



CITY OF AUSTIN
austin
MOTION
2016 MOBILITY BOND

WELCOME

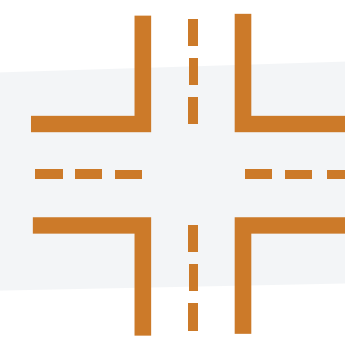
LOOP 360 PROGRAM

STAY IN THE LOOP  **360**

HISTORY OF LOOP 360 IMPROVEMENTS



Loop 360 construction was started in March 1962 and completed in December 1982 with the opening of the Pennybacker Bridge.

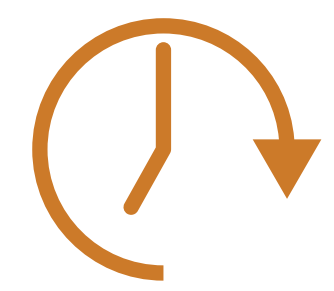


The current Loop 360 program takes into account the recommendations from the feasibility study by upgrading multiple intersections along the corridor, improving mobility and safety.



In 2016, TxDOT completed the Loop 360 feasibility study which identified and evaluated potential short- and long-term transportation solutions for the corridor.

LOOP 360 TRAFFIC SUMMARY



Currently takes approximately 70% longer to travel on Loop 360 during peak periods than during free-flow conditions.



If nothing is done by 2040:

Morning peak travel times could further increase by an average of 46%.

Evening peak travel times could be nearly double the off peak/free-flow travel times.



Loop 360 from RM 2222 to RM 2244 is ranked #7 on the 2018 Texas Congestion Index (TCI), which measures how much longer a trip takes during peak periods vs. free-flow.

WHAT WE'VE HEARD



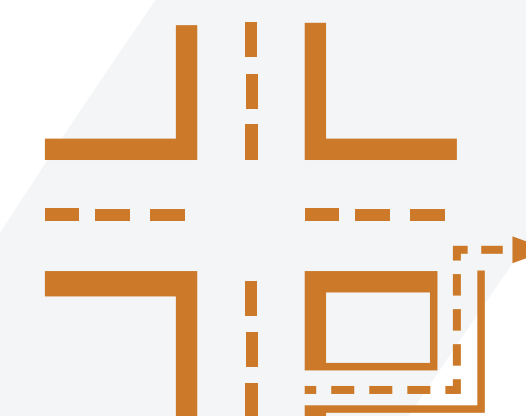
Improve mobility and safety along Loop 360 for all users



