



OAK HILL
PARKWAY

WELCOME!



OAK HILL
PARKWAY

PROJECT LOCATION

Or, Where are we studying?

PROJECT INCLUDES:

- US 290 from MoPac to RM 1826, with a transition area that extends past Circle Drive
- The intersection of US 290 and SH 71
- SH 71 from US 290 to Silvermine Drive





OAK HILL
PARKWAY

PROJECT PURPOSE

Or, 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**



OAK HILL
P A R K W A Y

PROJECT NEED

Or, What are we trying to solve?

- **Traffic congestion related to population growth – Travis County has grown from 212,000 in 1960 to just over 1 million in 2010 (US Census Data, 2013)**
- **Crashes on US 290/SH 71 West – 868 between 2010-2014, resulting in five fatalities, 20 incapacitating injuries, plus other injuries and property damage (TxDOT, 2015)**
- **Lost time – Drivers wasted more than 454,000 hours per year stuck in traffic on US 290/SH 71 in 2014 (Texas A&M Transportation Institute, 2015)**
- **Lack of reliable connectivity**
- **Unreliable route for transit and emergency vehicles**



OAK HILL
PARKWAY

ALTERNATIVE A



ALTERNATIVE C



Artistic Renderings – Subject to Change

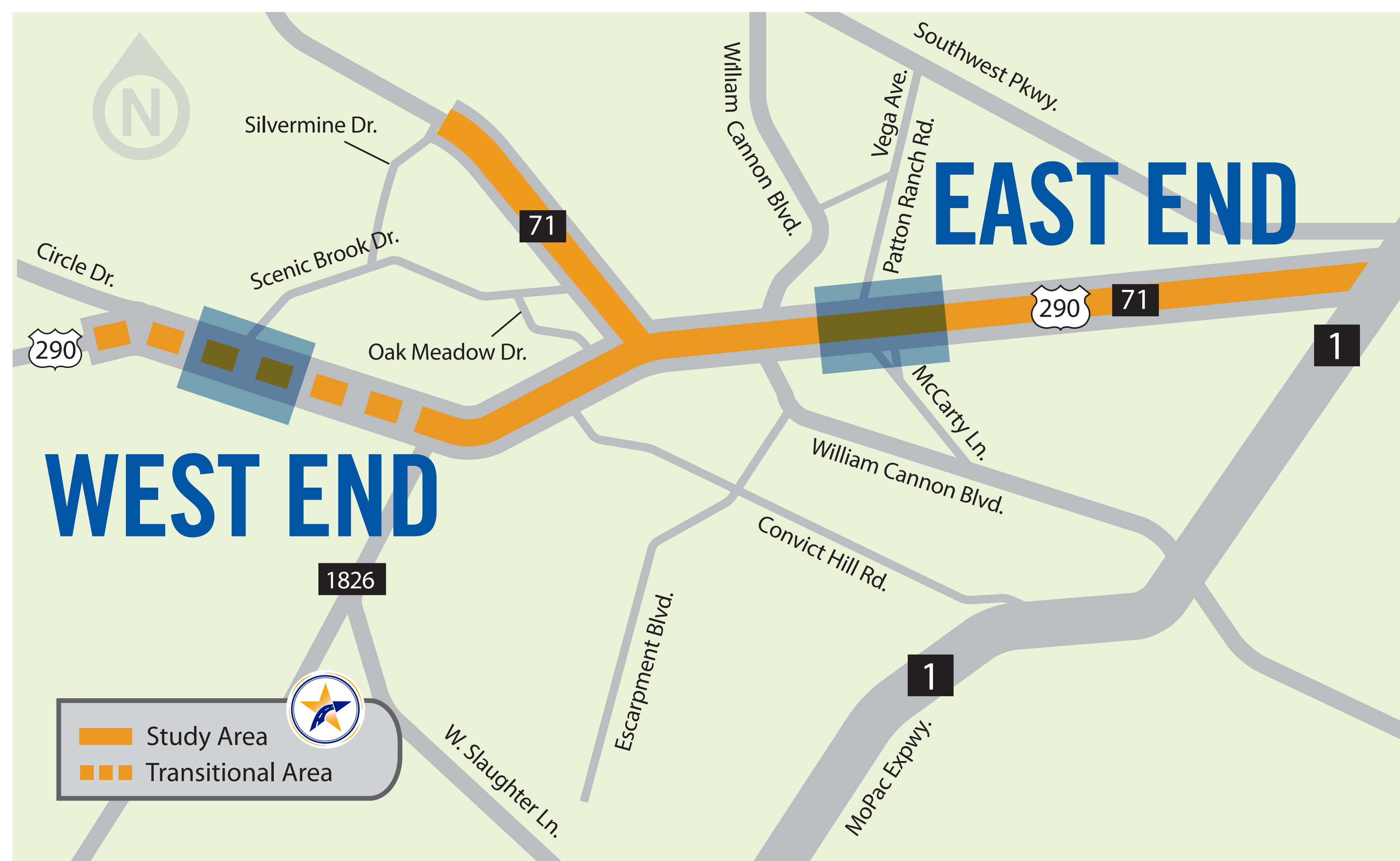


OAK HILL
PARKWAY

PROJECT FOOTPRINT

*Non-Tolled versus Tolled

Overall, there would be a less than 1% decrease in the amount of concrete pavement for either alternative that would occur if the project were to be non-tolled versus tolled.



*A non-tolled alternative is not being considered as part of the environmental study.

- If tolled, four entry and exit ramps would be 2-lane each on each alternative
- If non-tolled, four entry and exit ramps would be 1-lane each on each alternative
- It would not reduce roadway footprint



