



Attachment F
Open House Handout Materials



October 22, 2013

Welcome to the Oak Hill Parkway open house. Your input is appreciated and will help identify long-term mobility improvements that could be made to US 290 and SH 71 West in Oak Hill.

Today's meeting presents an opportunity to discuss alternative concepts being developed based on public input, review the criteria that will be used to evaluate the concepts and gather additional public input on the project.

Staff members are available from the Central Texas Regional Mobility Authority, Texas Department of Transportation and other mobility partners to learn from you and answer your questions about the Oak Hill Parkway study.

We welcome your comments. Comments may be provided verbally or in writing. To submit verbal comments, please see the transcriber present at this meeting. A form is attached to this packet for use in submitting written comments. You may leave those comments with us, mail them to the address indicated on the form, or fax them to 512-832-7157. Also, you may submit comments through the website at www.OakHillParkway.com.

All comments must be received by **Friday, Nov. 1, 2013** to be included in the official record of this open house.

A virtual open house will also be active on the project website from Oct. 23-Nov. 1.



COMMENT FORM

**OAK HILL PARKWAY
PUBLIC OPEN HOUSE MEETING**
October 22, 2013
Covington Middle School Cafeteria
3700 Convict Hill Rd.
Austin, Texas 78749

US 290/SH 71 West
From MoPac (State Loop 1) to RM 1826

Name (please print): _____

Comment: _____

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. Comments received by website (www.oakhillparkway.com), mail or fax must be received by **Friday, November 1, 2013**.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on



US 290 / SH 71 West Transportation Concepts



- **No-Build Alternative**
 - Includes the continuous flow intersections being constructed by the City of Austin and TxDOT

- **Transportation System Management (TSM)**
 - Includes a collection of low-cost (non-capital-intensive) strategies to enhance safety, reduce congestion and improve traffic flow. Specific strategies include traffic signal synchronization, freeway operations improvements (changeable message signs and ramp metering), an incident management (clearing accidents and breakdowns quickly to allow traffic to move more smoothly). Other methods can include bus pullouts (to remove stopped buses from the traffic stream), intersection improvements (signal priority for transit vehicles), and queue jumper lanes (to get transit vehicles to the front of the line at intersections).
 - Would not increase the overall capacity of US 290 or SH 71, although it would address some access/egress and other minor safety and operational issues. TSM could be incorporated as an enhancement into any of the other build concepts.

- **Transportation Demand Management (TDM)**
 - Includes managing or decreasing the demand for auto-related travel by using a variety of measures to increase the operating efficiency of transportation facilities. This typically includes alternatives to single-occupant vehicles (transit, carpool, vanpool, bicycle), incentives/disincentives (congestion pricing, HOV lanes, travel time advantages for HOVs), alternative work environments (telecommuting and flex time), and parking management.
 - Includes improving the existing transportation system to include TDM strategies. This concept would not increase the overall capacity of US 290 or SH 71 though it would address some issues associated with access/egress and other minor safety and operational issues. TDM could be incorporated as an enhancement in any of the other build concepts.

- **2007 Alternative– Conventional highway with frontage roads and direct connectors at the Y from the mediation process**

- **Concept A – US 290 Depressed Mainlanes**
 - Conventional controlled-access highway with frontage roads
 - WB US 290 frontage road west of William Cannon on the north side of Williamson Creek
 - Depressed US 290 mainlanes under SH 71
 - Direct Connector ramps at the Y
 - Single-point flying-T Intersection for the frontage roads at the Y

- **Concept B – US 290 Mainlanes north of creek without direct connectors**
 - Conventional controlled-access highway with frontage roads
 - US 290 mainlanes west of William Cannon on the north side of Williamson Creek
 - US 290 frontage roads between William Cannon and the Y along existing US 290
 - The continuous flow intersection at William Cannon and US 290 would remain
 - No Direct Connector ramps at the Y
 - Single-point flying-T Intersection for the frontage roads at the Y

- **Concept C – US 290 Mainlanes north of creek with Direct Connector ramps**
 - Same as Concept B except Direct Connector ramps are added at the Y

- **Concept D – US 290 Express lanes with frontage roads**
 - Two lanes each direction constructed in the center of an ultimate controlled-access facility
 - The express lanes would extend from Mopac to the west end of the project with access limited to each end and possibly one other location for special use such as access for CapMetro’s new park-and-ride, ACC, and Seton Southwest Hospital in the vicinity of RM 1826/Convict Hill Rd.
 - Express lanes will be grade separated from the crossing streets
 - Single-point flying-T Intersection for the frontage roads at the Y

