Red Bud Lane Improvement Project
Limits: Evergreen Drive to Gattis School Road
July 28, 2020 - Public Meeting

F.C. HOA.
BOARD!

(PLEASE PRINT)

NAME:

Hector P. Quintana

ADDRESS:

3902 PALMER DRIVE ARLING TX 78064

EMAIL:

[REDACTED]

PHONE:

[REDACTED]

COMMENTS:

1- CODE HIGH FENCE 8 FT. ? Y/N ?

2- STANDARDIZE FENCING ALONG

a) EAST SIDE (DAMAGE/CONSTRUCTION AGE)

b) WEST SIDE DUE TO ROAD EXPANSION.

3- EROSION ISSUE UPSTREAM SIDE OF
CROSSING "B"

4- PREVIOUS DAMAGE TO POOLS & FOUNDATION
DUE TO THE USE OF HEAVY EQUIPMENT
DURING PREVIOUS PROJECT @ CROSSING "C"

5- TRAFFIC LIGHTS @ BOBBY JONES WAY Y OR N ?

6- MAJOR CONCERNS w/ NOISE BEEN TO
CLOSE TO THE HOUSES.

(FENCING IS PLANNED Y/N ?)

You may submit your written comments today or:

Mail: South Red Bud Lane Project

c/o CD&P

P.O. Box 5459

Austin, TX 78763

Email: comments@cdandp.com

Website: www.tinyurl.com/redbudsouth

Comments must be received or postmarked by **August 17, 2020** for inclusion in the meeting report.



COMMENT CARD

South Red Bud Lane Improvement Project
Limits: Evergreen Drive to Gattis School Road
July 28, 2020 – Public Meeting

(PLEASE PRINT)

NAME: Jeannine McCullar

ADDRESS: 1060 Red Bud Ln RR70 78664

EMAIL: [REDACTED]

PHONE: [REDACTED]

COMMENTS: Please come out + show me the plan
specifically for my land + surrounding.
Thank you. Je

You may submit your written comments today or:

Mail: South Red Bud Lane Project

c/o CD&P

P.O. Box 5459

Austin, TX 78763

Email: comments@cdandp.com

Website: www.tinyurl.com/redbudsouth

Comments must be received or postmarked by **August 17, 2020** for inclusion in the meeting report.



COMMENT CARD

South Red Bud Lane Improvement Project
Limits: Evergreen Drive to Gattis School Road
July 28, 2020 – Public Meeting

(PLEASE PRINT)

NAME: Teri Gaddy
ADDRESS: 2501 Red Bud Ln Round Rock
EMAIL: [REDACTED]
PHONE: [REDACTED]

COMMENTS: I own Forest Creek Family Dental
on Red Bud. We see patients Mon-Fri + are closed
Fri-Sun. If possible I would like to minimize
service/treatment to the road @ the driveway as little as
possible on business days. We have approx 40-50 cars
a day pulling in + out of the driveway daily.
+ the driveway is not very wide.
Also, please minimize interruption of services
(water + electricity) as much as possible on Business
days so there's no interruption of service.
Thank you - were excited about the growth +
improvement!

Teri Gaddy

You may submit your written comments today or:

Mail: South Red Bud Lane Project
c/o CD&P
P.O. Box 5459
Austin, TX 78763

Email: comments@cdandp.com

Website: www.tinyurl.com/redbudsouth

Comments must be received or postmarked by **August 17, 2020** for inclusion in the meeting report.

From: JotForm <noreply@jotform.com>

Sent: Tuesday, July 28, 2020 7:54 PM

To: [REDACTED]

Subject: Re: Transportation Projects - Red Bud Lane South



Transportation Projects

Choose a Transportation Project

Red Bud Lane South

Name of Person Making Request

Emma Price

Date

07-28-2020

Name of Organization

Home owner At Forest Bluff Trail

Contact Phone Number

[REDACTED]

Contact Email Address

[REDACTED]

PDF

[Download Submission PDF](#)

Please leave any questions or comments regarding your selected transportation project and we will get back to you as soon as possible.

Good Evening, We are homeowner sin the Forest Bluff neighborhood on the south side of Forest Ridge. Our backyard faces Red Bud lane. Our main concerns with the proposed widening of Red Bud lane are as follows:

First concern is the level of noise that will come with the inevitable traffic increase. Presently we have a constant noise level of cars zooming by pretty much all day. We already have to content with the constant horn blowing from the train.

