



MoPac South
ENVIRONMENTAL STUDY

HELP SHAPE MOBILITY IMPROVEMENTS ALONG MOPAC

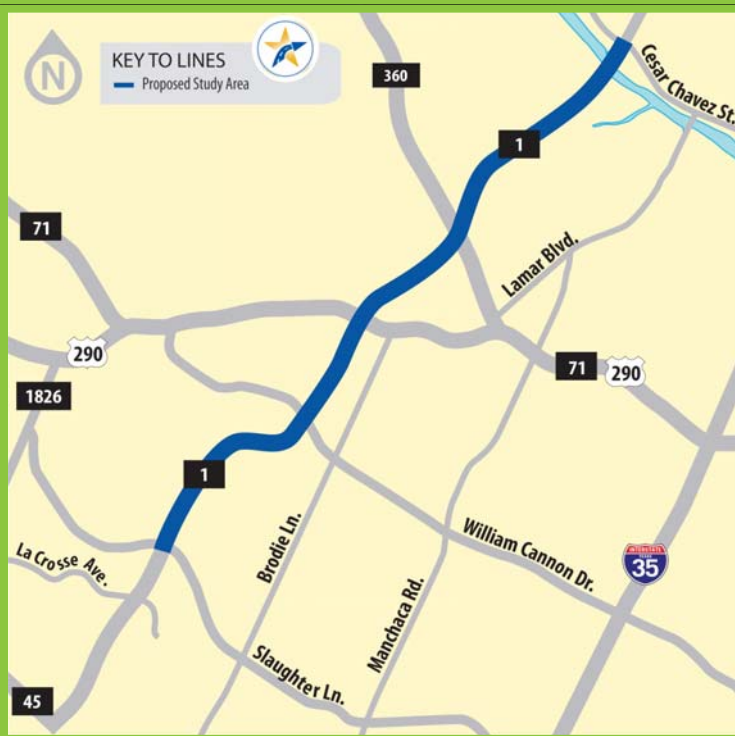
THE PROBLEM

MoPac Expressway south of Lady Bird Lake is a vital artery for Austin commuters and neighbors, as well as visitors to our region. Constructed between 1973 and 2013 as a four to six lane divided highway, it attracts up to 150,000 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, negatively impacting mobility and quality of life for the traveling public and adjacent neighborhoods.

IDENTIFYING A SUSTAINABLE SOLUTION

The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are working with the City of Austin, Capital Metro and other local partners to improve approximately eight miles of the MoPac Expressway from Cesar Chavez Street to Slaughter Lane.

MOPAC SOUTH PROJECT STUDY AREA



April 2014

PRELIMINARY ALTERNATIVES

The study team is evaluating several alternatives based on the Purpose and Need for improvements on MoPac South. The preliminary alternatives include:

General Purpose Lane(s)

- Standard traffic lanes available for use by all types of vehicles

High Occupancy Vehicle (HOV) Lane(s)

- Traffic lanes reserved (during peak travel times or longer) for vehicles with a driver and one or more passengers, including carpools, transit buses, and vanpools

Transit Only Lane(s)

- Traffic lanes reserved (during peak travel times or longer) for transit vehicles only, such as transit buses and vanpools

Express Lane(s)

- Traffic lanes that utilize variable tolls to manage the amount of traffic in the lanes (tolls increase when traffic is heavy and decrease when traffic is light) and provide a reliable travel time
- Transit and emergency vehicles travel toll-free

Transportation System Management (TSM)/ Transportation Demand Management (TDM)

- Do not increase capacity
- Low cost TSM strategies enhance safety, manage congestion, and improve traffic flow. Examples include: ramp metering, traffic signal synchronization, incident management, bus pullouts, intersection improvements
- TDM strategies manage or decrease demand for auto-related travel and/or alternatives to single-occupant vehicles (transit, carpool, vanpool, bicycle). Examples include incentives/disincentives, such as: congestion pricing, alternative work environments and telecommuting

No Build

- Proposed improvements to MoPac South would not be constructed; assumes all other projects in the CAMPO Plan would be constructed