Minimize impacts to the environment



Balance the needs of through traffic with local access



Reduce cut-through traffic in neighborhoods



Minimize impacts to the community

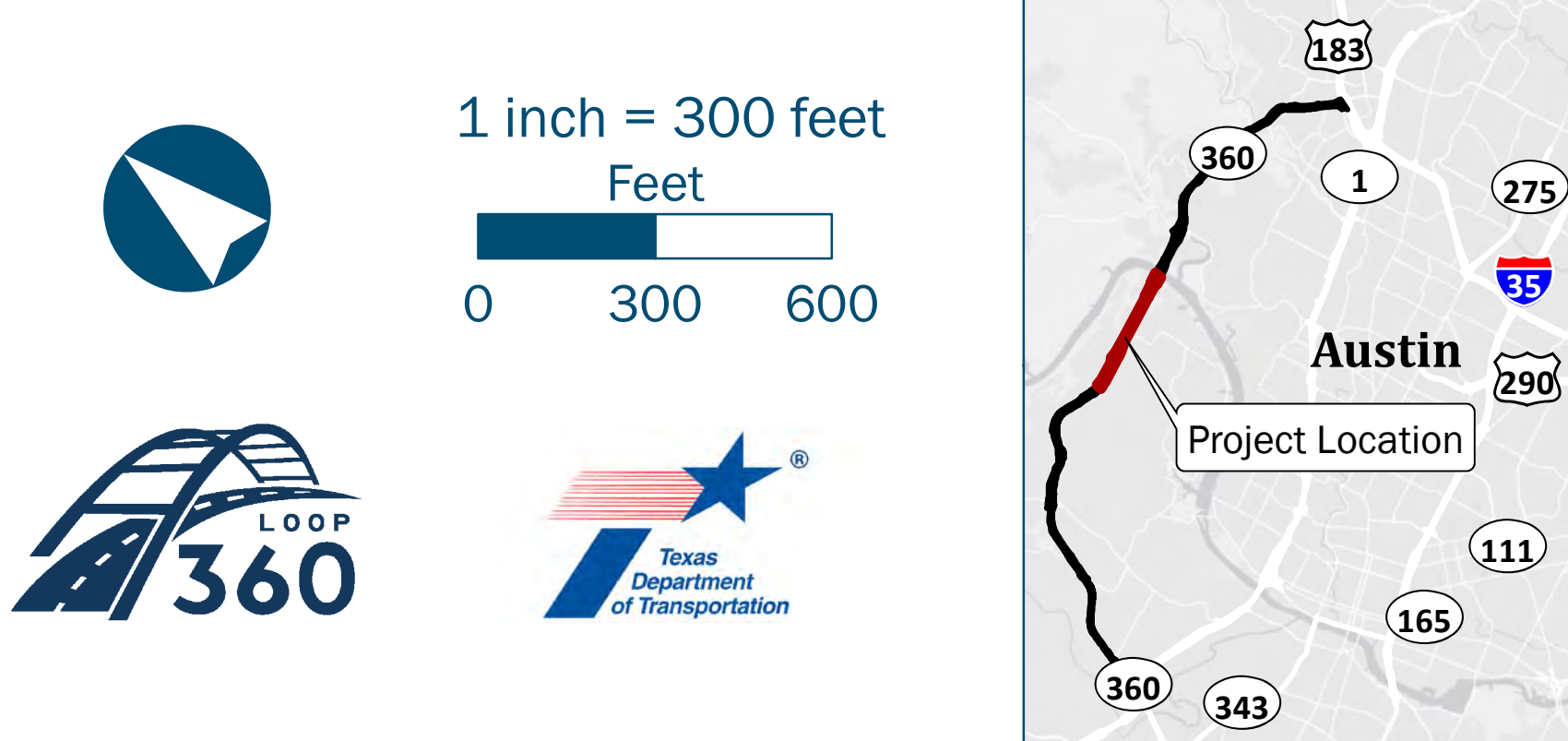


Address delays at signalized intersections



STATE LOOP 360 AT WESTLAKE DRIVE PROJECT

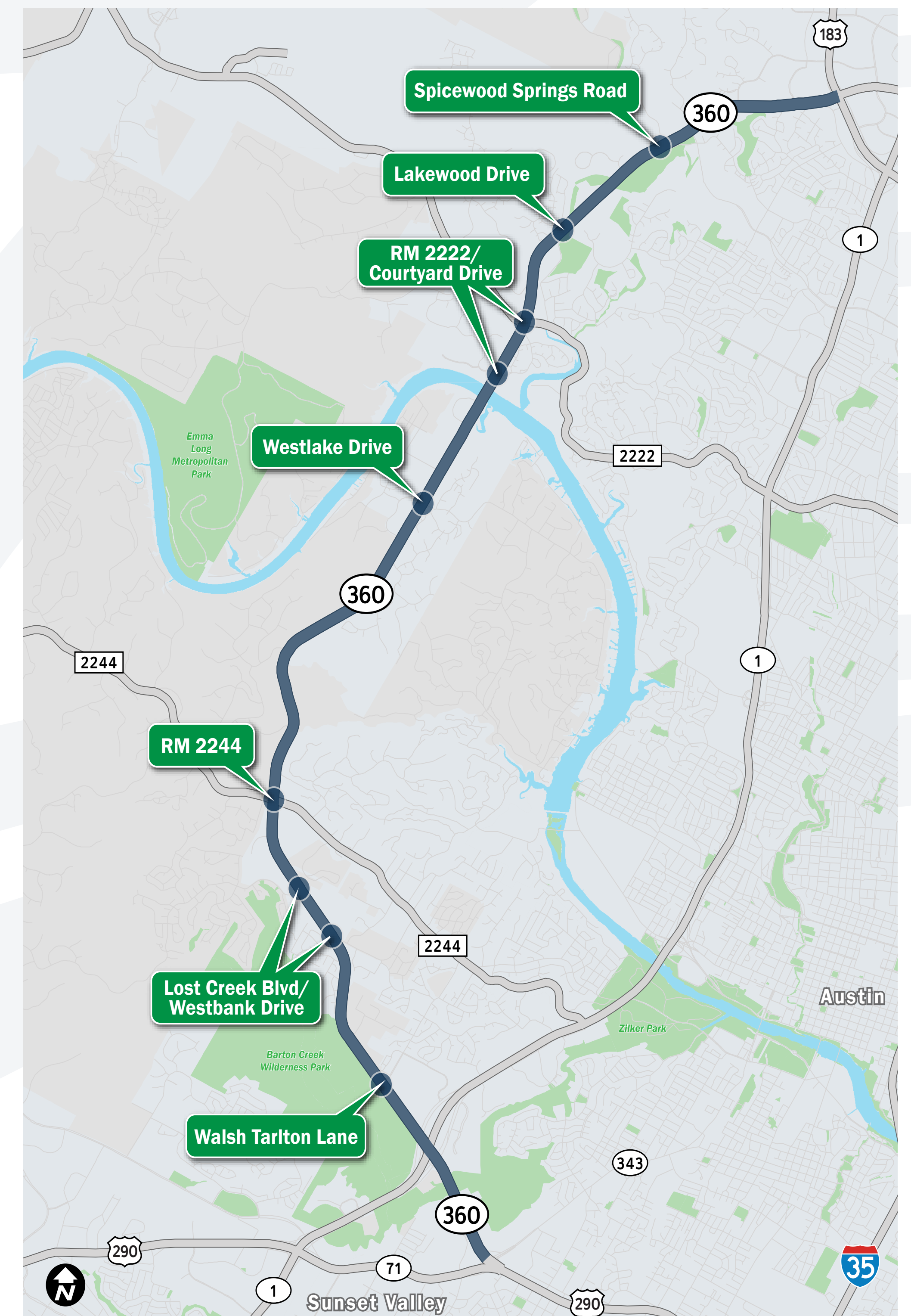
CSJ: 0113-13-166



ENVIRONMENTAL CONSTRAINTS MAP

- | | | | |
|--|---|---|---|
| Existing Right of Way | Residential | Spring | Canyon Rimrock/Bluff |
| City Limits | Retail/Office | National Hydrography Dataset (NHD) Flowline | Potential Golden-cheeked Warbler (GCWA) Habitat |
| School | Educational Facility | National Hydrography Dataset (NHD) Waterbody | Karst Zone (KZ-#) |
| Place of Worship | Place of Worship | 100 Year Floodplain | Edwards Aquifer Contributing Zone |
| Cemetery | Park, Preserve, Open Space, Golf Course | City of Austin Wetland | |
| Other Point of Interest (labeled on map) | Industrial | Potential Wetland (National Wetlands Inventory) | |
| Potential HazMat Site | Undeveloped | | |
| City/County Park | | | |

PROGRAM SCHEDULE



PROJECT PROCESS



PENNYBACKER BRIDGE

The current Loop 360 projects will not impact the Pennybacker Bridge.

The bridge will remain intact as built.

TxDOT has plans for routine maintenance work on the bridge in summer 2019.



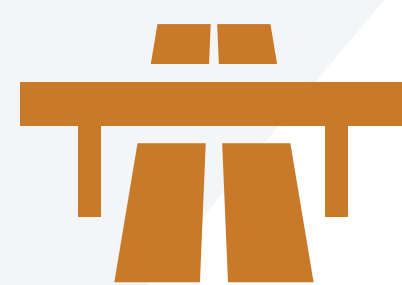
WHAT'S NEW



In September 2018, TxDOT presented **three options** for improvements at Westlake Drive to the community.



Based on community input, TxDOT is recommending **moving forward with the underpass option.**



The proposed improvements replace the traffic signals on the Loop 360 mainlanes with **underpasses at Westlake Drive and Cedar Street.**

In response to community input, some changes have been made to the recommended underpass option.

1 → Cedar Street:

Added a second left-turn lane from eastbound Cedar Street onto the northbound Loop 360 connector road.