Therefore I would like to request that a noise study be conducted before the start of the project.

Second, since the traffic and noise level will increase we would like to request that the city provide our neighborhood with a taller fence (at least 7ft), We would also like a more solid fence that would hold up better in case a car hits it. Having a car crash through our fence has been a fear in the back of our minds these past six years because there is no safety barriers between our fence and the street.

Third concern is the difficulty that exist right now to make a left from Forest Ridge unto Red Bud lane and now also it will be just as difficult and dangerous to make a right so we would like traffic lights installed at the intersection of Red Bud Lane and Evergreen and Forest Ridge.

Fourth but not least we would like to request the speed limit be reduce tp 35-40. The current speed limit of 45 pretty much seems to translate to 50-60 for the majority of cars that use Red Bud Lane especially once they past the Forest creek neighborhoods.

Please let us know if this issues and concerns will be addressed Thank you!

Emma and Chuck Price

You can [edit this submission](#) and [view all your submissions](#) easily.

Red Bud South

Jean Hertel

Tue 7/28/2020 5:24 PM

To Comments <comments@cdandp.com>;

Good afternoon,

My home is located at 3502 Palmer Cove, RR 78664. My question and concern of course is noise and traffic accidents from increase in traffic. We already have noted both that tend to be issues. I read the ways reduction of noise would be managed by the online presentation and did not see any mention of a barrier wall. Will or could a higher barrier wall be considered to further reduce noise for the well being of those who are directly affected by this change. We are a family of 5 with kids and enjoy our backyard and fear the change to come will further affect our living conditions. In addition will a light be added to the entry/exit of Bobby Jones onto Redbud? This is of course where we have heard and witnessed many a traffic accident.

Thanks for taking these concerns into consideration. I am sure if this affected your personal home you would have the same concern.

Jean Hertel

Sent from my iPhone

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

From: Patricia Kaiser [REDACTED] >
Sent: Wednesday, July 29, 2020 4:01 PM
To: Dawn Scheel <dscheel@roundrocktexas.gov>
Subject: South Red Bud Lane Project

External Email - Please verify sender authenticity

As a long time resident of Forest Ridge, my concern is related to those homeowners who back to Redbud Lane and how we will impacted by this project.

Can you tell me what considerations have been or will be in place to protect these homeowners who are already overwhelmed by the incredible noise and volume of traffic currently on Redbud as this project is planned and designed?

The city of Round Rock historically has shown little regard for those homeowners who back to Redbud and especially those of us who back to the intersection of Forest Creek Blvd. and Redbud Lane. There have been numerous situations where jackhammering and other incredibly loud projects begin late at night (11 pm onward) while those of who who live very nearby suffer the noise. The city appears to be oblivious that there are actual city of Round Rock tax-paying residents trying to sleep in very close proximity to these middle of the night projects.

What mitigation is being considered for those of us who will see our property values continue to fall as roadways encroach even closer and as our quality of life in our homes declines? It's lovely that the city is concerned that residents of Georgetown or Hutto have unimpeded and speedy travel to Pflugerville or into Austin using Redbud Lane, but those are not the people who pay taxes to the City of Round Rock. We do, but as Round Rock residents, we seem to be the least valued and least considered.

I would appreciate hearing from you as to what consideration is being afforded to those of us most affected.

Sincerely,
Patricia Kaiser

Sent from my iPad

From: Victor Vargas [REDACTED]
Sent: Wednesday, July 29, 2020 10:37 AM
To: Dawn Scheel <dscheel@roundrocktexas.gov>
Subject: South Redbud Lane Improvement Project Public Comments

External Email - Please verify sender authenticity

Good afternoon Ms. Sheel,

My family and I are relatively new 3 year residents to Round Rock. We reside on Jackrabbit Run. We moved from South Austin and find this area much more relaxing. A place to retire and raise our child. I commend Round Rock city planners on their forethought planning for the community. We enjoy the trail and SUP networks, the parks, recreation, general clean living, and traffic today is really not that bad. Tomorrow of course will be different. I commend planners for the inclusion of additional SUP and sidewalks to encourage multi-modal connectivity through the corridor and the city.

I am a civil engineer at another local public agency and have a pretty vast background in traffic operations, construction, maintenance, and life cycle of roadway infrastructure.

