



# OAK HILL PARKWAY

(US 290 / SH 71)

## **Oak Hill Association of Neighborhoods (OHAN) Board Meeting**

April 13, 2016

7:00 PM

ACC Pinnacle Campus



# 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 US 290/SH 71 intersection**
- **SH 71** from US 290 to Silvermine Drive





# ALTERNATIVES A & C

## Design Status

### Build Alternative A

- Conventional controlled-access highway with frontage roads
- US 290 mainlanes go under SH 71 with direct connections at the intersection of US 290 and SH 71
- Westbound US 290 mainlanes would be north of Williamson Creek over the frontage roads

**The No Build, or “Do Nothing” Alternative**  
is also being carried as a baseline for analysis



# ALTERNATIVES A & C

## Design Status

### Build Alternative C

- Conventional controlled-access highway with frontage roads
- US 290 mainlanes go over SH 71 with direct connections at the intersection of US 290 and SH 71
- Both west and eastbound US 290 mainlanes would be north of Williamson Creek and the frontage roads would be along the existing highway

**The No Build, or “Do Nothing” Alternative**  
is also being carried as a baseline for analysis

# ALTERNATIVE A

*Artistic Rendering –  
Subject to Change*



# ALTERNATIVE C





OAK HILL  
PARKWAY

ALTERNATIVE A

VIEW AT WILLIAM CANNON DR.  
LOOKING NORTH TO US 290



ALTERNATIVE C

VIEW AT WILLIAM CANNON DR.  
LOOKING NORTH TO US 290





## A COMMUNITY DRIVEN EFFORT



- To date since August 2012:**
- 60 Stakeholder meetings
  - 12 Issue specific workshops
  - 6 Open Houses
    - 6 Virtual Open Houses
    - 669 official public comments
  - 24 e-blasts/e-Newsletters

### **Community Outreach is our Priority**

We have expanded our efforts past the requirements of the National Environmental Policy Act (NEPA)



# YOU ARE SHAPING OAK HILL PARKWAY

*Community input impacts project design*

**The community's participation in meetings, workshops and open houses has made significant improvements to the proposed build alternatives, including:**

- Developing alternatives to address traffic congestion in the corridor
- Proposing a design to separate through-traffic from local traffic
- Reducing the elevation of US 290/SH 71 interchange
- Adding new facilities for bicyclists and pedestrians, including a shared use path along the entire corridor
- Depressing the US 290 mainlanes at all crossings west of the US 290/SH 71 intersection
- Extending the improvements past Circle Drive
- Realigning the westbound US 290 exit to RM 1826 to improve access to Austin Community College
- Improving access for businesses along SH 71 just north of US 290
- Reducing potential flooding with upstream water detention ponds
- Minimizing impacts to Williamson Creek
- Adding transit bus pull out locations
- Realigning the US 290 intersection with William Cannon Drive to save trees

\* Please see your handout packet for the full list





**OAK HILL**  
P A R K W A Y

# ENVIRONMENTAL STUDIES

These social, economic, and environmental issues are being considered:



