



OAK HILL
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Oak Hill Parkway Open House Meeting

WELCOME!



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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



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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
- Lack of connectivity
- Unreliable route for transit and emergency vehicles



Environmental Process

The environmental study will include:

- Extensive public and agency involvement throughout process
- Discussion of purpose and need for the project
- Alternatives analysis
 - Evaluate a range of reasonable mobility alternatives
 - 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



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Schedule





What's Next?

- Listen to Public Input
- Develop Screening Criteria
- Workgroup Meetings (Bike/ped, screening criteria, etc.)
- Detailed Analysis
- Refine Concepts
- Next Open House – Fall 2013



Green Mobility Challenge

- The Green Mobility Challenge is part of an effort to identify community values and incorporate them into project design.
- In July 2011, the Mobility Authority, in partnership with TxDOT hosted the Green Mobility Challenge, a sustainable design competition to identify better ways of constructing, operating and maintaining future transportation projects.
- Ideas from the Green Mobility Challenge will be considered in the Oak Hill Parkway study.
- Visit www.OakHillParkway.com to view competition winners.



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Green Mobility Challenge

Concepts

- Improve connectivity of local streets
- Accommodate a multi-modal pedestrian friendly Town Center
- Design gateway bridges and enhanced architectural features
- Use roundabouts at intersections
- Restore/enhance Williamson Creek
- Create multi-use trails along Oak Hill Parkway and Williamson Creek
- Develop green space / parkland
- Use innovative asphalt pavement
- Utilize biofiltration / bioretention
- Use LED / solar lighting



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No-Build Option

The no-build option would result in no additional improvements to the US 290 and SH 71 corridors other than the interim intersection improvements along US 290 at RM 1826, Convict Hill Road, SH 71, William Cannon and Joe Tanner. These improvements will provide some relief to congestion but are not considered a long-term fix for the area.



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2007 Alternative

This option is being shown to illustrate the previous work by TxDOT and the Oak Hill community. Mediation with TxDOT and four Oak Hill stakeholder groups was held in 2007 to evaluate and discuss alternatives that had been previously developed. The mediation process resulted in agreement on many attributes of the project; however, community consensus was not achieved.



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Concept A – US 290 Depressed Mainlanes

Public Comments:

- Depress the road below ground
- Separate the frontage roads from the mainlanes
- Grade separations at major intersections
- Bike/Pedestrian improvements should be part of the Oak Hill Parkway

Preliminary Concept Features:

- Much of US 290 would be below ground level from east of the “Y”
- Non-stop controlled access mainlanes with frontage road intersections
- Highest level at the “Y” interchange would be approximately 25 feet above ground
- A shared-use bike/pedestrian path would be included



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Concept B – US 290 mainlanes north of Williamson Creek – no Direct Connectors at the “Y”

Public Comments:

- Depress US 290 below ground west of the “Y”
- Low elevation at the “Y”; Grade separations at major intersections
- No flyovers
- Bike/Pedestrian improvements should be part of the Oak Hill Parkway

Preliminary Concept Features:

- Much of US 290 would be below ground level west of the “Y”
- Mainlanes of US 290 would go over SH 71 and would be approximately 25 feet above ground; non-stop controlled access mainlanes with frontage road intersections
- No direct connector ramps
- A shared-use bike/pedestrian path would be included



Concept C – US 290 mainlanes north of Williamson Creek – with Direct Connectors at the “Y”

Public Comments:

- Grade separations at major intersections
- Consider moving the roadway to the north side of Williamson Creek
- Keep mainlanes lower west of the “Y”
- Bike/Pedestrian improvements should be part of the Oak Hill Parkway

Preliminary Concept Features:

- Non-stop controlled access mainlanes with frontage road intersections; Even with direct connector ramps, the highest level at the “Y” is approximately 25 feet above ground
- US 290 mainlanes would cross north of Williamson Creek and go over William Cannon Drive
- Much of US 290 would be below ground level west of the “Y”
- A shared-use bike/pedestrian path would be included



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Concept D – US 290 Express Lanes with Frontage Roads

Public Comments:

- Separate through traffic from local traffic
- Limit access in Oak Hill
- Keep a low elevation at the “Y”
- No access in Oak Hill to the express lanes, other than for emergency or transit vehicles at RM 1826
- US 290 express lanes would go over SH 71 with the highest level - approximately 25 feet above ground

Preliminary Concept Features:

- US 290 Express mainlanes for traffic traveling through Oak Hill; separate frontage roads for local traffic
- A shared-use bike/pedestrian path would be included



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Concept E-1 – Minimum Improvements at US 290 and William Cannon and at SH 71

Public Comments:

- Concentrate on improving US 290 at William Cannon and the “Y”
- Consider other roads to go over US 290
- Bike/Pedestrian improvements should be part of the Oak Hill Parkway

Preliminary Concept Features:

- Improvements on US 290 are focused at William Cannon and the “Y”
- US 290 mainlanes would go under a new bridge for William Cannon Drive; access to shopping center could be reduced
- A shared-use bike/pedestrian path would be included



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Concept E-2 – Minimum Improvements at US 290 and William Cannon Drive

Public Comments:

- The main problem with US 290 is the light at William Cannon
- Consider other roads to go over US 290
- Bike/Pedestrian improvements should be part of the Oak Hill Parkway

Preliminary Concept Features:

- Improvements on US 290 are focused at William Cannon
- US 290 mainlanes would go under a new bridge for William Cannon Drive; access to shopping center could be reduced
- A shared-use bike/pedestrian path is included



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Option 1 – Extend west transition past Circle Drive

Public Comments:

- The US 290 terminus should extend west of Circle Drive
- Safety is a priority

Preliminary Concept Features:

- The US 290 mainlanes would connect with existing US 290 about a half-mile west of Circle Drive
- US 290 would go under a new Circle Drive bridge
- Extending the western transition past Circle Drive would work with any other build concepts



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Engaging the Community

- Envisioning Mobility Workshop – August 29, 2012
- Public Scoping Meeting/Open House – November 15, 2012
- Environmental Workgroup Meeting – January 31, 2013
- E-Newsletter – February 18, 2013
- Design Workgroup Meeting – February 19, 2013
- Bike & Pedestrian Workgroup Meeting – March 19, 2013
- E-Newsletter – May 2, 2013
- Design Concept Preview Meeting – May 16, 2013



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Virtual Open House

Do you know someone who couldn't attend tonight's Open House? It isn't too late to learn more about the project and provide feedback. Visit OakHillParkway.com to participate in a Virtual Open House. Project representatives will be available to answer additional questions on:

May 24: 11 am - 1 pm

May 28: 6 pm - 8 pm



Public Survey Results on Purpose & Need

November 15, 2013 Open House

Survey Question (Percent strongly agree and agree)

- A goal of any proposed improvements should be to reduce congestion and manage traffic better (96 percent)
- There is a need to relieve congestion on US 290 through Oak Hill (95 percent)
- There is a need to reduce travel delay within the US 290/71 Corridor (94 percent)
- Traffic congestion in the area is a serious problem (90 percent)
- A goal of any proposed improvement should be to protect and improve water quality (85 percent)
- There is a need to relieve congestion on SH 71 through Oak Hill (83 percent)
- A goal of any proposed improvement should be to reduce response times for emergency vehicles (80 percent)
- There is a need to improve access to public transit service in Oak Hill (75 percent)



Public Survey Results on Purpose & Need

November 15, 2013 Open House

Survey Question (Percent strongly agree and agree)

- There is a need to protect trees in Oak Hill (74 percent)
- There is a need to improve highway safety on US 290 through Oak Hill (73 percent)
- There is a need to improve highway safety on SH 71 through Oak Hill (69 percent)
- There is a need to improve pedestrian safety on US 290/71 through Oak Hill (67 percent)
- The focus should be on moving more people, not just more vehicles (66 percent)
- There is a need to improve bicycle safety on US 290 and SH 71 through Oak Hill (65 percent)
- A goal of any proposed improvements should be to create a non-stop express route through Oak Hill (55 percent)
- There is a need to increase economic development in Oak Hill (41 percent)