



MoPac South



CENTRAL TEXAS REGIONAL  
MOBILITY AUTHORITY

# Thank you for joining us for this virtual experience

The MoPac South Environmental Study Open House is being held virtually in lieu of a traditional, in-person public meeting due to COVID-19. **Follow this guide to engage with us online via the Virtual Open House.**

#1



**Experience the Virtual Open House at  
[voh.MopacSouth.com](http://voh.MopacSouth.com)**

#2



**View and/or download the project materials**

#3



**Share your input:**

The Mobility Authority would like your input on:

- Project goals and objectives
- Mobility, connectivity, and safety concerns on south MoPac from Cesar Chavez Street to Slaughter Lane
- Express lane(s) operational configuration options
- Environmental constraints
- Anything else you'd like to share

#4



**How to Comment:**

- **Online:** [voh.MoPacSouth.com](http://voh.MoPacSouth.com)
- **E-Mail:** [MoPacSouth@ctrma.org](mailto:MoPacSouth@ctrma.org)
- **Mail:**  
Central Texas Regional Mobility Authority  
c/o MoPac South Environmental Study  
3300 N. I-H 35, Suite 625  
Austin, TX 78705

***Please submit or postmark comments by Jan. 7, 2022***

*If you have any questions or need special accommodations,  
please contact us at (512) 342-3299.*



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## Public Input

Providing the public with opportunities to share feedback is a critical element of the environmental study process, and part of the Mobility Authority mission. This input, combined with technical analysis, allows the project team to identify the best option for meeting the project's Purpose and Need. The list below shows how community input has helped to shape the design of the Express Lane(s) Alternative to date.

- Potential to add new direct connection at US 290
- Added new bypass lane from Barton Skyway to Loop 360
- Added south to north Texas Turnaround at Barton Skyway
- Lengthened Texas Turnaround at Loop 360 to increase capacity
- Reconfigured RM 2244 southbound exit ramp
- Ramp improvements at William Cannon Drive
- Added third southbound general-purpose lane south of William Cannon Drive



## We know the public values:

- Downtown connectivity options
- No increased elevations over Lady Bird Lake
- No direct connector ramps near Austin High School
- Improved mobility for all transportation modes

Each Express lane(s) option will be analyzed against a set of criteria developed based on public input and the CAMPO 2045 Travel Demand Model. These operational performance scores, combined with public input, will determine the Recommend Preferred Alternative.

*To view previous comments submitted at past public engagement events, visit [www.MoPacSouth.com](http://www.MoPacSouth.com)*



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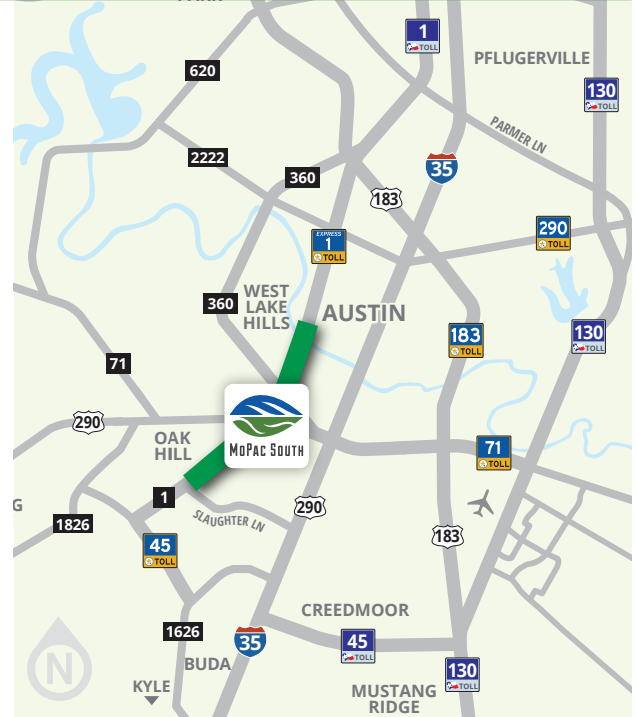
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## MOPAC SOUTH ENVIRONMENTAL STUDY