**WATER  
RESOURCES**



**AIR QUALITY &  
TRAFFIC NOISE**



**ARCHEOLOGICAL  
& HISTORIC  
RESOURCES**



**SOCIAL &  
COMMUNITY  
IMPACTS**



**LAND USE &  
PARKLAND**



**VEGETATION  
& WILDLIFE**



**THREATENED &  
ENDANGERED  
SPECIES**



**INDIRECT &  
CUMULATIVE  
IMPACTS**

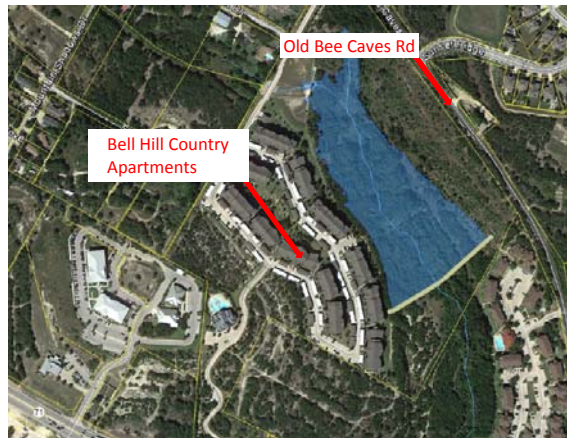


**HAZARDOUS  
MATERIALS**



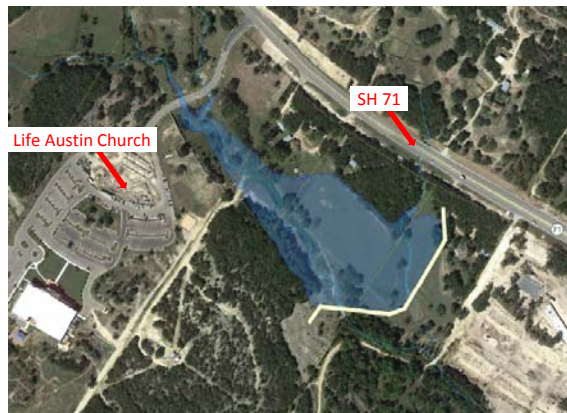
# WATER QUANTITY OPPORTUNITIES

## OFF-SITE DETENTION: Potential Upstream Pond Locations



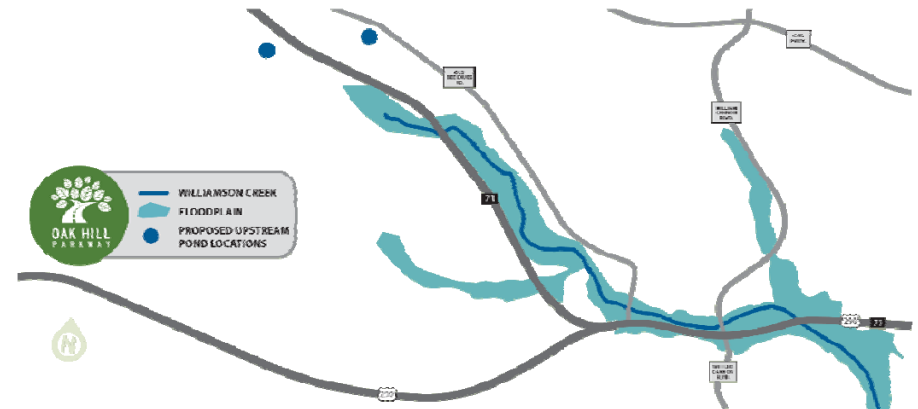
Old Bee Caves Road near Sunset Ridge location

Maximum available storage is approximately 100 acre-feet or 32 million gallons. The surface area of the pond is approximately 13 acres.



SH 71 near Covered Bridge Drive location

Maximum available storage is approximately 45 acre-feet or 15 million gallons. The surface area of the pond is approximately 12 acres.



**WHY:** Ensure this project does not result in flooding impacts

**WHAT:** Provide flood storage at two off-site and upstream detention ponds

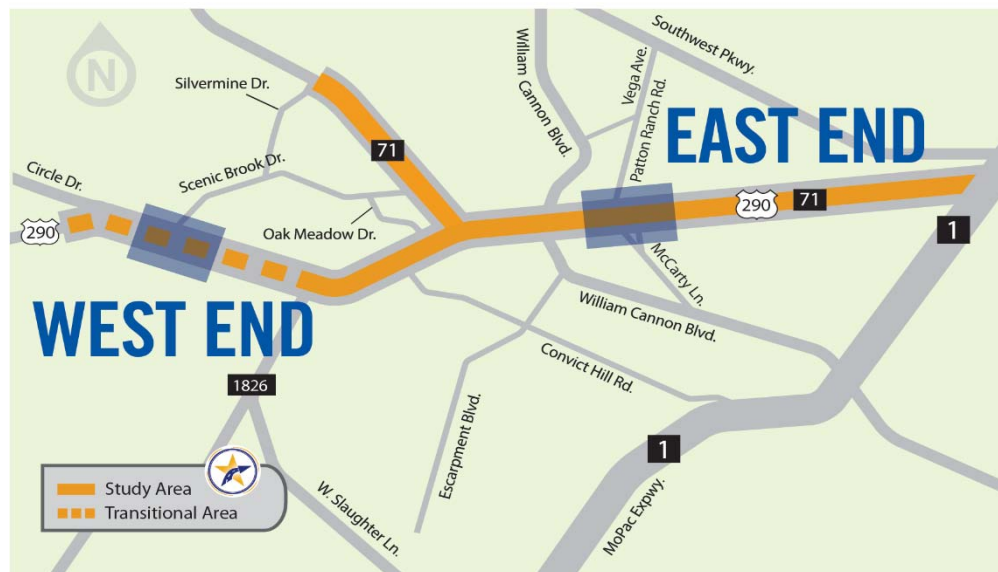
**HOW:** Build an embankment across these natural creek valleys to capture flood waters during intense rain events. The water will then slowly recede over the next hours/days.



