City of Austin Mobility Committee Update

November 14, 2024

MoPac South
ENVIRONMENTAL STUDY

MoPac South

- **Limits:** Cesar Chavez Street to Slaughter Lane
- **Length:** Approximately 8 miles
- **Project Status:** Environmental Study
- **Recent Activity:**
  - 2045 Traffic Update – March 2024
  - Technical Work Group Meetings – May-June 2024
- **Current Activity:**
  - Open House November 12- December 29, 2024
  - Presenting the Recommended Build Alternative for public comment

Open House & Official Comment Submittal

- **Online: www.voh.mopacsouth.com**
  - The virtual open house will remain open through Sun., Dec. 29, 2024 (48 calendar days).
- **In-Person**
  - November 12, 2024, 5 p.m. at Austin High School
  - ~100 attendees
  - 23 comments received in-person

- **Official comments can be submitted:**
  - Online: voh.mopacsouth.com
  - By Email: mopacsouth@ctrma.org
  - By Mail: Central Texas Regional Mobility Authority
    c/o: MoPac South
    3300 N. IH-35, Suite 300, Austin, TX 78705

To be included in the official record for the open house, comments on the Recommended Build Alternative and environmental study elements must be received by Sunday, December 29, 2024.

Not Currently Included In The Study

- **Bee Caves Intersection**
  - Organized interagency meeting in June 2024
  - TxDOT offered to take the lead
- **Park and Ride**
  - Current Park and Rides
    - Pinnacle Park and Ride serves Cap Metro Route 171 on MoPac South corridor
    - Westgate Transit Center – no current routes on MoPac
  - Wildflower Center Park and Ride conversations ceased in 2021
- **SH 45 Connection Between IH 35 and FM 1626**
- **Elevated Bike/Pedestrian Crossing at Barton Springs**
- **Continuous 12-foot Shared Use Paths**
- **Design, Construction, and Funding**

The Mobility Authority and Project Team welcome input, partnerships and betterments

Open House 6 Content

- Present Recommended Build Alternative for Public Comment
- Continuation of public engagement and input to shape the study
- Evaluation for the build alternatives
- Evaluation for the operation configurations
- Environmental technical studies

Public Input is Shaping the Project

Community input has been a valuable part of the development process for MoPac South, with adjustments made based on public input, including:

- Added new direct connection at US 290
- Added new bypass lanes from Barton Skyway to Loop 360
- Added south to north Texas Turnaround at Barton Skyway
- Lengthen turn lane leading to Texas Turnaround at Loop 360
- Reconfigured Bee Cave Road/RM 2244 southbound exit ramp
- Ramp improvements at William Cannon Drive
- Added third southbound and northbound general-purpose lane near William Cannon Drive
- Additional ADA bike/ped crossings
- Widened Shared Use Path
- Additional bike/ped access on each side of the corridor
- Relocated the Barton Springs Road Shared Use Path crossing to improve safety

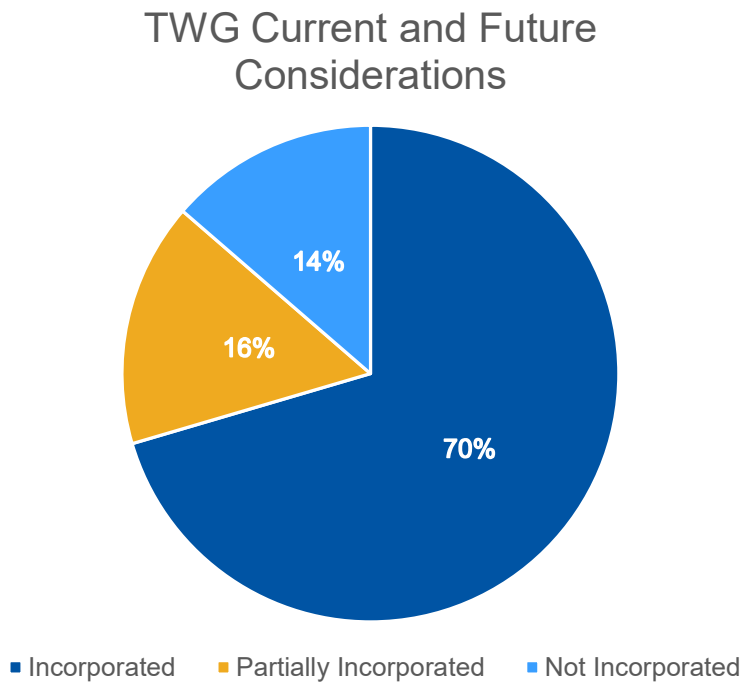
Shared values:

- Protecting human and natural resources
- No increased elevations over Lady Bird Lake
- No direct connector ramps near Austin High School
- Maximize pedestrian/cyclist routes

Technical Work Group Meetings

- **Topic Meetings**
  - Air Quality
  - Bike/Ped
  - Safety/Operations
  - Water Quality/Quantity
  - Cultural & Historic Resources
  - Utilities
  - Parkland

- **44 considerations introduced**
  - 37 current phase
  - 7 for future phase



Traffic Forecast Requirements

Why do we need a traffic forecast?

- National Environmental Policy Act (NEPA) requires that every Environmental Assessment (EA) includes a traffic study performed per Federal Standards based on the Regional Transportation Model adopted by the Metropolitan Planning Organization, the Capital Area Metropolitan Planning Organization (CAMPO) for Central Texas
- One factor used in the assessment of no-build and build alternatives
- Foundation for air quality, noise and environmental justice analysis for technical reports

What is a traffic forecast?

- CAMPO develops and updates the Regional Transportation Plan, population/employment demographics, and Travel Demand Model every 5 years
- The project team refines CAMPO's macro-level Transportation Demand Model so that it more accurately forecasts micro-level conditions on the MoPac South corridor
- The forecast provides a modeled scenario that represents our best available estimates of traffic, travel times, and project impacts
- No model is 100% accurate, it is a well-informed scenario that serves as one data source for comparing project alternatives/configurations and making decisions

Who reviews the methodology?

- The MoPac South traffic forecast methodology is reviewed by TxDOT Austin District and TxDOT Division of Transportation Planning and Programming teams
- The MoPac South Project Corridor Traffic Forecast Report from Enfield Road to La Crosse Avenue received concurrence.

Traffic Evaluation

- Required to use current CAMPO Regional Transportation Plan as foundation of project work
- CAMPO 2045 data reflects the best collective understanding of our region's growth
- Differences between the 2035 and 2045 models result in variations between the MoPac South 2035 and 2045 traffic evaluations
- The 2045 traffic evaluation yields similar indications as the previously presented 2035 evaluation

Build Alternatives Evaluation: Individual Vehicle Benefits

Time Savings

	General-Purpose Lanes			Alternative Lanes		
	7 – 9 A.M. Northbound Peak Period	4 – 6:30 P.M. Southbound Peak Period	Yearly savings w/ 5-day work week*	7 – 9 A.M. Northbound Peak Period	4 – 6:30 A.M. Southbound Peak Period	Yearly savings w/ 5-day work week*
No Build	N/A	N/A	N/A	N/A	N/A	N/A
Express Lanes	4 min	5 min	39 hrs	12 min	14 min	113 hrs
HOV	2 min	3 min	22 hrs	12 min	15 min	117 hrs
Transit Only	0 min	0 min	0 hrs	12 min	14 min	113 hrs

*Based on 260 working days per year.