### WHAT PROBLEM ARE WE TRYING TO SOLVE?

The MoPac Expressway south of Cesar Chavez Street is a vital artery in Austin for commuters, neighbors, and visitors. This corridor provides a critical link to downtown Austin and other major highways such as US 290 and Loop 360. Consistently ranked among the top 20 most congested roadways in Texas,\* it attracts up to 179,000 cars and trucks per day.\*\* Over time, expanding population, as well as residential, retail and commercial development in the corridor, has led to increased traffic congestion. This negatively impacts mobility and quality of life for the traveling public and adjacent neighborhoods.

If we do nothing to address congestion, drivers could **spend an additional 35 minutes** traveling the corridor by 2035.



### PROJECT PURPOSE: WHAT ARE WE TRYING TO DO?

- Provide reliable travel times
- Create a dependable route for transit
- Facilitate reliable emergency response



### PROJECT NEED: WHAT PROBLEMS ARE WE TRYING TO ADDRESS?

- Current and forecasted population, traffic, and employment growth are increasing congestion and travel delays
- Emergency response times are impacted by traffic congestion



### OUR PROPOSED SOLUTION

The Mobility Authority and partners launched an environmental study in 2013 to analyze the corridor and determine the best approach to managing congestion. The study identified a full range of alternatives, including Express Lane(s), High Occupancy Vehicles Lanes (HOV), Transit Only Lanes, additional General-Purpose Lanes, and Transportation Demand Management Alternatives. Thorough evaluation determined that the Express Lane(s) Alternative was the *Recommended Build Alternative* because it best met the **purpose** and **need** of the study, offering the following benefits:

- Reliable travel times
- Shortest peak period travel times
- More travel time savings than other Alternatives
- Avoids unnecessary environmental impacts
- Creates opportunities for transit and ridesharing; bicycle and pedestrian facilities

\*Texas A&M Transportation Institute, 2020, Texas' Most Congested Roadways

\*\*Based on CAMPO 2035 Travel Demand Model



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## PROJECT GOALS AND OBJECTIVES

- Facilitate congestion management
- Provide consistency with local and regional plans
- Reduce congestion and provide travel time savings and trip reliability for all roadway users
- Be constructible without unnecessary impacts to the natural and human environment
- Avoid and minimize impacts to water quality
- Increase opportunities for transit, ridesharing, pedestrians and bicyclists



## THE PROCESS

The project team will resume efforts to determine the best express lane(s) operational configuration options. Public engagement events will occur and we anticipate presenting the Recommended Preferred Alternative in 2023.

The **No Build** (“Do Nothing”) Alternative will be carried forward along with the **Express Lane(s) Alternative**.



## PUBLIC ENGAGEMENT

### Open House #1: November 2013

Six Alternatives presented for further evaluation

### Open House #2: April 2014

Six Alternatives presented for further evaluation

### Open House #3: February 2015

Six Alternatives presented with results of evaluation matrix and *Express Lane(s) Alternative* recommended for further evaluation

### Open House #4: November 2015

Six different express lane(s) operational configuration options presented for public evaluation and comment

### Open House #5: 2021

Express lane(s) operational configuration options presented for additional input



## NEXT STEPS

- **Open House #6:** 2022
- **Public Hearing:** 2024



## EXPRESS LANE(S) ALTERNATIVE BENEFITS

- Tolled and non-tolled improvements
- Auxiliary pavement to improve operational efficiency of general-purpose lanes at entrance and exit ramps and interchanges
- Repaved general-purpose lanes
- Added collector distributor lanes, Texas U-Turns, widened bridges
- Travel time savings
- Operational efficiency improvements
- Dependable transit route
- Improved emergency response times



**Stay Informed and Get Involved!**

**Share your input at [MoPacSouth.com](https://www.MoPacSouth.com)**

**Questions? Contact us at (512) 342-3299  
or submit an email at [MoPacSouth.com/contact/](https://www.MoPacSouth.com/contact/)**