- **Concept E-1 – Minimum improvements**
 - Focus on providing US 290 grade separations at William Cannon Drive and improvements for SH 71. Will include studying William Cannon Drive over US 290

- **Concept E-2 – Minimum improvements**
 - Focus on providing US 290 grade separations at William Cannon Drive. Will include studying William Cannon Drive over US 290

- **Concept F – (NEW) Minimal frontage roads**
 - Developed from input from the public
 - Focuses on non-continuous frontage roads

- **Option 1 – Extend west transition past Circle Drive**
 - Can be included with Concepts A through D and Concept F

- **Option 2 – (NEW) Provide a westbound 290 exit ramp to RM 1826 that is braided with an entrance from SH 71**
 - Will provide better access for ACC
 - Can be included with Concepts A, B, C and F



Join us for a 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 Oak Hill Parkway environmental study.

Visit www.OakHillParkway.com to attend a Virtual Open House.

Participants will be able to learn more about the project, view mobility concepts and evaluation criteria, and provide feedback.

The Virtual Open House will be live from October 23rd – November 5th.

We hope to see you online!



Join us for a 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 Oak Hill Parkway environmental study.

Visit www.OakHillParkway.com to attend a Virtual Open House.

Participants will be able to learn more about the project, view mobility concepts and evaluation criteria, and provide feedback.

The Virtual Open House will be live from October 23rd – November 5th.

We hope to see you online!



COMMUNITY SURVEY

Your feedback is critical to the success of the Oak Hill Parkway Project. Please complete this short survey so we can learn what is important to you as mobility improvements in the area are considered.

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
- Crashes on US 290/ SH 71 West
- Lost time
- Lack of connectivity
- Unreliable route for transit and emergency vehicles

MOBILITY CONCEPTS

Please let us know how much you agree or disagree with the following statements (check one).

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Transportation System Management (TSM) strategies, such as traffic signal synchronization, changeable message signs and incident management, would meet the goals (purpose and need) of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transportation Demand Management (TDM) strategies, such as HOV lanes, telecommuting, and parking management, would meet the goals (purpose and need) of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The 2007 Alternative (conventional highway with frontage roads and Direct Connectors at the "Y" from 2007) would meet the goals (purpose and need) of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concept A (US 290 depressed mainlanes) would meet the goals (purpose and need) of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concept B (US 290 mainlanes north of Williamson Creek without Direct Connectors) would meet the goals (purpose and need) of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

PLEASE NOTE: If you would like for the feedback you provide on this form to be included as part of the official environmental document, you must fill out and submit a general comment form. Please ask a project team member for a form. General comment forms can also be completed online at www.OakHillParkway.com.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Concept C (US 290 mainlanes north of Williamson Creek with Direct Connectors) would meet the goals (purpose and need) of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concept D (US 290 Express Lanes with frontage roads) would meet the goals (purpose and need) of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concept E-1 (minimum improvements at William Cannon Drive and SH 71) would meet the goals (purpose and need) of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concept E-2 (minimum improvements at William Cannon Drive) would meet the goals (purpose and need) of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concept F (minimal frontage roads) would meet the goals (purpose and need) of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Option 1 (extend west transition past Circle Drive) would meet the goals (purpose and need) of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Option 2 (provide a westbound 290 exit ramp to RM 1826 that is braided with an entrance from SH 71) would meet the goals (purpose and need) of the project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

CONCEPT EVALUATION

The evaluation criteria are available for review at the comment table. Please let us know how much you agree or disagree with the following statements (check one).

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The process for evaluating the concepts is appropriate.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The evaluation criteria for this project are appropriate.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

PLEASE NOTE: If you would like for the feedback you provide on this form to be included as part of the official environmental document, you must fill out and submit a general comment form. Please ask a project team member for a form. General comment forms can also be completed online at www.OakHillParkway.com.

If you would like to receive future updates on the Oak Hill Parkway Project, please provide your information below:

Name _____

Mailing Address _____

Email Address _____

Phone Number _____

***PLEASE NOTE:** If you would like for the feedback you provide on this form to be included as part of the official environmental document, you must fill out and submit a general comment form. Please ask a project team member for a form. General comment forms can also be completed online at www.OakHillParkway.com.*