



Attachment E
Open House Display Boards



Oak Hill Parkway Open House

WELCOME!

October 22, 2013



Why Am I Here?

- To review improvement concepts
- To provide input on concept evaluation criteria
- To provide continued input on the project



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

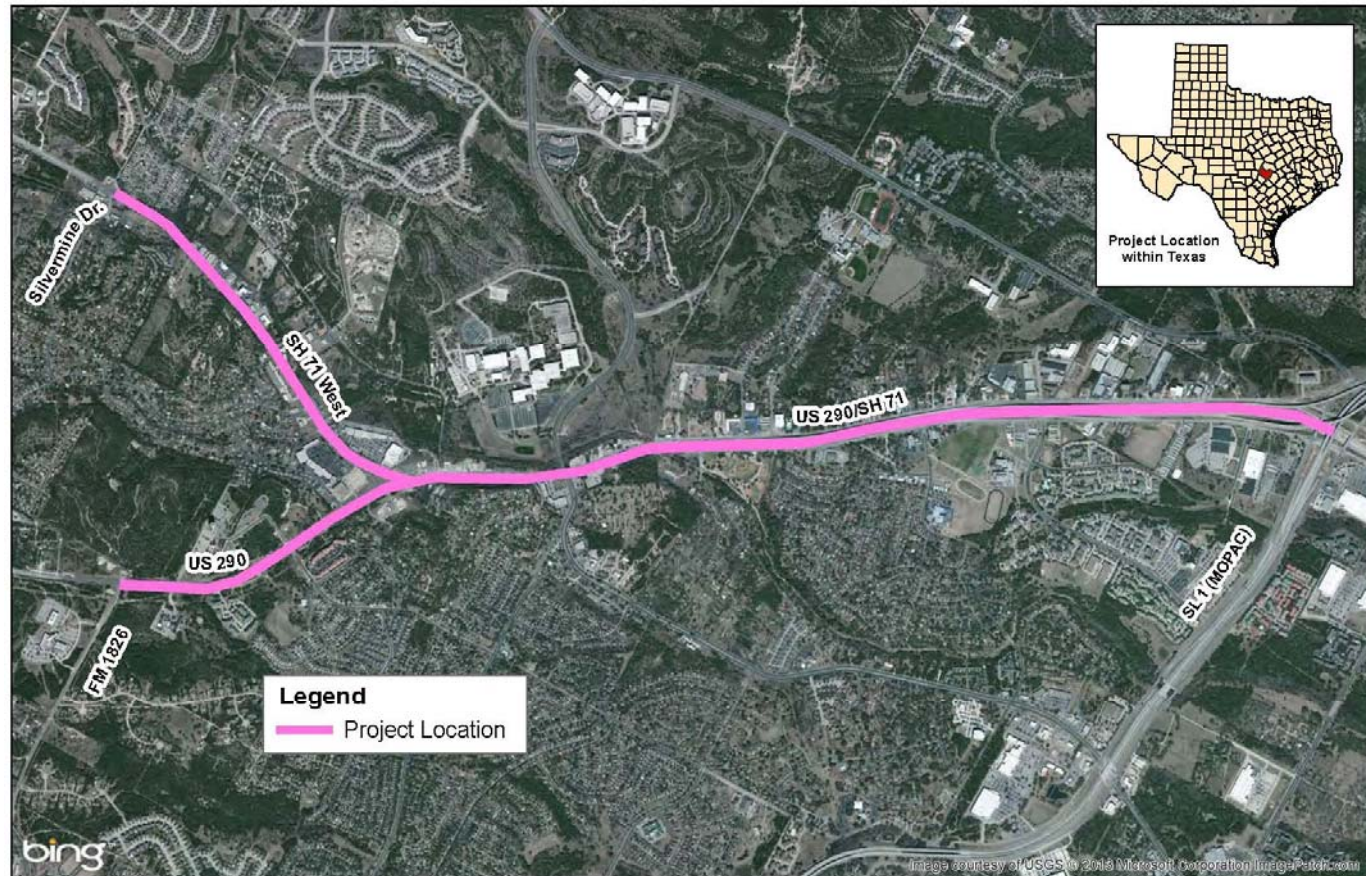
What are we trying to solve?

- 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



OAK HILL
PARKWAY

PROJECT LOCATION





New Concepts

Transportation System Management (TSM)

- Low cost strategies to enhance safety, reduce congestion and improve traffic flow:
 - Traffic signal synchronization
 - Incident management
 - Bus pullouts
 - Intersection improvements
- Would not increase capacity of US 290 or SH 71



New Concepts

Transportation Demand Management (TDM)

- Manage or decrease the demand for auto-related travel
- Alternatives to single-occupant vehicles (transit, carpool, vanpool, bicycle)
- Incentives/disincentives to change driving behaviors (congestion pricing, high occupancy vehicle lanes, alternative work environments)
- Would not increase the capacity of US 290 or SH 71



Evaluation Criteria

Phase 1

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

Phase 2

- Analyze the alternatives using the Purpose & Need and other performance measures



Phase 1 Evaluation Criteria

Purpose and Need Performance Criterion	Measure	Evaluation Parameters (Units)
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/No
	Reduces travel times (Signal improvements, improve LOS, improve intersection efficiency)	Yes/No
Increase multimodal travel options for people and goods	Provides opportunity for multimodal travel options (transit, bicycle and pedestrian accommodations)	Yes/No
Improve safety and emergency response	Reduce crashes (Reduction in conflict points, grade separation, driveway improvements)	Yes/No
	Serves as a reliable route for emergency response organizations (Signal improvements, control of access, adequate shoulder widths)	Yes/No