PURPOSE OF AND NEED FOR IMPROVEMENTS TO MOPAC

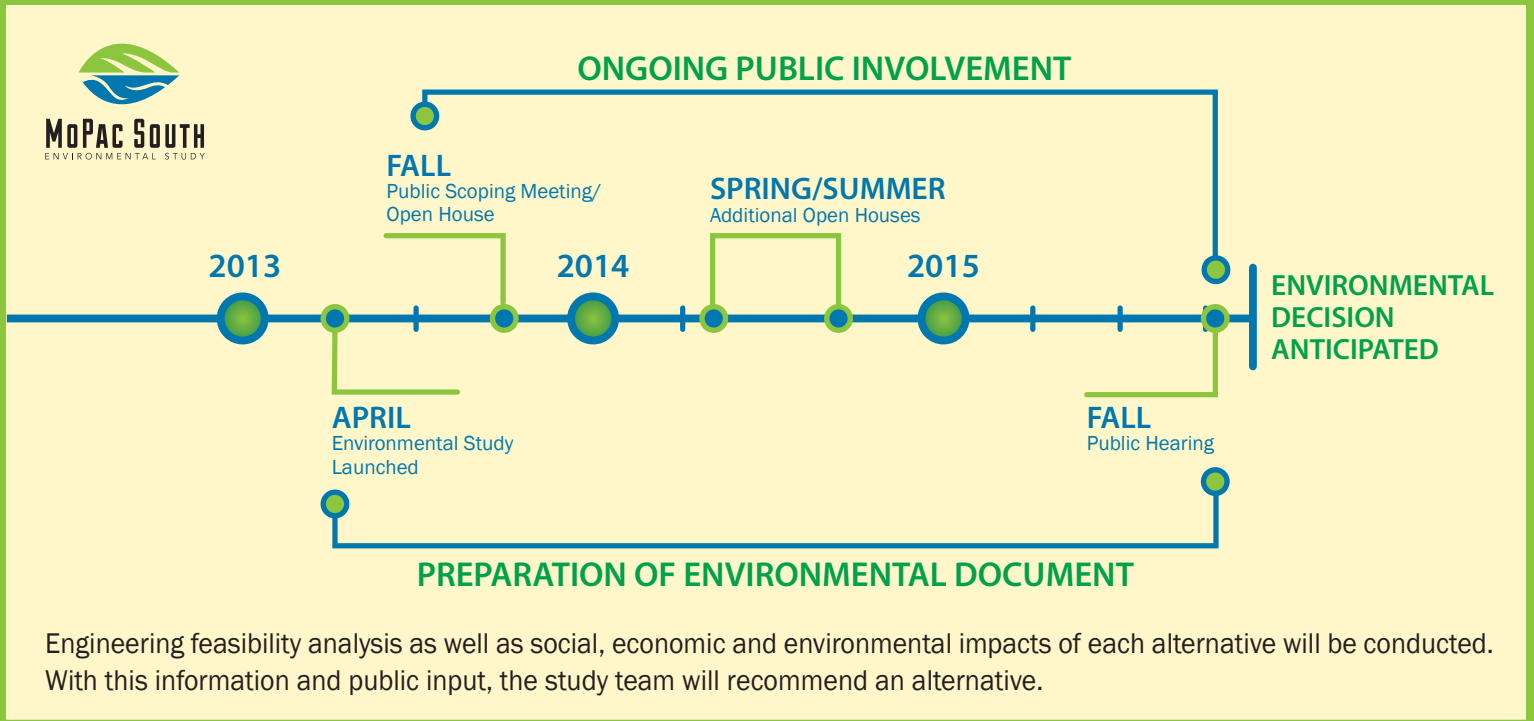
What are we trying to do?

- Provide reliable travel times
- Improve operational efficiency
- Create a dependable and consistent route for transit
- Facilitate reliable emergency response

What problem are we trying to address?

- Current congestion levels are creating unreliable travel times
- Forecasted population, traffic, and employment growth will result in increased congestion and delay
- Existing facilities do not meet current traffic demand

ANTICIPATED TIMELINE



Engineering feasibility analysis as well as social, economic and environmental impacts of each alternative will be conducted. With this information and public input, the study team will recommend an alternative.

ENVIRONMENTAL CONSIDERATIONS

The study will assess the potential impacts of proposed transportation improvements on the environment. The following resources will be studied: threatened and endangered species and other wildlife, water quality, trees and other vegetation, cultural resources, traffic noise, air quality, socio-economic resources, geology and soils, visual and aesthetic resources, parkland and other recreational facilities.

HOW TO GET AND STAY INVOLVED

We welcome your feedback and questions about the MoPac South Environmental Study. To learn more or to request a presentation for your group contact Melissa Hurst, Community Outreach Manager, Central Texas Regional Mobility Authority at mhurst@ctrma.org or by phone at (512) 996-9778.

Please visit the Website at: www.MoPacSouth.com for information and to sign up for updates.

IS THIS PROJECT RELATED TO THE MOPAC INTERSECTIONS ENVIRONMENTAL STUDY?

At the same time the MoPac South Environmental Study is underway, a separate study is being conducted to assess possible improvements at the intersections of MoPac Expressway with Slaughter Lane and La Crosse Avenue. For more information about this study, contact Melissa Hurst at mhurst@ctrma.org or (512) 996-9778.



CENTRAL TEXAS
Regional Mobility Authority