# 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.*



- 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

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



# TRAFFIC COUNTS

## 290 Toll (Manor Expressway) Facility

- Traffic counts reflect a **36% reduction in traffic on the non-tolled existing local route (frontage roads)** upon opening of the toll facility
  - On average, there were 44,000 vehicles per day using the existing US 290 East prior to completion of the toll facility
  - Upon opening, there were only approximately 28,000 vehicles per day using the non-tolled existing local route (frontage roads) of 290 Toll (Manor Expressway) facility

***NOTE: We are in the process of verifying the before and after travel times on 290 Toll (Manor Expressway) and can provide that data at a later date; although you can anticipate a significant reduction based on the reduction in traffic***



# TRAFFIC COUNTS

## 183A Toll Facility

- US 183 (existing local route) experienced on average a **25% reduction in traffic** upon opening of the 183A Toll facility
- US 183 (existing local route) experienced a **reduction of travel time of approximately 17 minutes** upon opening of the 183A Toll facility
- Parmer Lane which parallels the 183A Toll facility also experienced on average a **11% reduction in traffic**

**Since 2012, US 183 (existing local route) continues to see decreases in traffic, whereas the 183A Toll facility continues to see increases in traffic**



# CREATIVE ROUTES

## To Avoid Congestion at the Y

### Cut-through traffic routes cited by Dripping Springs stakeholder survey respondents

- *None/there aren't any alternatives/haven't found one*
- *SH 71 to Bee Cave then Hamilton Pool Road*
- *Convict Hill Road to Slaughter Lane or William Cannon Drive*
- *Scenic Brook Drive to SH 71 to Old Bee Caves Road*
- *Nutty Brown Road to RM 1826 to SH 45*
- *RM 150 to Darden Hill Road to RM 1826 to SH 45 to Loop 1*
- *RM 1826 to Slaughter Lane*
- *Southwest Parkway*
- *Circle Drive to Thomas Springs Road to Old Bee Cave Road to Barton Creek Boulevard to Lost Creek Boulevard*



## **WHAT'S NEXT FOR OAK HILL PARKWAY**

**We will continue to work with the community in 2016 on:**

- trees
- proposed landscaping and the context sensitive design structures
- enhancements to Williamson Creek
- potential noise impacts
- other environmental issues

**A public hearing is anticipated to be held in the first quarter of 2017.**

The designs for both Alternatives A and C have been refined as a result of continued stakeholder outreach and are ready for the detailed analysis phase.

The environmental study team has begun the robust analysis of the Build Alternative and the No Build Alternative; the results of this analysis will indicate the preferred alternative.

The evaluation results as well as the full Draft Environmental Impact Statement document will be made available for public review and comment in late 2016/early 2017.