I believe there is a better opportunity to keep this corridor small safe and handle the traffic today and, in the future, and potentially cost much less in ROW acquisition, construction dollars, long term maintenance, and operations costs and potentially a much safer long term solution. It would take a little vetting to verify or debunk but the cost savings is significant enough to warrant a quick analysis.

I ask that the city take a step back and consider modern roundabouts at the signalized intersection on Redbud from Wilke Lane to US 79. Potentially north of US 79 as well. The highest projected 2045 ADT of 40,082 at Gattis School Road intersection may warrant a multi-lane roundabout in the future. The remaining intersections potentially single lane roundabouts for a long period.

The benefits:

Traffic moves all day every day at 25 mph in a roundabout. A signal stops traffic is stopped 70% of the time or more all day everyday. If a signal has a 100 second cycle length and 4 signal phases. If 20 seconds is dedicated to a green signal phase, then that phase is moving 20% of the time and sitting still 80% of the time.

Free flow condition of a thru lane is typically 1100 veh/hr/lane. A signal typically processes 600. In 2045 using 40,082 ADT /2 for 2way traffic and using a phf of 0.85 Gattis School signal is set to have potential back up. Rough peak traffic based on these number is 1703 PHV in 2045. A round about will process the traffic more efficiently.

No ROW acquisition for a roundabout. That in itself is significant cost savings. If ROW is needed it would likely be at the corners of the intersection to fit the roundabout.

Construction cost savings of \$8M. In rough terms roadway construction to expand from 3 to 5 lanes would cost around \$8M a mile. At 2.2 miles that is \$20M. A modern round about is \$2.5 to \$3M. 4 intersections would be in the neighborhood of \$12M.

Operations cost savings \$2.3M. No signals so no cost. Signal maintenance at \$2000/signal/month from 2021 to 2045 is \$2.3M in today's dollars.

Safety. Standard 4 legged intersections have 32 possible points of impact. The majority of impact points are head on and right angle crashes, which are the most traumatic and violent while a roundabout has 8 possible points of impact and all are side swipes, which are not that violent. Making unprotected left turns to and from side streets across multiple lanes can be challenging. Even more so as traffic increases to 2045 volumes. The addition of lanes introduces more potential for right angle collisions for side street traffic but does minimize the rear end type collisions.

Marketing. This is Round Rock Texas home of the Round Rock on the Chisholm Trail, our namesake and Round Rock donuts, and the Round Rock Express. Round baseballs.

As an example no offer the intersection of 51st Street and I-35 SBFR. A successful roundabout that is working very well on very busy roadways.

Again I would like to thank the city planners for their efforts so far in building a beautiful community that we really enjoy. I ask that you give it some consideration.

Please confirm receipt of my comments and that they will be included as part of the comments period for this project.

Respectfully,
Victor M. Vargas



From: [LaVonne Ortiz](#)
To: [Aileen Brom](#)
Subject: Re: RE; Redbud South project
Date: Thursday, July 30, 2020 12:45:22 PM
Attachments: [image001.png](#)

Perhaps it's within the slides but I'm only able to view the welcome slide.

My questions or comments are around safety, turn signals or stop signs, speed, etc. Right now with the three lanes, it is very difficult to go from a neighborhood side street to get on Red Bud. Traffic goes extremely fast. Despite the 45 speed limit people ride your butt if you go the speed limit when you're on Red Bud and with more lanes to cross, it's going to become very dangerous. What is the plan for turn signals or stop signs? Are there any beyond the one that already exists at Forest Creek? Is the median going to be similar to the one between the railroad crossing and Evergreen with grass/trees and then only allowing the turn where a street exists? (When traffic is backed up between Gattis School and Forrest Creek people drive in that middle "turn" lane which is dangerous especially for the daycare that is at the end if people are trying to turn into it from the other direction as well as the other side streets that exist between Gattis School and Forrest Creek.) With the planned sidewalks on both sides, is there going to be more property needing to be taken by eminent domain? When will those owners be notified?

Thanks so much!

LaVonne Ortiz

Red Bud South

Guilfoyle, Scott [REDACTED]

Thu 7/30/2020 10:11 AM

To Comments <comments@cdandp.com>;

Hello,

I don't want to rely on my understanding of the posted project plan... can you tell me how this will affect my property at the corner of Woodland Loop and Red Bud (3 Woodland Loop)?