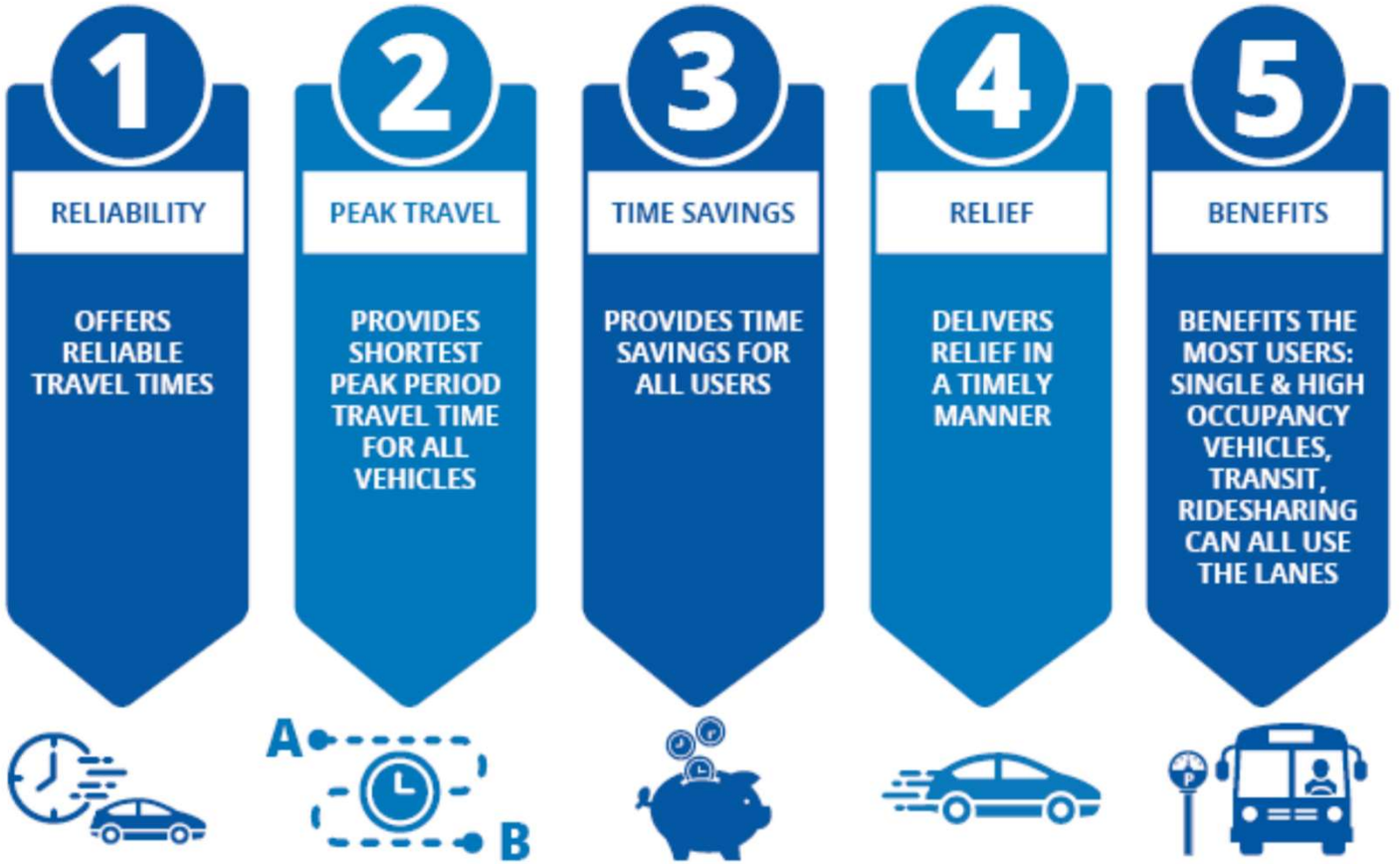
Key Takeaways:

- Alternative lane users could save over 100 hours of time each year with any of the build alternatives.
- Express Lanes provide the greatest savings to general-purpose lane users.