Westlake Drive:

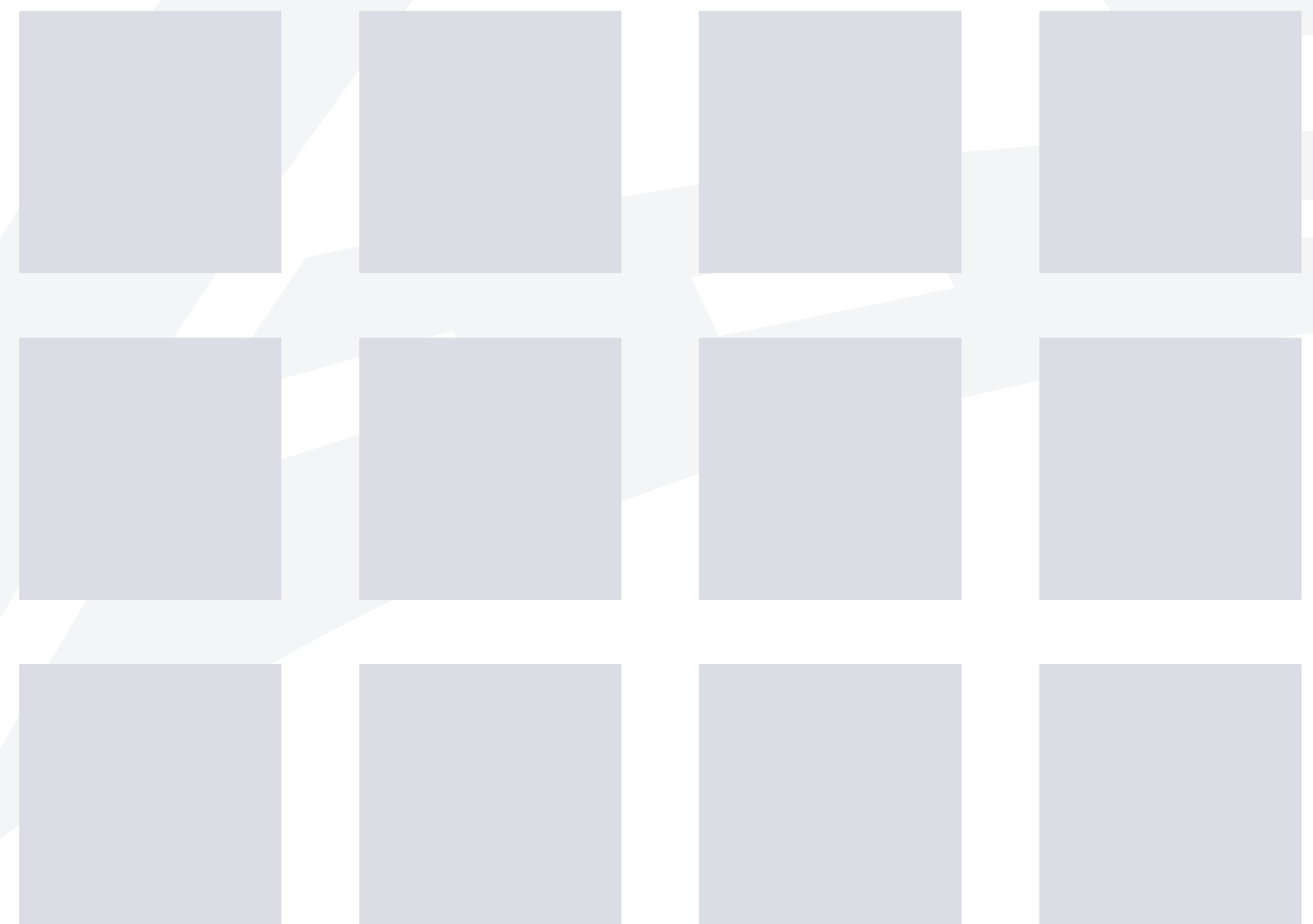
- 2 →** Added a dedicated U-turn lane on the Loop 360 connector roads in both directions.
- 3 →** Added dedicated right-turn lanes to and from the Loop 360 connector roads and Westlake Drive.
- 4 →** Added one lane in each direction on Westlake Drive east of Loop 360.

WHAT'S NEW

TXDOT PARTNERED WITH AUSTIN TRANSPORTATION, EANES ISD, AND THE SAFE ROUTES TO SCHOOL PROGRAM ON BICYCLE AND PEDESTRIAN IMPROVEMENTS.

Share your feedback about the changes.