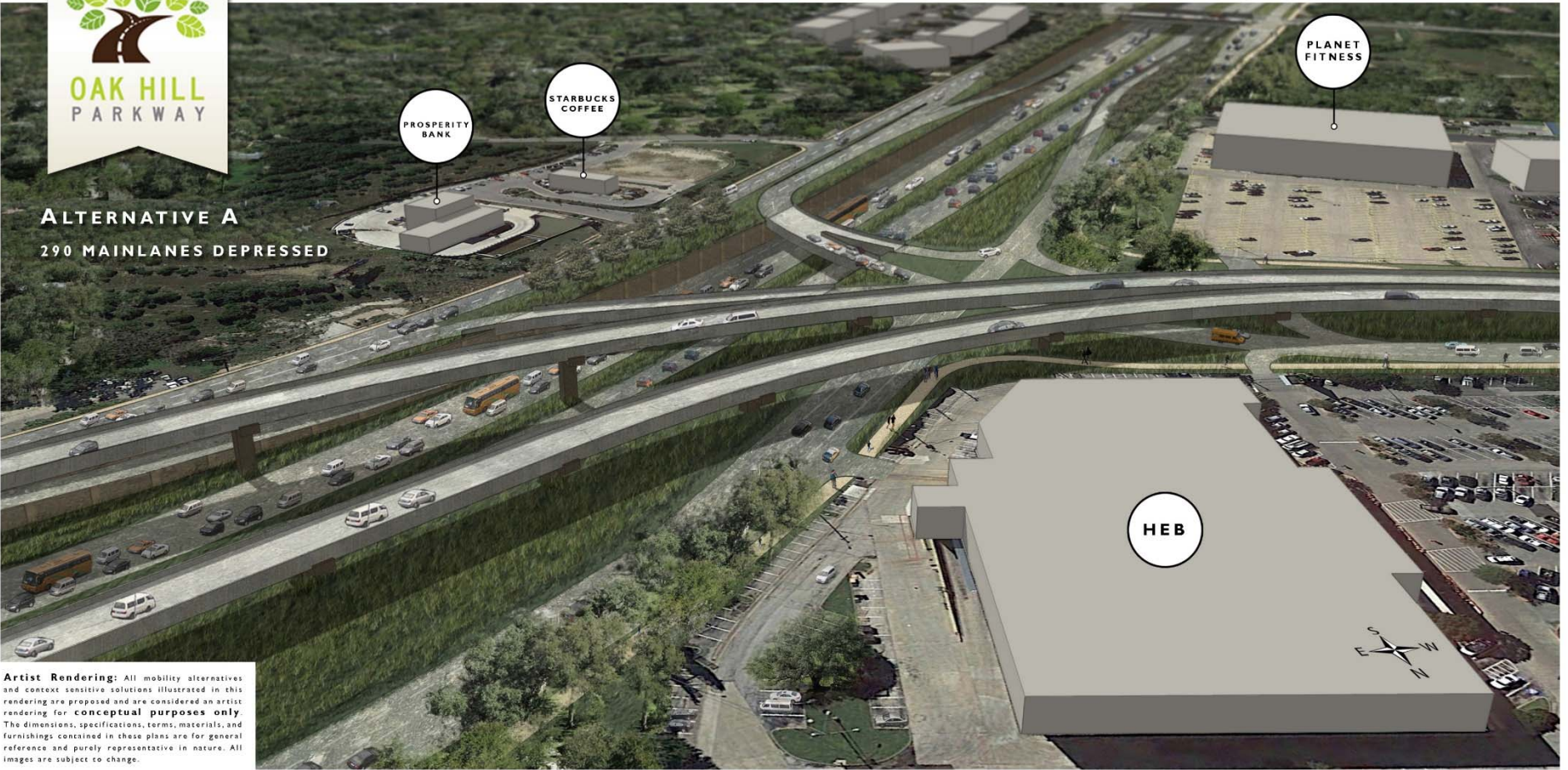


**Questions?**





**ALTERNATIVE A**  
290 MAINLANES DEPRESSED

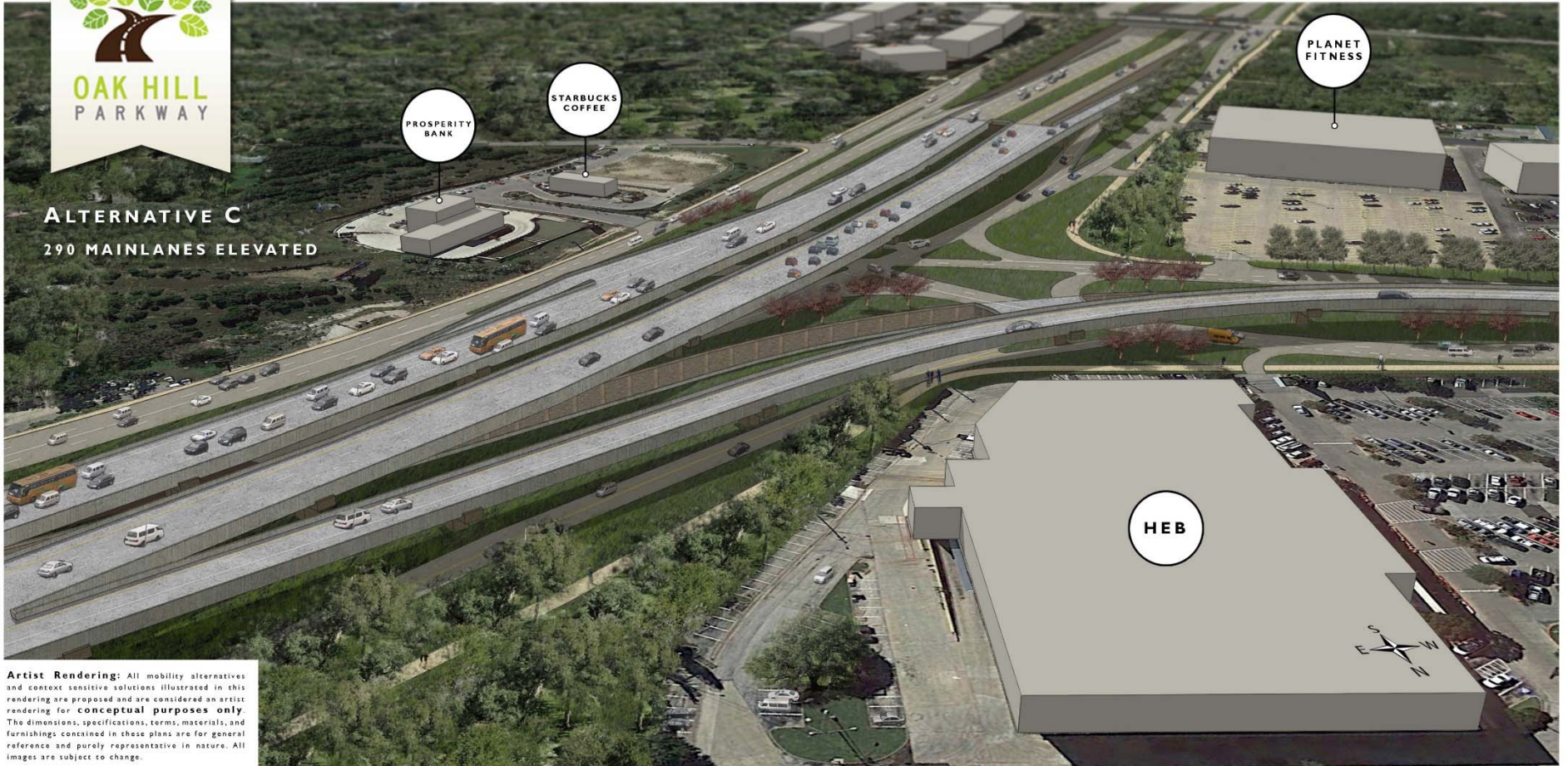


**Artist Rendering:** All mobility alternatives and context sensitive solutions illustrated in this rendering are proposed and are considered an artist rendering for **conceptual purposes only**. The dimensions, specifications, terms, materials, and furnishings contained in these plans are for general reference and purely representative in nature. All images are subject to change.



OAK HILL  
PARKWAY

ALTERNATIVE C  
290 MAINLANES ELEVATED



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