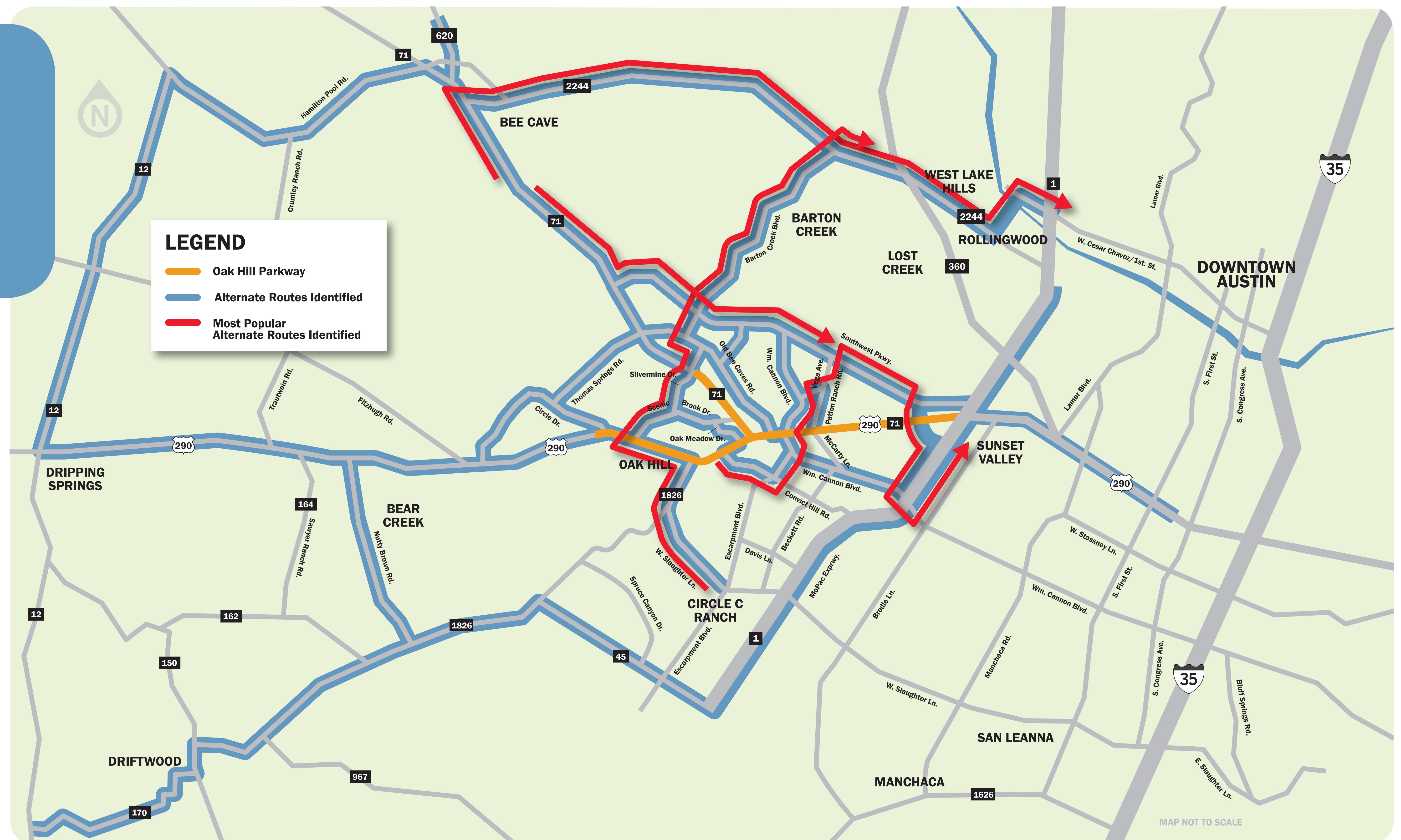
OAK HILL
PARKWAY

CREATIVE ROUTES

To Avoid Congestion at the Y

CUT-THROUGH TRAFFIC ROUTES CITED BY BEE CAVE AREA STAKEHOLDERS

POPULAR ROADS:
Bee Cave Rd.
Southwest Parkway
Slaughter Ln.
RM 1826
Scenic Brook Dr.
Silvermine Dr.
Old Bee Caves Rd.
Barton Creek Blvd.