Thank you,

Scott Guilfoyle

Dell Technologies | Global Business Operations

mobile + [REDACTED]
[REDACTED]

From: Anne Mims [REDACTED]
Sent: Thursday, July 30, 2020 9:59 AM
To: Dawn Scheel <dscheel@roundrocktexas.gov>
Subject: Red Bud South project questions

External Email - Please verify sender authenticity

Hello,

I was looking at the schematic but could not find the part that includes my property. The picture ends at Wildflower Trail instead of Evergreen/Forest Ridge Blv. I live at 1015 Forest Bluff Trail and my backyard is next to Red Bud. Can you tell me how I can see the full project schematic and/or can you tell me if this project will impact my property in any way?

Thank you for your time,
Anne Mims

From: David Fuchs [REDACTED]
Sent: Wednesday, August 5, 2020 3:54 PM
To: Dawn Scheel <dscheel@roundrocktexas.gov>
Subject: South Red Bud Lane Improvement Project Questions
Importance: High

External Email - Please verify sender authenticity

Hi Dawn,

We live at 904 Red Bud lane and were not able to attend the open house, but have some questions about how this project will potentially affect our property. Please send me a detailed map of the project, as the one on-line does not expand out well to see the details. Also, please call me at [REDACTED] - [REDACTED], so we can discuss my questions/concerns.

Blessings,
David Fuchs

From: Richard and Susan Sohns [REDACTED]
Sent: Sunday, August 9, 2020 3:28 PM
To: Dawn Scheel <dscheel@roundrocktexas.gov>
Cc: comments@cdandp.com
Subject: South Red Bud Virtual
Importance: High

External Email - Please verify sender authenticity

Ms Scheel

We reviewed the materials in the virtual open house and attempted to submit comments, but are not sure if they went thru.

What is the distance between the pedestrian sidewalks and the vehicle traffic lanes?

Will the City of Round Rock furnish Sanitary Sewer to the City Residents of Highland Terrace as promised? The Fire Station construction ignored the commitment. Will this major road improvement also ignore this commitment?

How will construction traffic be handled?

Specifically, what are the plans for residents that require direct access/egress to Red Bud for their homes?

Richard and Susan Sohns
3 Highland Terrace

From: [REDACTED]
Sent: Friday, August 7, 2020 9:19 AM
To: Dawn Scheel <dscheel@roundrocktexas.gov>
Subject: Red Bud Ln South

External Email - Please verify sender authenticity

Ms Scheel,

Sorry to be such a pest, but guess i am too dumb to find info i was asking about on Web Site.

Found maps and could see existing and proposed ROW but nothing about how much is needed , no notes on meeting that you all had.
When clicking on point , its says "sorry that's outside of this question boundary area", same thing happens if you try to request service for weeds or cleaning out bar ditches on our side.

Questions i still have:

How much of our land and how many trees will they try to take , as i said before we will not voluntarily give any up.

Why will they not consider using land they already own across from us?

Why WILCO map is showing what appears to be a good portion of all land south of Red Bud Acres being in road already?

Why don't they put sidewalk and bike lane on East side where most of people using them live, we don't want this mess in our front yard and don't live in Austin.

There are not that many people using East side right now as is.

You have been extremely nice through all of this , but this is destroying 50 + years of our lives and dreams.

Thanks again for your time.

Carroll Pimpler

[REDACTED]

1112 Red Bud Ln
R R TX 78664

Red Bud South comments

Anne Mims 

Sat 8/15/2020 8:05 PM

To Comments <comments@cdandp.com>;

 2 attachments (8 MB)

Current fence.jpg; Fence better option with no openings (north Forest Bluff neighborhood).jpg;

Hello!

Thank you all for providing the information on this project. This will be great when it is completed and we look forward to it.

Our backyard is next to Red Bud lane and it is already very noisy when we spend time back there. We think it would be incredibly helpful if the fence/wall was changed to help reduce the increase in noise from more traffic. Also, our current fence has openings in the top portion, which would allow people to see in our backyard. Right now, this doesn't bother us since there isn't a sidewalk and there are rarely people on the other side of the fence. After the project is completed, the shared use path will be very close to our fence so pedestrians and bikers will be able to see into our backyard. To provide us with privacy, we are asking you to consider changing the fence/wall during this project. I am including pictures so you can see what I mean. I am 5'4" and when I stand at the fence, I can easily see through the openings. I am also including a picture of the type of fence/wall that already exists on the north side of our neighborhood, Forest Bluff.

