



# OAK HILL PARKWAY PROJECT UPDATE

- ❖ Mario Espinoza, Mobility Authority
- ❖ Melissa Hurst, Mobility Authority
- ❖ Wade Strong, RTG

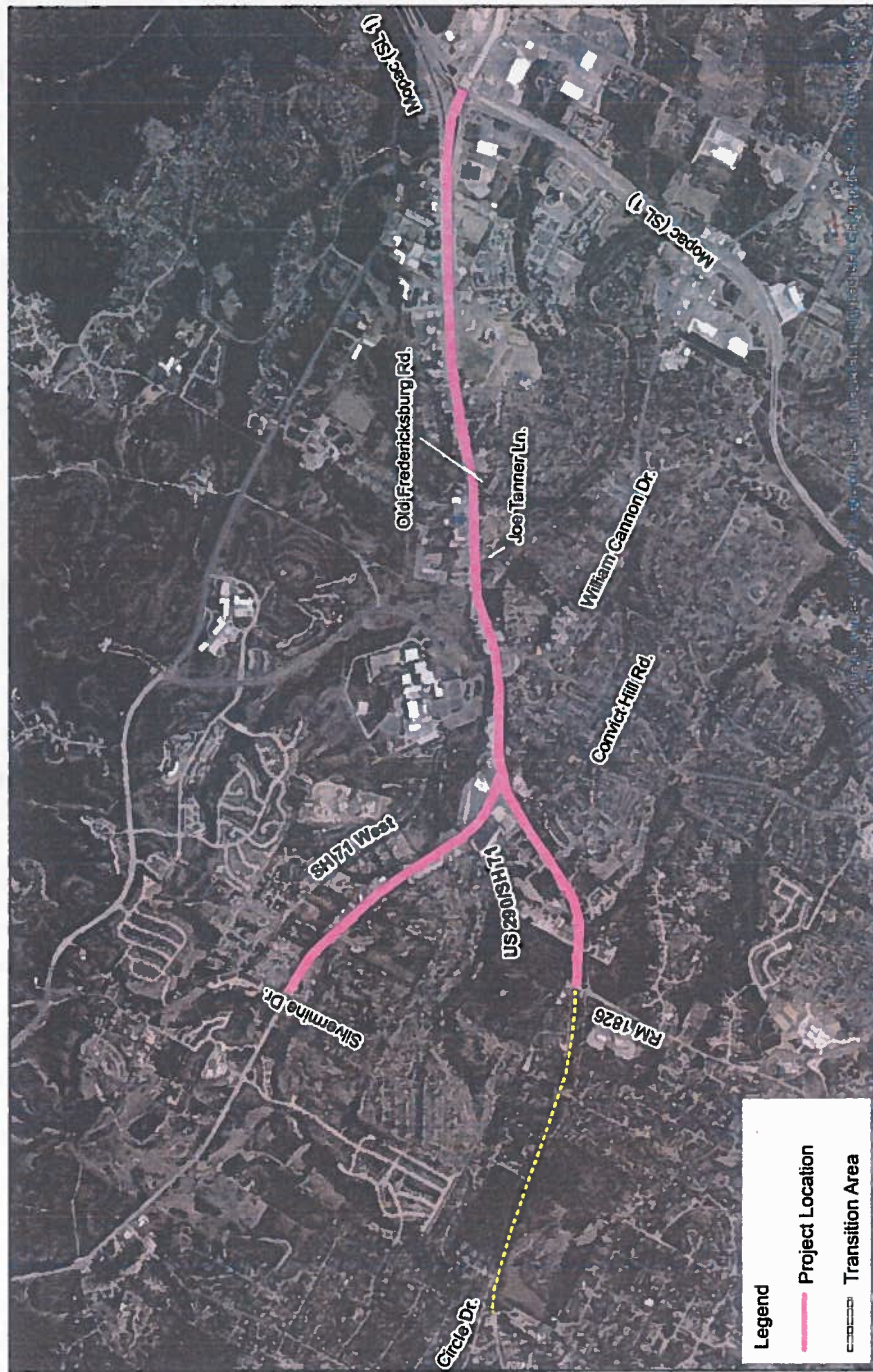


CENTRAL TEXAS  
Regional Mobility Authority

August 4, 2014



# PROJECT LOCATION







# A Community Driven Effort

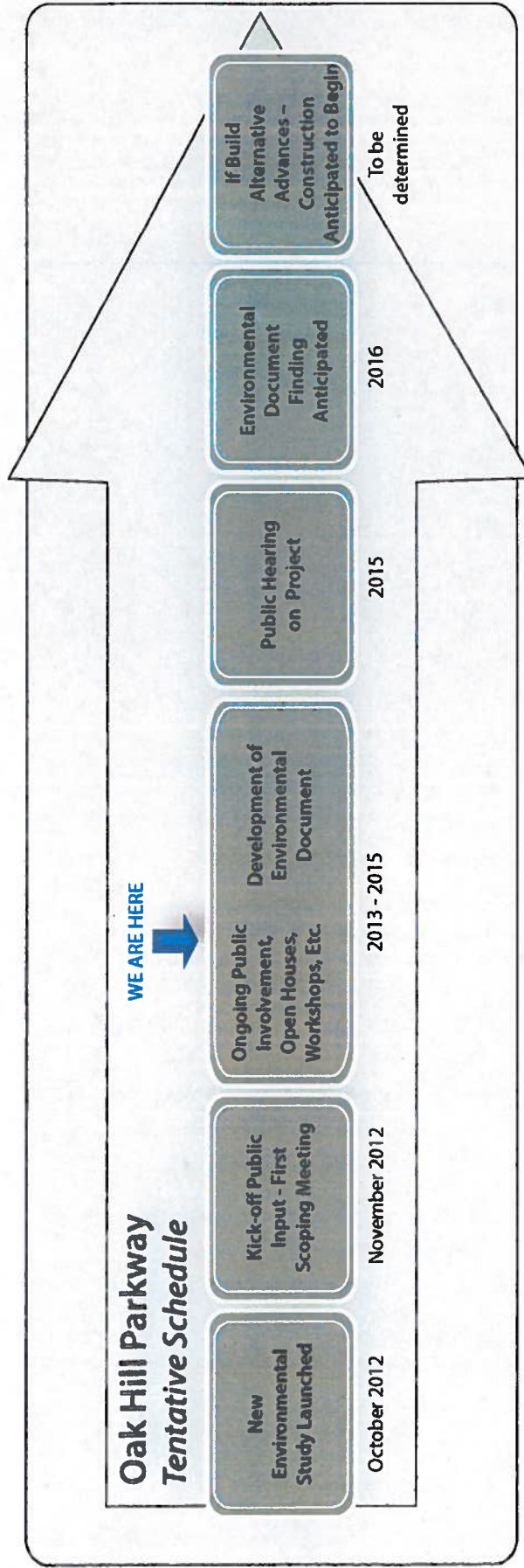
Since August 2012:

- Branding effort
- 18 Stakeholder meetings
- 8 Citizen workshops
- 3 Open Houses
  - 3 Virtual Open Houses
- 5 eNewsletters





# Schedule







## Purpose

### *What are we trying to do?*

- Improve mobility and operational efficiency
- Promote long-term congestion management
- Increase multimodal travel options for people and goods
- Improve safety
- Improve emergency response



## Need

### *What are we trying to solve?*

- Traffic congestion related to population growth – Travis Co. has grown from 212,000 in 1960 to just over 1 million in 2010
- Crashes on US 290/SH 71 West – 304 between 2009-2011, resulting in one fatality, nine incapacitating injuries, other injuries and property damage
- Lost time – Drivers waste more than 340,000 hours per year stuck in traffic (Texas Transportation Institute, 2011)
- Lack of reliable connectivity
- Unreliable route for transit and emergency vehicles



# Development of Concepts

- Held two community workshops to develop concepts
- These workshops resulted in 8 build concepts
- During public input, two enhancements were developed that provided improved access to ACC and extended the transition past Circle Drive
- A process of narrowing the concepts for additional study was developed and shared with the community





# Evaluation Screening Process

## Phase 1

- Does the concept meet the Purpose & Need for the project? *Completed*

## Phase 2

- Analyze the concepts using the Purpose & Need and other performance measures. *Draft completed*

## Phase 3

- Develop engineering and schematic-level alternatives and study all environmental, social, and economic components. *Next Phase to be performed*