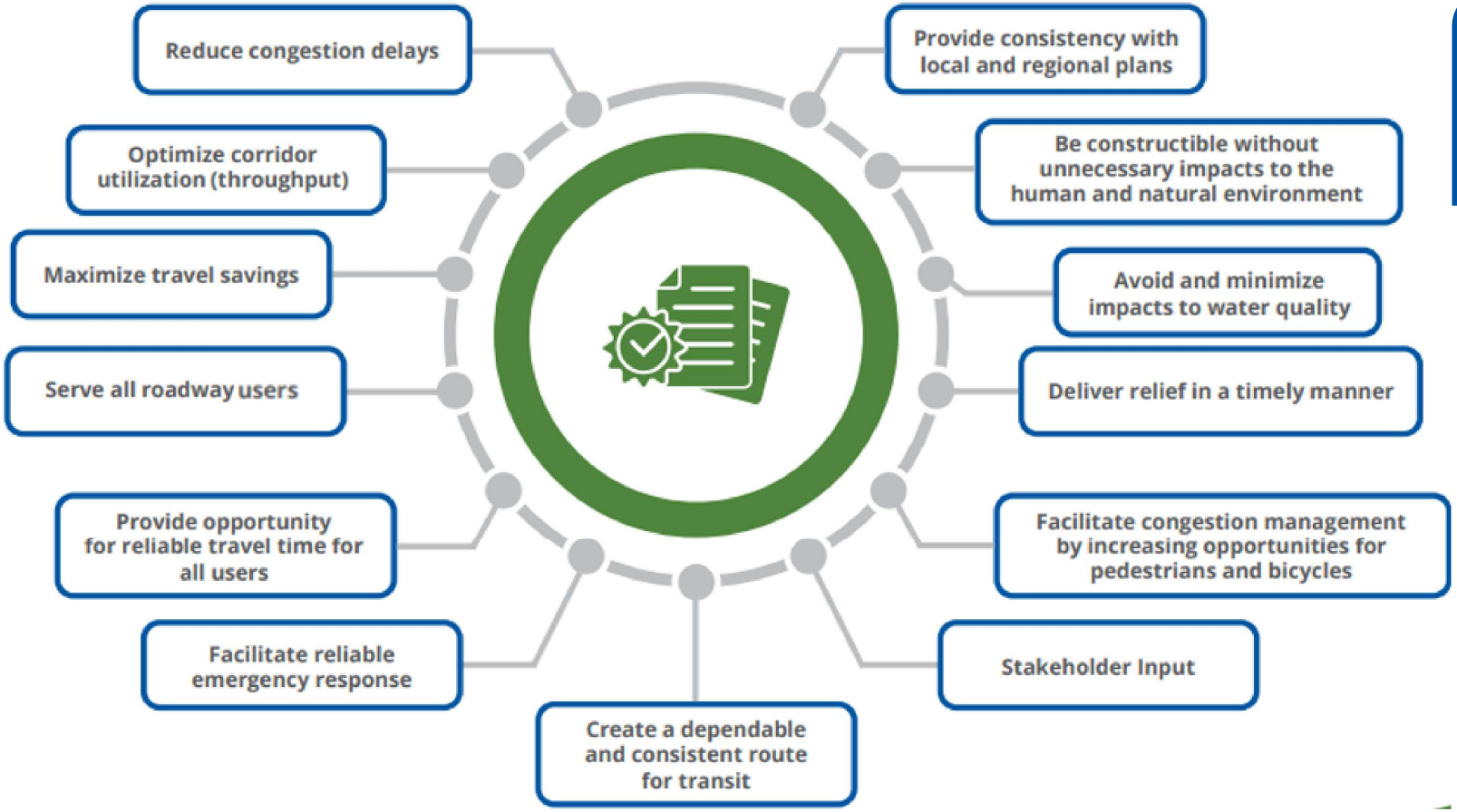
MoPac South

Reasonable Build Alternative

Why Express Lane(s):



Evaluation Criteria



Key Takeaways:

- Travel times and time savings are only 1 of many considerations in project alternative evaluations.

*Criteria was developed collaboratively with stakeholders and using input gathered from Open Houses #1 and #2.

