



OAK HILL
PARKWAY

WELCOME!

WE NEED YOUR INPUT!

Please review and comment on:

- The updated designs of Alternatives A and C
- The draft matrix for phase three of the alternative evaluation process



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WHAT'S NEW?

What are the latest updates to Oak Hill Parkway since January 2015?

- Design of the West End revised based on public input
- Additional preservation of large trees near William Cannon
- Independent review through a Value Engineering Study
- Improved connections of the shared use path for bicyclists and pedestrians, including to the YBC (Y at Oak Hill to Barton Creek) Trail
- Coordination with the city of Austin's Watershed Protection Department:
 - Williamson Creek enhancements
 - Efforts to reduce flooding
- Continued public outreach through stakeholder meetings and issue-specific workshops:
 - Bicycle/Pedestrian Workshop: Feb. 17, 2015
 - Context Sensitive Solutions (CSS) Workshop: April 7, 2015
 - Water Quality Workshop: Aug. 25, 2015



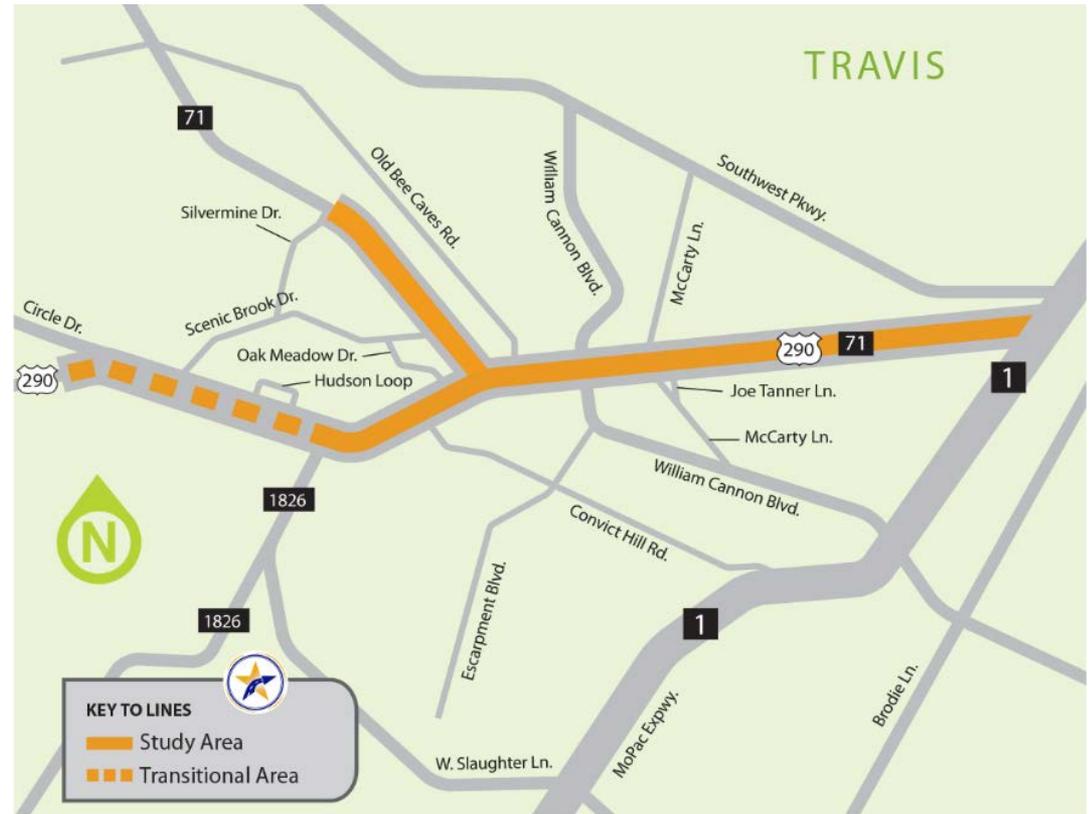
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PROJECT LOCATION

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





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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**



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PROJECT NEED

Or, 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** – 868 between 2010-2014, resulting in five fatalities, 20 incapacitating injuries, plus other injuries and property damage
- **Lost time** – Drivers wasted more than 454,000 hours per year stuck in traffic on US 290/SH 71 in 2014*
- **Lack of reliable connectivity**
- **Unreliable route for transit and emergency vehicles**

*Texas A&M Transportation Institute, 2015



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TENTATIVE SCHEDULE



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



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YOU ARE SHAPING OAK HILL PARKWAY

Community input impacts project design

Your 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

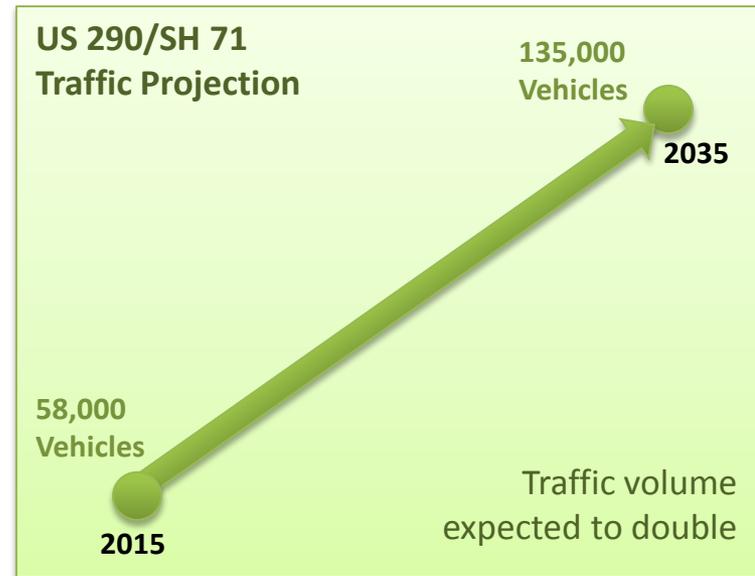
* Please see your handout packet for the full list



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TRAFFIC DEMAND

- Traffic at the US 290/SH 71 intersection will **more than double** by 2035*
- Without new highway lanes, by 2035, it would take you **30 minutes to go five miles** in this corridor, according to the CAMPO traffic model
- The current highway can't handle more vehicles. As traffic increases in the area, overflow traffic will find other routes, including the local neighborhood roadway network



*Source: RTG using CAMPO's travel demand model.



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PROPOSED ELEVATION REQUIRED FOR TRAFFIC NEED & FLOODPLAIN

- Current traffic volumes at US 290/SH 71 are **nearly three times** the capacity for an acceptable signal light intersection*
- Traffic volumes will **more than double** by 2035**
- There are two choices to handle the traffic volume: “build out” or “build up.” Building out requires additional right-of-way



The proposed US 290 bridge is needed to get the mainlanes above William Cannon and the 100-year floodplain.

A William Cannon bridge over US 290 would require more right of way and potentially impact more trees and businesses; therefore, it is not being proposed.

*Typically, 58,000 vehicles go through the “Y” every day. Based on the current number of lanes, the traffic volume should be about 48,000 vehicles a day without a signal light, and about 24,000 vehicles a day with a traffic signal for no congestion.

**Source: RTG using CAMPO’s travel demand model.