# Phase 1 Evaluation Screening

Purpose and Need Performance Criterion	Measure	Concept A	Concept B	Concept C	Concept D	Concept E-1	Concept E-2	Concept F	TSM Concept*	TDM Concept*	2007 Mediation Alt.	No-Build
Improve mobility and operational efficiency	Reduces conflict between local and through traffic in the corridor (barrier separation, control of access, grade separation, driveway improvements) Reduces travel times (Signal improvements, improve loss of service, improve intersection efficiency)	Yes	Yes	Yes	Yes	No	No	Yes	No	No	Yes	No
Increase multimodal travel options for people and goods	Provides opportunity for multimodal travel options (transit, bicycle and pedestrian accommodations)	Yes	Yes	Yes	Yes	No	No	Yes	No	No	Yes	No
Improve safety and emergency response	Reduce crashes (Reduction in conflict points, grade separation, driveway improvements) Serves as a reliable route for emergency response organizations (Signal improvements, control of access, adequate shoulder widths)	Yes	Yes	Yes	Yes	No	No	Yes	No	No	Yes	No
CARRY FORWARD TO SECONDARY SCREENING?		Yes	Yes	Yes	Yes	No	No	Yes	No	No	Yes	Yes

\*TSM and TDM Concepts were eliminated as stand-alone concepts; however, elements of TSM and TDM can be included with any concept.



OAK HILL

# Phase 2 Evaluation Screening

Purpose and Need Performance Criterion	Measure	Concept A	Concept B	Concept C	Concept D	Concept E-1	Concept E-2	Concept F	TSM Concept* Concept*	TDM Concept* Concept*	2007 Mediation Alt.	No-Build
Improve mobility and operational efficiency	Reduces conflict between local and through traffic in the corridor (barrier separation, control of access, grade separation, driveway improvements)	Yes	Yes	Yes	Yes	No	No	Yes	No	No	Yes	No
	Reduces travel times (Signal improvements, improve loss of service, improve intersection efficiency)	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	Yes	No
Increase multimodal travel options for people and goods	Provides opportunity for multimodal travel options (transit, bicycle and pedestrian accommodations)	Yes	Yes	Yes	Yes	No	No	Yes	No	No	Yes	No
Improve safety and emergency response	Reduce crashes (Reduction in conflict points, grade separation, driveway improvements)	Yes	Yes	Yes	Yes	No	No	Yes	No	No	Yes	No
	Serves as a reliable route for emergency response organizations (Signal improvements, control of access, adequate shoulder widths)	Yes	Yes	Yes	Yes	No	No	Yes	No	No	Yes	No
CARRY FORWARD TO SECONDARY SCREENING?		Yes	Yes	Yes	Yes	No	No	Yes	No	No	Yes	Yes

\*TSM and TDM Concepts were eliminated as stand-alone concepts; however, elements of TSM and TDM can be included with any concept.





# Evaluation Screening Decision

## **Phase 1 – Concepts not meeting Purpose & Need**

- Concepts E-1, E-2, TSM and TDM are not moving forward.

## **Phase 2 – Expanded Purpose & Need and Additional Performance Measures**

- Concepts A & C best meet the expanded Purpose & Need and additional performance measures and are moving forward.
  - Concept B and Concept C will advance as one concept with a provision for direct connector ramps at the US 290/SH 71 intersection to preserve additional capacity as traffic demand increases.
  - Concept D provides very limited mobility improvements and is not advancing.
  - Concept F limits mobility improvements and does not satisfy the safety aspect of the expanded Purpose & Need, so it is not advancing. It does not provide a reliable route for emergency vehicles or an alternate route during times of accidents.
- The 2007 Alternative does not provide the desired travel time improvements and is not advancing.



## Phase 3 – Schematic & Environmental Process

The study will include:

- Engineering development of schematics of Concepts A & C
- Alternatives analysis
  - Evaluate the alternatives for a wide variety of parameters
  - Include a No Build alternative in all analyses
- Detailed description of the affected environment
  - Natural resources
  - Human environment
- Evaluation of potential impacts
- Recommend a preferred alternative





# What's Next?

- Continue to engage the public
- Coordinate with federal, state and local agencies
- Host additional workgroup, stakeholder and Context Sensitive Solutions meetings
- Refine and further analyze remaining concepts



# How Can the Public Remain Informed and Involved?

- Visit the project website: [www.oakhillparkway.com](http://www.oakhillparkway.com)
- Call the project team: (512) 996-9778
- Participate in environmental study process meetings





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