



Growth-Traffic Workshop Meeting Documentation Form

Tuesday, July 25, 2017 from 1-3 pm
Central Texas Regional Mobility Authority
3300 N. IH-35, Suite 300, Austin, TX 78705

The Texas Department of Transportation (TxDOT) and the Central Texas Regional Mobility Authority (Mobility Authority) held a Traffic-Growth Workshop on Tuesday, July 25, 2017, from 1-3 pm in the Lebermann Board Room at the Mobility Authority office located at 3300 North IH-35, Suite 300, Austin, Texas 78705. Attendees invited to participate in the workshop via e-mail included individual stakeholders representing the Oak Hill Association of Neighborhoods (OHAN), Save Barton Creek Association, Avira Neighborhood, Westcreek Neighborhood, and the Oak Hill Gazette. Additionally, individuals representing the following agencies: TxDOT, Mobility Authority, Capital Area Metropolitan Planning Organization (CAMPO), and the City of Austin; as well as members of the project team including: Rodriguez Transportation Group (RTG), Atkins, and Rifeline were also present. The PowerPoint, as presented by the project team to workshop participants, is available on the project website for public access: <http://www.oakhillparkway.com/environmental/public-input.php#traffic>.

Below is the summary of the main take-aways from the meeting:

- The National Environmental Protection Act (NEPA) process requires the Oak Hill Parkway project to use the approved regional model as a starting point for planning. The approved CAMPO model was used for the Oak Hill Parkway traffic modeling as part of the ongoing environmental study. The 2040 Plan (and associated model) is the most current plan approved by the CAMPO Policy Board for regional use. The Oak Hill Parkway project team is mandated by NEPA to use the most recently approved plan and model for the project's environmental study purposes.
- The CAMPO 2040 Plan Regional Traffic Model was designed to account for the following:
 - Six geographical zones that make up the CAMPO region
 - Future growth and needs that may arise
 - Future alternative transportation modes
 - Impedance factors related to toll roads
 - Feedback loops
- The traffic projection bar chart shown at the June, 14, 2017 OHAN meeting by a stakeholder did not use the standard formula for compound growth, and overestimated the projected growth rate for traffic.
- The traffic chart shown by the project team in the workshop is not representative of a trend line, but based on actual and approved traffic modeling data.
- As US 290 reached capacity around the year 2000, drivers chose alternative routes to avoid the US 290/SH 71 intersection, including: Bee Cave Road, Southwest Parkway, 45 SW, Slaughter Lane, Old Bee Cave Road, Barton Creek Boulevard, Circle Drive and William Cannon Drive. When the continuous flow intersection improvements were constructed and implemented on US 290 in Oak Hill, some of the drivers who had been opting for alternate routes began using US 290 in Oak Hill once again with an observed increase in capacity of about 19%; however, the alternative routes still reflected increased usage and growth in the area.
- The traffic projection rate proposed for the Oak Hill Parkway project (3.58% per year) is not out of line with the actual traffic growth rates experienced on some of the alternate routes like Southwest Parkway (6.2%), Circle Drive (8.6%) and Bee Cave Road (4.4%). There was some

OAK HILL PARKWAY Meeting Documentation
Growth-Traffic Workshop
July 25, 2016

discussion regarding actual numbers versus rate of growth, but significantly more traffic has been seen on alternative routes in the area.

- The Hays County growth numbers presented, even with consideration for future employment centers in Hays county, will continue to increase commuter traffic flow between Hays and Travis County.
- If the project footprint is minimized by the reduction of the mainlanes by one lane in each direction, the project would not have sufficient capacity to carry the traffic volumes projected in the CAMPO 2040 Plan regional traffic model.
- The purpose of the Oak Hill Parkway project is safety and mobility. Level of Service was not used as a parameter to gauge mobility; travel time was. Level of Service has not yet been determined, but will be included in the environmental study reports and will be available for public review when the Draft Environmental Impact Statement (DEIS) is released.
- The project team is working with Capital Metro to plan for transit in the corridor. As a result of that coordination to date, bus pullout locations have been identified and incorporated into the build alternative designs.
- The CAMPO 2040 Plan is a regional plan that considers growth, congestion and transportation needs throughout the region. There are projects identified in the plan that address corridors beyond the Y that experience bottlenecks, specifically improvements to South MoPac to help with congestion that begins near Ben White Boulevard were identified by stakeholders in the meeting.

The environmental impact statement is anticipated to be available late 2017 with a public hearing to follow shortly after. The preferred alternative, either Alternative A, Alternative C or the No Build Alternative, will be determined in the fall and included in the Draft Environmental Impact Statement. We anticipate a final environmental decision in mid-2018 from TxDOT Environmental Division on whether the project moves forward or not.