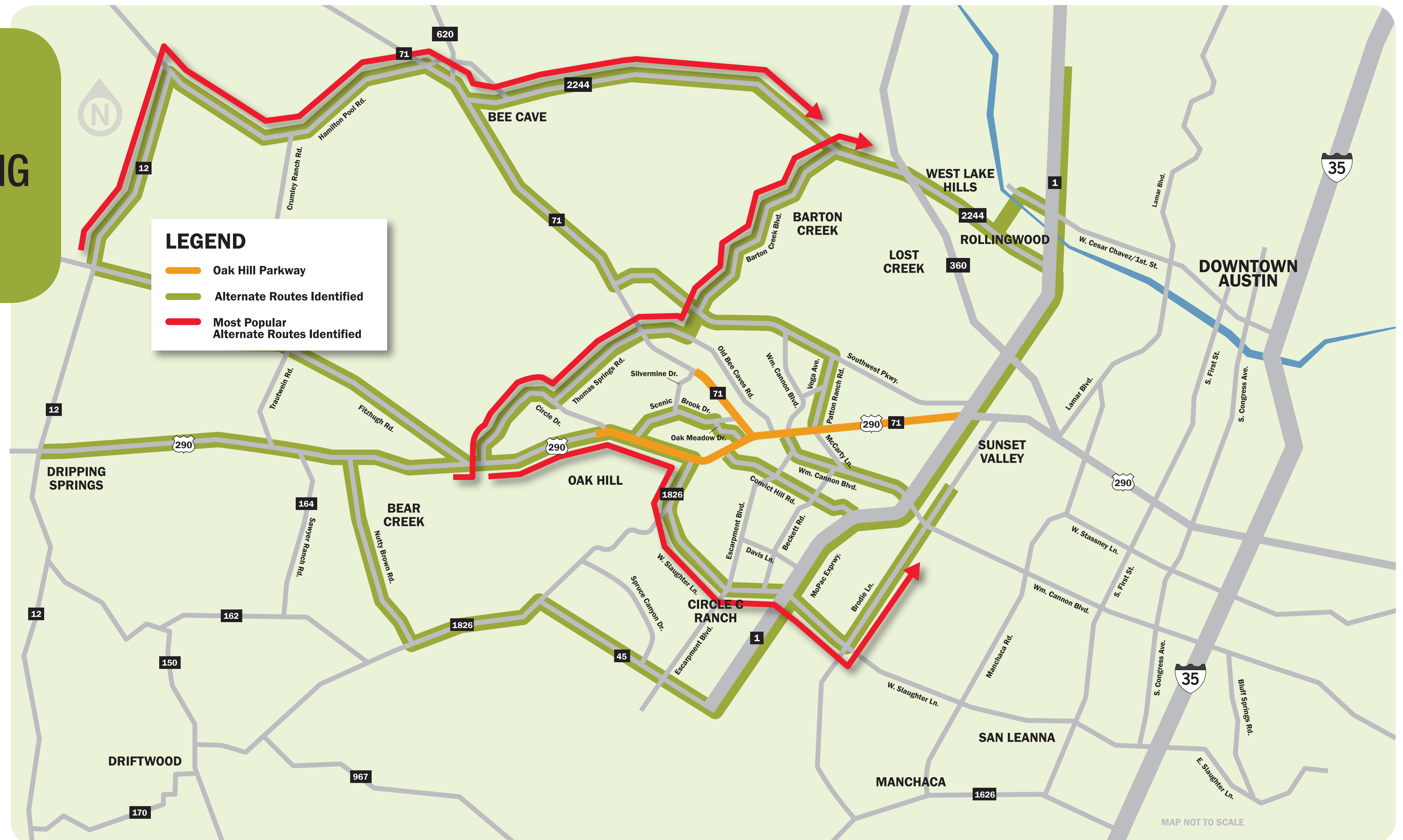
OAK HILL
PARKWAY

CREATIVE ROUTES

To Avoid Congestion at the Y

CUT-THROUGH
TRAFFIC ROUTES
CITED BY DRIPPING
SPRINGS AREA
STAKEHOLDERS

POPULAR ROADS:
Hamilton Pool Rd.
Bee Cave Rd.
Circle Drive
Thomas Springs Rd.
Barton Creek Blvd.
Lost Creek Blvd.
RM 1826
W. Slaughter Ln.
Brodie Ln.





OAK HILL
PARKWAY

COMMUNITY PRIORITY

Potential Transit Enhancements

WHAT WE HEARD FROM THE COMMUNITY

Bus Pull Out Enhancements

Bus stops need to be out of traffic lanes.

Potential Park & Ride Areas

Need a Park & Ride that is outside the most congested area.

Transit Corridor Preservation

Preserve a corridor that could be used for rail.

GIVE US YOUR INPUT!

Place a post it note with your comments below about potential transit enhancements.



PROJECT TEAM RESPONSE TO COMMUNITY PRIORITY TRANSIT ENHANCEMENTS

BUS PULL OUT ENHANCEMENTS

- **Bus Pull Out** - A designated spot on the side of a road where buses pull out of the flow of traffic to pick-up and drop-off passengers.
- It is often indented into the sidewalk or other pedestrian area.
- Project team is exploring 10 areas for potential bus pull outs.



Bus pull out example:
Lamar at Crestview Station in Austin, TX

TRANSIT CORRIDOR PRESERVATION

- **Transit Corridor** - An area that is preserved for future transportation that could be used for transit.



PROJECT TEAM RESPONSE TO COMMUNITY PRIORITY TRANSIT ENHANCEMENTS

POTENTIAL PARK & RIDE AREAS

- **Park & Ride** - A municipal system that provides free parking for suburban commuters at an outlying terminus of a bus or rail line.
- Project team is exploring places both inside and outside of the right-of-way to be used for a potential Park & Ride facility.



Park & Ride example

AGENCY COORDINATION

- **Transit Memorandum of Agreement** - An agreement between the Capital Area Metropolitan Planning Organization, Capital Metro and the Central Texas Regional Mobility Authority to facilitate enhancement of transit opportunities within the region. (Currently under development.)