Thank you for your time,
Anne Mims

From: [Robert Ruckriegel](#)
To: [Aileen Brom](#)
Subject: South Red Bud Lane Improvement Project Comments/Input
Date: Saturday, August 15, 2020 6:25:12 PM

I have been a resident on Jackrabbit Lane for 28 years and have witnessed the explosive increase in traffic on Red Bud and appreciate the current repaving and improvements especially widening the current bicycle lanes in both directions.

That said, I would like to see the current bicycle lanes maintained in the new improvements being considered. REAL bicyclists on a shared use bike path with pedestrians are really not compatible. In addition, how would I (as a bike enthusiast) get off this shared path when going north (or south) and needing to exit at Jackrabbit Run?

I would like not to have curbs and gutters from Gattis School to Forest Creek which is flat and does not have a drainage problem with the current design.

I believe that Red Bud as it is today is adequate for a number of years to come. What is currently not adequate today is the south section of Red Bud from Gattis School to the intersection with Cheyenne Valley Drive.

I appreciate this opportunity for input and hope it is considered.
Please confirm receipt of this email.

Thanks.
Robert Ruckriegel
119 Jackrabbit Run

From: [Heather Torres](#)
To: dscheel@roundrocktexas.gov
Cc: [Aileen Brom](#)
Subject: N Red Bud Project/Trailside
Date: Sunday, August 16, 2020 6:49:19 PM