Phase 2 Evaluation Criteria

Performance Measures	Criterion	Evaluation Parameters	Evaluation Parameters (Units)
Mobility			
Improve mobility and operational efficiency	Reduces through-traffic travel time	Travel time along eastbound US 290 for project limits, AM Peak 2035	Minutes
		Travel time along westbound US 290 for project limits, PM Peak 2035	Minutes
	Improves local mobility on area major thoroughfares	Average speed on area major thoroughfares in study area, 2035, such as William Cannon, Southwest Pkwy, FM 1826, Convict Hill Rd., etc.	Miles/Hour
	Improves US 290 operational efficiency	Level of Service on US 290 mainlanes, 2035 AM Peak Hour	LOS
		Level of Service on US 290 mainlanes, 2035 PM Peak Hour	
	Improves SH 71 operational efficiency	Level of Service on SH 71, 2035 AM Peak Hour	LOS
		Level of Service on SH 71, 2035 PM Peak Hour	
	Reduce local traffic congestion	Estimated 2035 PM peak vehicle-hours of travel within study area (includes streets, ftg roads, and mainlanes)	Vehicle-Hours

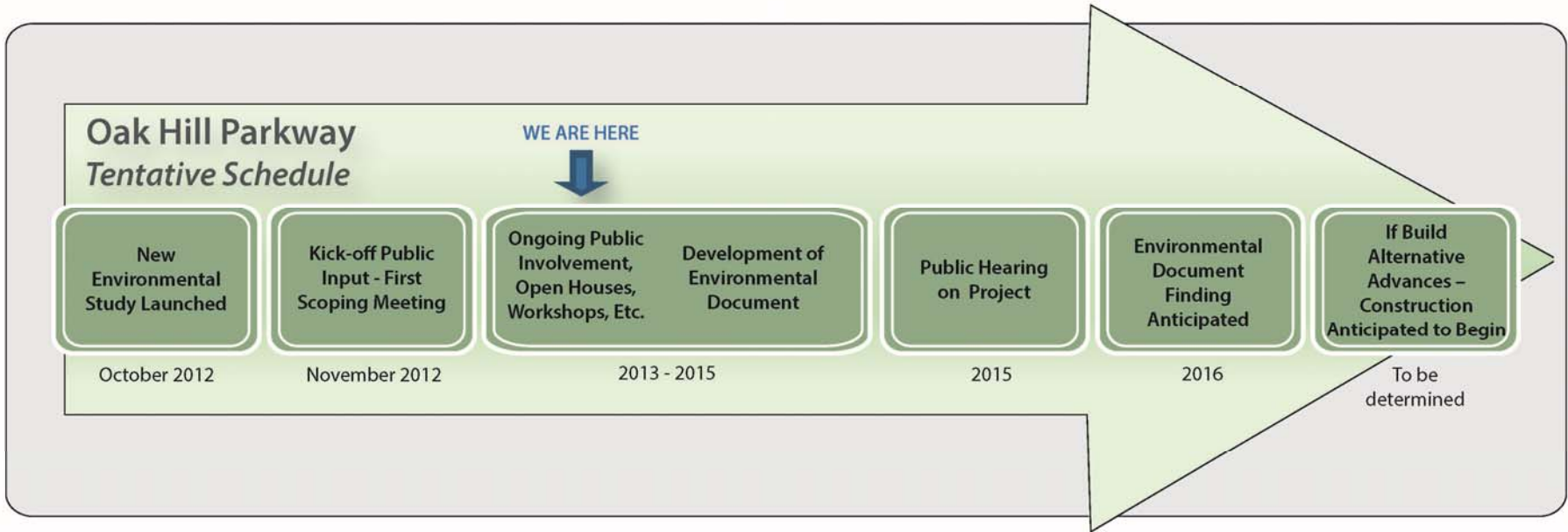


Phase 2 Evaluation Criteria

Performance Measures	Criterion	Evaluation Parameters	Evaluation Parameters (Units)
Mobility			
Increase multimodal travel options for people and goods	Provides opportunity for multimodal travel options	Adds sidewalk, bike/pedestrian elements as part of the project.	Yes/No
		Provides opportunity for high capacity transit and local bus service to utilize the corridor.	Yes/No
Improve safety and emergency response	Corrects geometric deficiencies within project limits	Adds shoulders, separates through traffic from local traffic making frequent turns onto collectors, and corrects sharp horizontal curves.	Yes/No
	Upgrades facility to current design standards	Proposed design meets FHWA standards for National Highway System (23 CRF 625.4) and TxDOT's Roadway Design Manual and Bridge Design Manual, including associated references.	Yes/No
	Serves as a reliable route for emergency response organizations	Adequate shoulder widths and ramps for emergency vehicle access	Yes/No



Schedule





What's Next?

- Continue to listen and engage the public
- Coordinate with agencies
- Host additional workgroups and stakeholder meetings
- Analyze concepts using evaluation criteria and other performance measures



How Can I Stay Informed and Involved

- Visit project website: www.oakhillparkway.com
- Call project team: (512) 996-9778
- Participate in meetings throughout the environmental study process
- Invite the project team to meet with your group