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Environmental Evaluations

Air Quality

Biological Resources

Karst Zones

4(f) Considerations

Cultural Resources

Land Use & Parkland

Hazardous Materials

Traffic Noise

Water Resources

Environmental Justice

Indirect and Cumulative Impacts

Social and Community Impacts

Operational Configuration Options Evaluation: Individual Vehicle Benefits

Time Savings

	General-Purpose Lanes			Express Lanes		
	7 – 9 A.M. Northbound Peak Period	4:30 – 6 P.M. Southbound Peak Period	Yearly savings w/ 5-day work week	7 – 9 A.M. Northbound Peak Period	4:30 – 6 P.M. Southbound Peak Period	Yearly savings w/ 5-day work week
No Build	N/A	N/A	N/A	N/A	N/A	N/A
1A	3 min	4 min	30 hrs	12 min	14 min	113 hrs
1B	3 min	4 min	30 hrs	12 min	14 min	113 hrs
2A	4 min	6 min	43 hrs	12 min	14 min	113 hrs
2B	4 min	5 min	39 hrs	12 min	14 min	113 hrs
2C	4 min	5 min	39 hrs	12 min	14 min	113 hrs
3	4 min	7 min	48 hrs	11 min	13 min	104 hrs

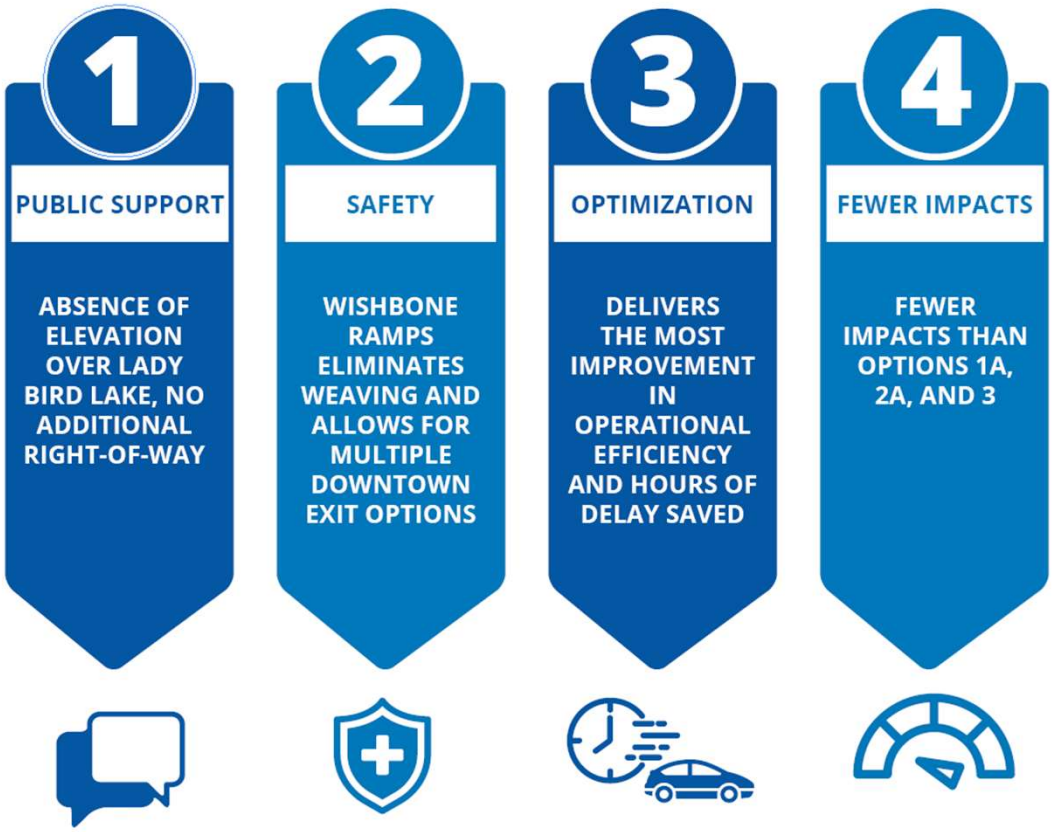
*Based on 260 working days per year.