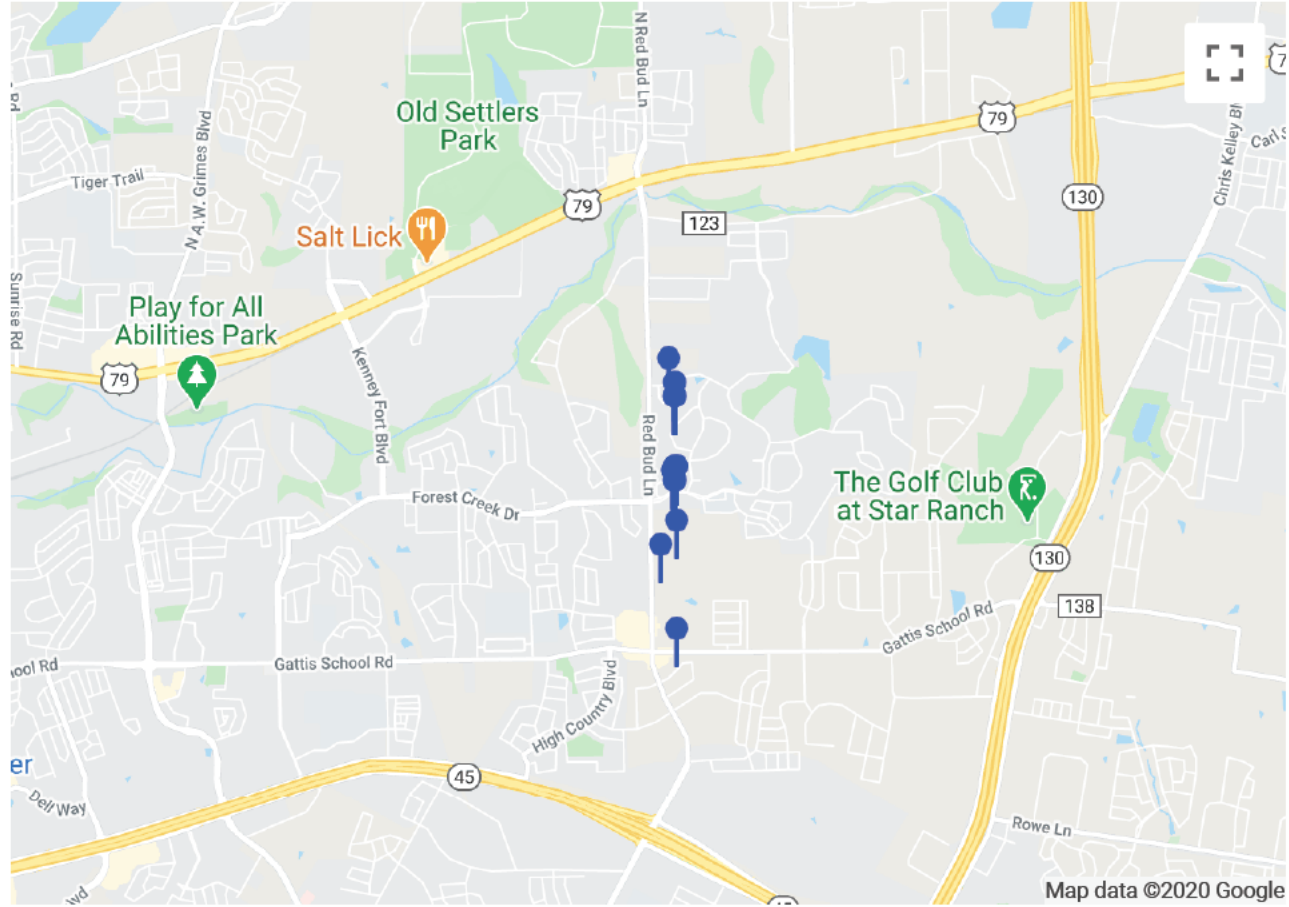
Hello Dawn and Aileen,

I attended the two open house sessions for the Red Bud Improvement Project and I have a follow up question regarding the project. Are there any discussions about what to do with the outer stone wall that runs along the Trailside Community? I'm the Board President for Trailside HOA and I know the homeowners that live along Red Bud will start asking what the HOA plans to do about the road expansion. I don't know if there is anything we can do to help with the cost of possibly extending the wall or installing a sound barrier. I just wanted to get ahead of the questions so we can come up with a plan to eventually present to the homeowners. Any help or suggestions you can provide will be most appreciated.

Thank you
Heather Torres
Trailside HOA

Red Bud South

Comments on the proposed design (some comments are corresponding to the pins on the map below)





██████████ Turn lane into Forest Creek (north to east turn) should be extended. Traffic currently backs up to prevent turning traffic from reaching the intersection

28 days ago

3 Agree



██████████ My family and I are relatively new 3 year residents to Round Rock. We reside on Jackrabbit Run. We moved from South Austin and find this area much more relaxing. A place to retire and raise our child. I commend Round Rock city planners on their forethought planning for the community. We enjoy the trail and SUP networks, the parks, recreation, general clean living, and traffic today is really not that bad. Tomorrow of course will be different. I commend planners for the inclusion of additional SUP and sidewalks to encourage multi-modal connectivity through the corridor and the city.

I believe there is a better opportunity to keep this corridor small safe and handle the traffic today and, in the future, and potentially cost much less in ROW acquisition, construction dollars, long term maintenance, and operations costs and potentially a much safer long term solution. It would take a little vetting to verify or debunk but the cost savings is significant enough to warrant a quick analysis.

I ask that the city take a step back and consider modern roundabouts at the signalized intersection on Redbud from Wilke Lane to US 79. Potentially north of US 79 as well.

The highest projected 2045 ADT of 40,082 at Gattis School Road intersection may warrant a multi-lane roundabout in the future. The remaining intersections potentially single lane roundabouts for a long period.

The benefits:

Traffic moves all day every day at 25 mph in a roundabout. A signal stops traffic is stopped 70% of the time or more all day everyday. If a signal has a 100 second cycle length and 4 signal phases. If 20 seconds is dedicated to a green signal phase, then that phase is moving 20% of the time and sitting still 80% of the time.

Free flow condition of a thru lane is typically 1100 veh/hr/lane. A signal typically processes 600. In 2045 using 40,082 ADT /2 for 2way traffic and using a phf of 0.85 Gattis School signal is set to have potential back up. Rough peak traffic based on these number is 1703 PHV in 2045. A round about will process the traffic more efficiently.

No ROW acquisition for a roundabout. That in itself is significant cost savings. If ROW is needed it would likely be at the corners of the intersection to fit the roundabout.

Construction cost savings of \$8M. In rough terms roadway construction to expand from 3 to 5 lanes would cost around \$8M a mile. At 2.2 miles that is \$20M. A modern round about is \$2.5 to \$3M. 4 intersections would be about \$12M.

Operations cost savings \$2.3M. No signals so no cost. Signal maintenance at \$2000/signal/month from 2021 to 2045 is \$2.3M in today's dollars.

Safety. Standard 4-legged intersection have 32 possible points of impact. Most impact points in a standard intersection are head on and right-angle crashes, which are the most traumatic and violent while a roundabout has 8 possible points of impact and all are side swipes, which are not as violent typically and folks walk away. Making unprotected left turns to and from side streets across multiple lanes can be challenging. Even more so as traffic increases to 2045 volumes. The addition of lanes introduces more potential for right angle collisions for side street traffic but does minimize the rear end type collisions.