Key Takeaways:

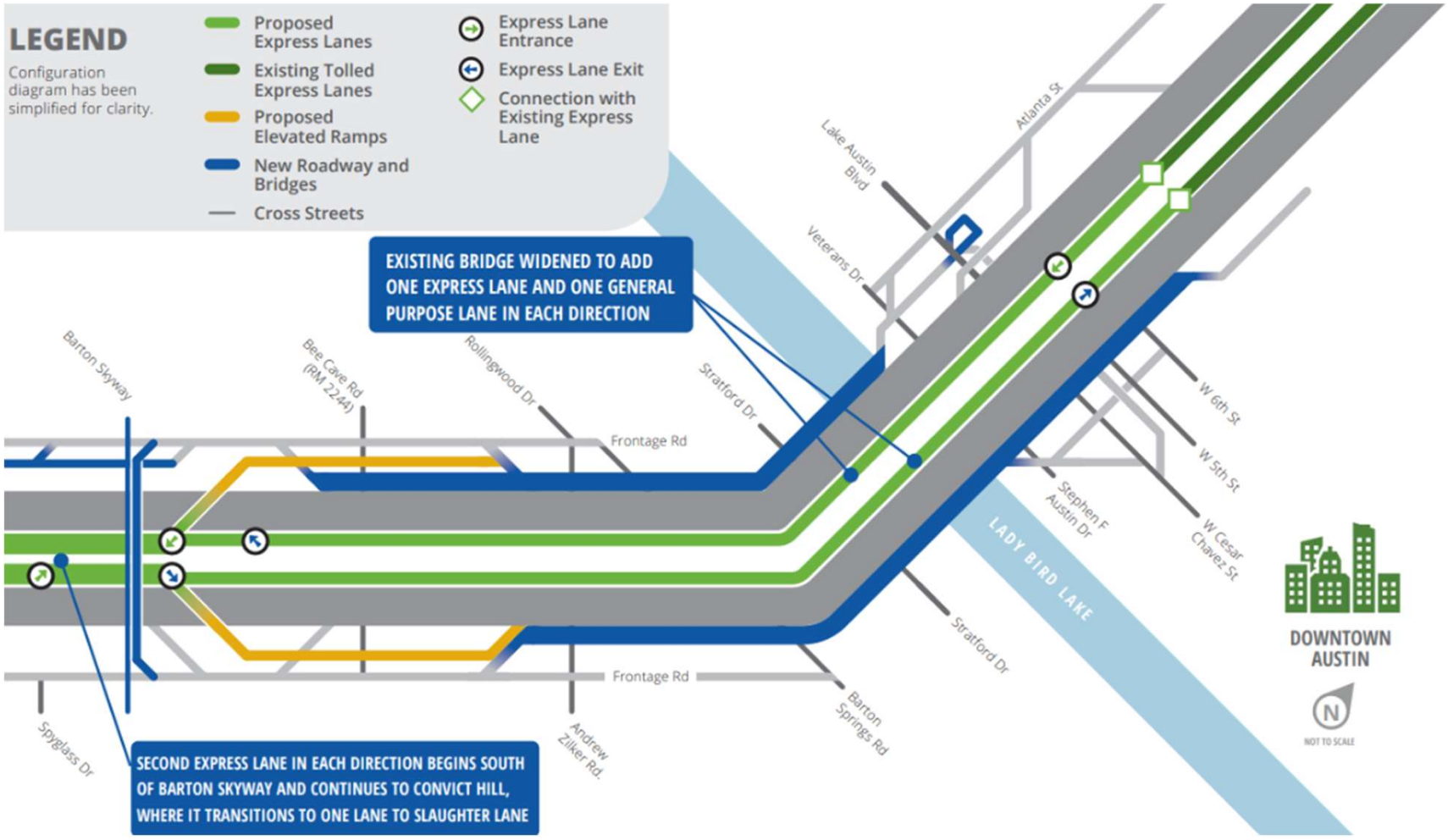
- General-purpose users benefit with any of the operational configuration options
- Express lane users could save over 100 hours of time each year with any of the build alternatives and improve reliability.