As an example no offer the intersection of 51st Street and I-35 SBFR. A successful roundabout that is working very well on very busy roadways.

Again, I would like to thank the city planners for their efforts planning and building a beautiful community that we really enjoy and plan on calling home for a very long time. I ask that you give these comments consideration.

Respectfully

28 days ago

2 Agree



██████████ Roundabouts would be also be helpful when leaving some of these neighborhoods. I think they should be considered for this project.

27 days ago



Robert Prybyla Normal am rush hour Southbound traffic challenges exiting Woodhollow Trail waiting for an opening of 30-50 vehicles from 79 light before an opening to go Southbound. Northbound challenge 2 surge from Forest Creek light can fill the gap for a Northbound exit. Timing of the lights would be helpful.

27 days ago

1 Agree



██████████ Left turning traffic from HEB probably needs a light for safety

28 days ago

1 Agree



Chris Koob Need a method to have exiting traffic from HEB to safely turn left. As much as it pains me, there should probably be a light at this location. It is unfortunate that it is so close to Gatits School road, as the lights will need coordination, or traffic will be impacted.

28 days ago

1 Agree



Chris Remmert I live in Forest Creek. The proposed construction will block two ways out of the area. What are the plans to allow people to enter and leave the neighborhood? There should be a priority to improve the railroad crossing at 79. Cars have to slow down to go over the bumps. That crossing should be improved like the one at Kalahari Resort. I know there is mention about noise reduction, but I don't have a demonstration as to how that will happen. I do appreciate the improvement at Red Bud and Gattis, south side, when the dip was smoothed out. Unfortunately Red Bud is being made a thoroughfare.

8 days ago



██████████ How much of my property will you be taking? Will you repair the driveway, fence, pillars and mailbox back? What voice do I have in how the repairs are made to my property? How much will you pay for my property past the easement?

9 days ago



Sherri Stone How much of my property will you be taking? And will you repair my driveway,fence,pillars and mailbox to correctness as needed to use properly?

9 days ago



██████████ I would like assurance that NO trees will be removed along the west side of Red Bud going North from Forest Creek Dr. Thank you!

12 days ago



David R Moskowitz I would like assurance that NO trees will be removed along the west side of Red Bud going North from Forest Creek Dr. Thank you!

12 days ago



██████████ What is the distance between the pedestrian sidewalks and vehicle traffic? Will the City of Round Rock provide Sanitary Sewer service to the City of Round Rock residents of Highland Terrace as promised? How will traffic be handled during construction? How will residents directly along Red Bud, be able to leave and get home during construction?

16 days ago



richard and susan sohns What is the distance between the pedestrian sidewalks and vehicle traffic? Will the City of Round Rock provide Sanitary Sewer service to the City of Round Rock residents of Highland Terrace as promised? How will traffic be handled during construction? How will residents directly along Red Bud, be able to leave and get home during construction?

16 days ago



██████████ Will the power lines be buried or moved?

17 days ago



Anjuli Winker Will the power lines be buried or moved?

17 days ago



██████████ What will the elevation be to turn onto Red Bud Ln (private road)? At this location and the location north?

21 days ago



██████████ 4) Can the right hand turn lane be extended at the HEB Gas Station. (Red Bud Ln and Gattis School)? This backs up as it is already.
5) What plans and timelines does the city have to fix the lack of infrastructure on the south side of Gattis School Rd and Red Bud Ln?

21 days ago



1) What is the difference between the Proposed Red Bud (Blue Apron) and the Proposed Drive (Red Apron)?
2) Are the crossing pedestrian underground walkways?
3) Will the "concrete" walls have a masonry finish?

21 days ago



Will the "concrete" walls have a stone or some sort of masonry finish?

21 days ago



Is this a elevated a pedestrian crossing?

21 days ago



What is the difference between Proposed Red Bud Ln (Blue Apron) and Proposed Drive Way (Red Apron)?

21 days ago



Andrew Mallamace What is the difference between a Proposed Red Bud Ln (Blue Apron) vs Proposed Drive (Red Apron)?

21 days ago



What development or changes are proposed for this roadway west off of Red Bud and just north of Forest Creek?