Recommended Build Alternative

Why 2C: Two Express Lanes with Elevated Ramps near Barton Skyway



Access To/From Downtown via Dedicated Ramps over the Mainlanes



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Non-Tolled Improvements

- Sixth Street and Cesar Chavez Street entrance ramps to southbound MoPac
- Widens existing bridge over Lady Bird Lake to five non-tolled general-purpose lanes in both directions
- South-to-north non-signalized U-turn at Barton Skyway
- Southbound non-tolled bypass lanes for Bee Cave Road and Barton Skyway entrance to southbound MoPac to bypass signals
- Repaved general-purpose lanes throughout corridor
- Shift the southbound Bee Cave Road exit ramp further north to allow for safer weaving for westbound Bee Cave Road traffic
- Ramp reversal north of Loop 360 northbound frontage road to reduce congestion at northbound Loop 360 intersection
- Ramp operational improvements on the northbound frontage road north of William Cannon
- Increased pedestrian and cyclist opportunities

Bike and Pedestrian System Improvements

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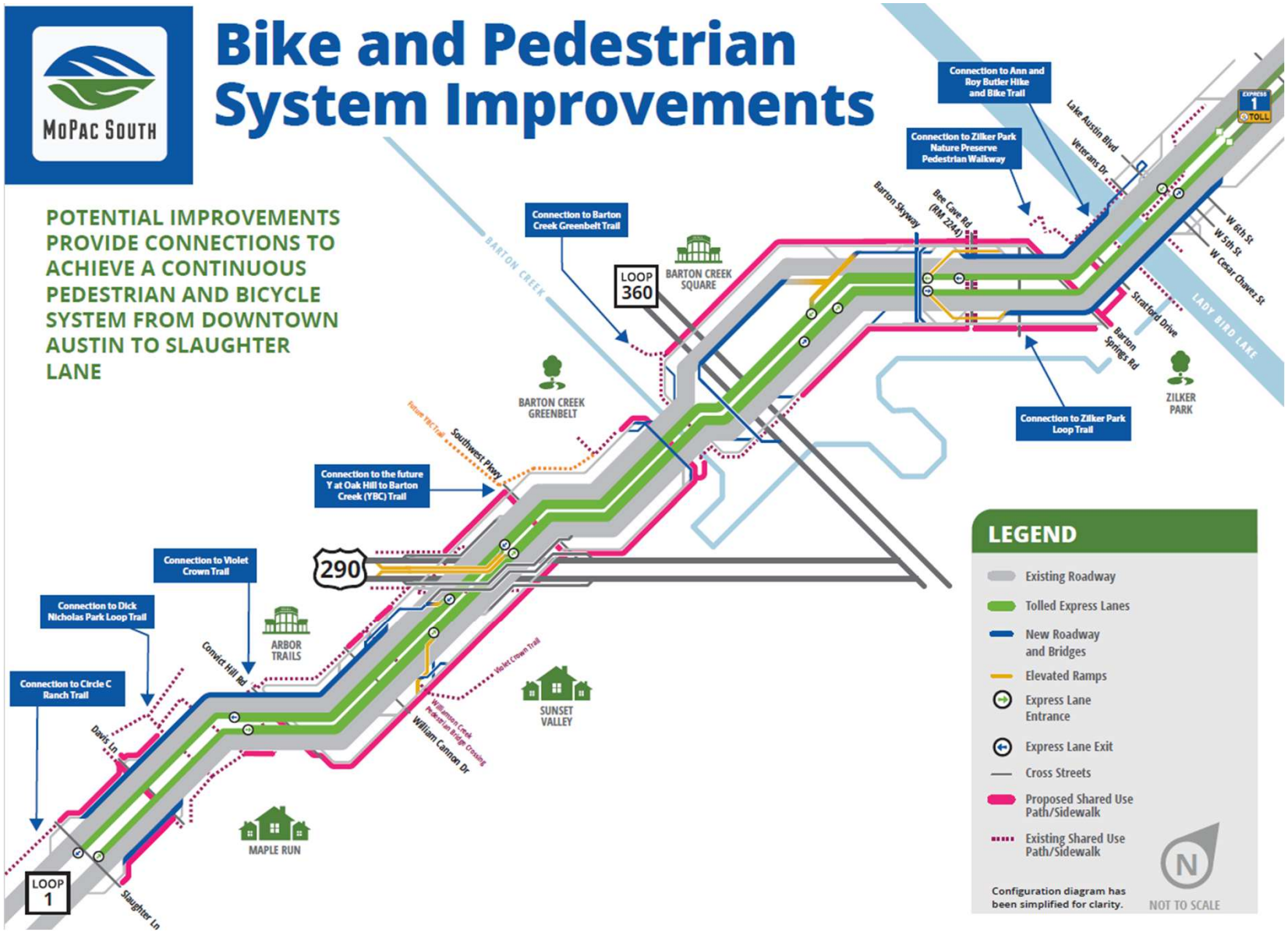
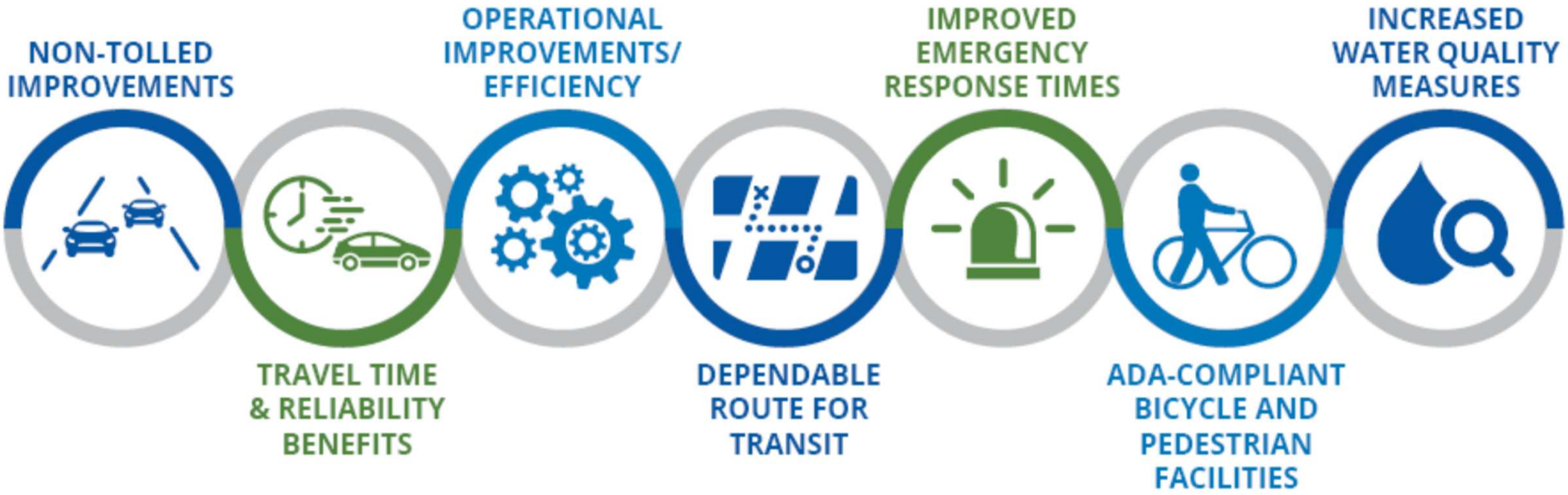
POTENTIAL IMPROVEMENTS PROVIDE CONNECTIONS TO ACHIEVE A CONTINUOUS PEDESTRIAN AND BICYCLE SYSTEM FROM DOWNTOWN AUSTIN TO SLAUGHTER LANE



Project Benefits



MoPac South Project Next Steps

- Virtual Open House #6 in progress
- Post Open House #6 documentation and responses to comments
- Publish draft Environmental Assessment (EA)
- Public Hearing
- Submit Final EA

Thank You

Visit www.voh.mopacsouth.com to explore exhibits in detail and provide feedback by Sun., Dec. 29, 2024.

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