24 days ago



Esther Burnham What development or change is proposed for this roadway west off of Red Bud,just south of Forest Creek?

24 days ago



Hi. Do need to think you need to plan for the future, but I do have a few questions.

- 1) What is expanded usage data based on?
- 2) North of Forest Creek west side of Red Bud is different from east side in the there are several homes on the west with structures (wooden and masonry fences, etc) and driveways that are probably within construction path. How will you work around this? Or will construction be mainly on the east where there is a bit more room? Almost the opposite south of Forest Creek to Gattis School. Also is there enough room near Gattis School to expand?
- 3) How long is the construction estimate to take? When do you estimate starting?
- 4) Noticed that several trees have white tape or ribbons on them. Are these designated to be cut down?

Just a few thoughts and thanks for your time.

25 days ago



LaVonne Ortiz Right now with the three lanes, it is very difficult to go from a neighborhood side street to get on Red Bud. Traffic goes extremely fast. Despite the 45 speed limit people ride your butt if you go the speed limit when you're on Red Bud and with more lanes to cross, it's going to become very dangerous. What is the plan for turn signals or stop signs? Are there any beyond the one that already exists at Forest Creek? Is the median going to be similar to the one between the railroad crossing and Evergreen with grass/trees and then only allowing the turn where a street exists? (When traffic is backed up between Gattis School and Forrest Creek people drive in that middle "turn" lane which is extremely dangerous especially for the daycare that is at the end if people are trying to turn into it from the other direction as well as the other side streets that exist between Gattis School and Forrest Creek.) With the planned sidewalks on both sides, is there going to be more property needing to be taken by eminent domain? When will those owners be notified?

26 days ago



Where can we view the entire route? The project schematic above does not show the entire route. The picture ends at Wildflower Trail instead of Evergreen/Forest Ridge.

27 days ago



In the design objectives, lower speed was mentioned. I want to be clear. Existing speed limits should be maintained and the road should be designed with this in mind.

28 days ago



Will there be a new traffic signal at the intersection of Bobby Jones Way and Redbud? There are already accidents at the intersection with just 3 lanes.

28 days ago



Angela M Cahue-Kosacek Will there be an additional traffic signal added to help with turning out of the neighborhood in this area with limited visibility? There are already accidents that occur here at this intersection with just three lanes.

28 days ago



For cases like this, I believe the right thing is to make left turns illegal. The Forest Creek neighborhood has multiple exits for left turns, primarily Forest Creek Drive.

So many of our local roads have had traffic signals installed to accommodate left turning traffic from neighborhoods. The end result is we all spend more time waiting for unnecessary traffic lights.

28 days ago

Additional Project Comments



I am concerned about losing all the huge live oaks along redbud. In addition, we live right off Redbud and I am really concerned about how difficult it will be to turn left out of our neighborhood. It is much simpler to wait for two lanes, but waiting for at least 3 Lanes of clear traffic will be difficult.

13 days ago



Please be considerate of residents living close to Red Bud Lane. Concerned about noise from heavy construction before 7 AM & after 9PM, as well as bright flood lights used at night.

24 days ago



As a resident of Jackrabbit Run for 26 years, my family has seen a huge increase in traffic on Red Bud Ln. Our street is unique in that we join Red Bud very close to the Forest Creek light. When traffic is heavy and backs up toward Gattis School Road, we have to wait for a break in the traffic to go either north or south on Red Bud. In addition, the "continuous turn lane" that currently exists on Red Bud encourages drivers turning west on Forest Creek to jump into the turn lane well south of Forest Creek and blow past the striped intersection markers at Jackrabbit Run to enter the turn lane for Forest Creek. This creates a VERY hazardous situation for my family if they want to turn south on Red Bud because they have to clear the northbound traffic line and turn south without complete visibility of the continuous turn lane. Our requests/proposal: 1) Physically block the continuous turn lane several hundred feet south of the Jackrabbit Run intersection and provide us the opportunity to enter the turn lane south-facing while we safely wait for a break in traffic. 2) Provide a northbound dedicated, protected merge lane from Jackrabbit Run so that our residents can enter the northbound traffic flow safely.

25 days ago



Sound barriers along the proposed sidewalks would be helpful. The wider road will bring traffic even closer to homes on Red Bud. A "wall" may provide both noise reduction and a crash barrier for the homes. The planned low noise pavement will be very much appreciated.

27 days ago