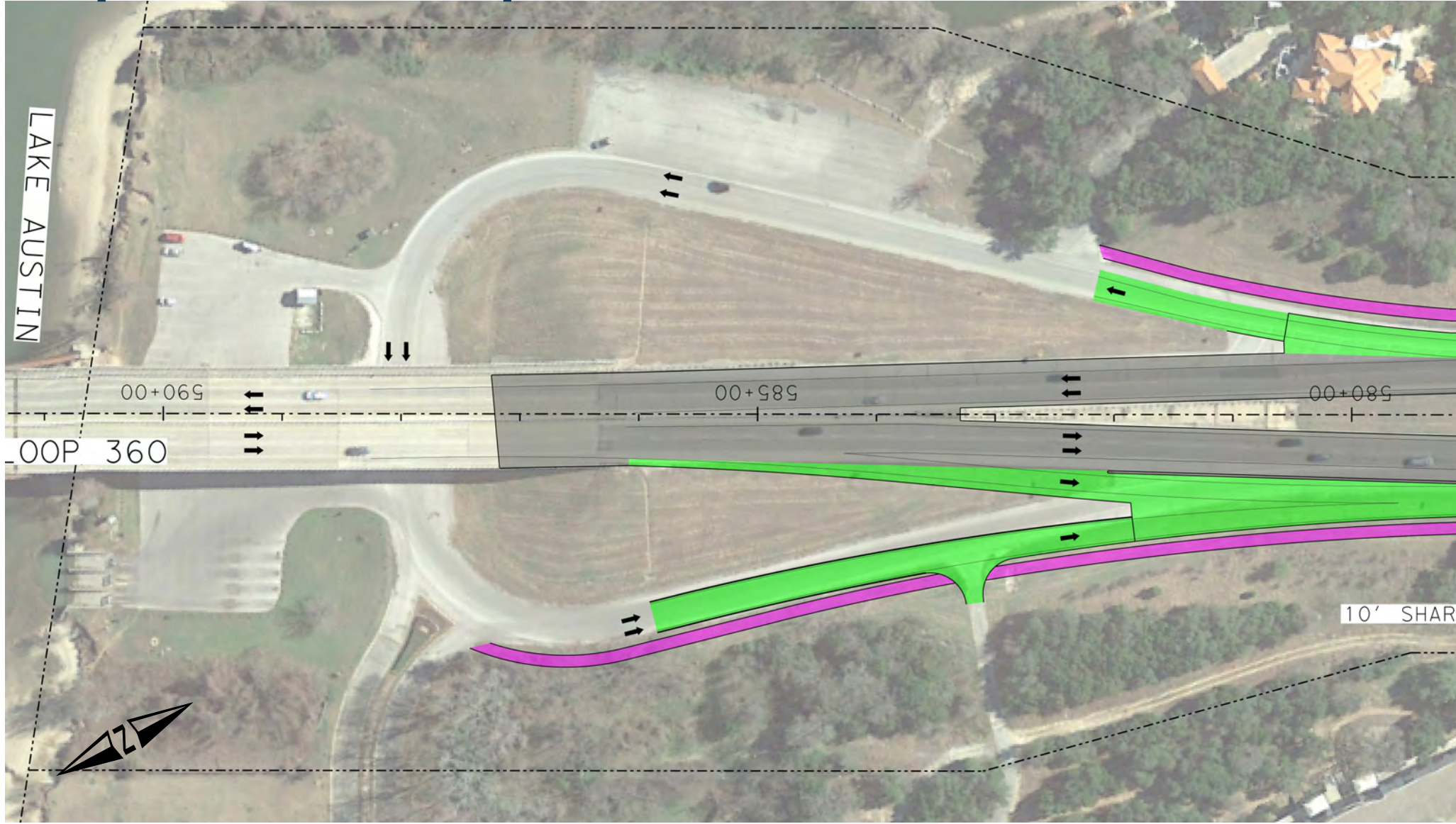
- 5 → To provide a safe crossing between the east and west sides of Loop 360, a shared-use path (SUP) was added on the Cedar Street bridge.
- 6 → To provide connectivity to Bridge Point Elementary School, the sidewalk was extended on the south side of Cedar Street.
- 7 → To provide connectivity with the Pennybacker Bridge, the SUP was extended on the north end of the project limits.



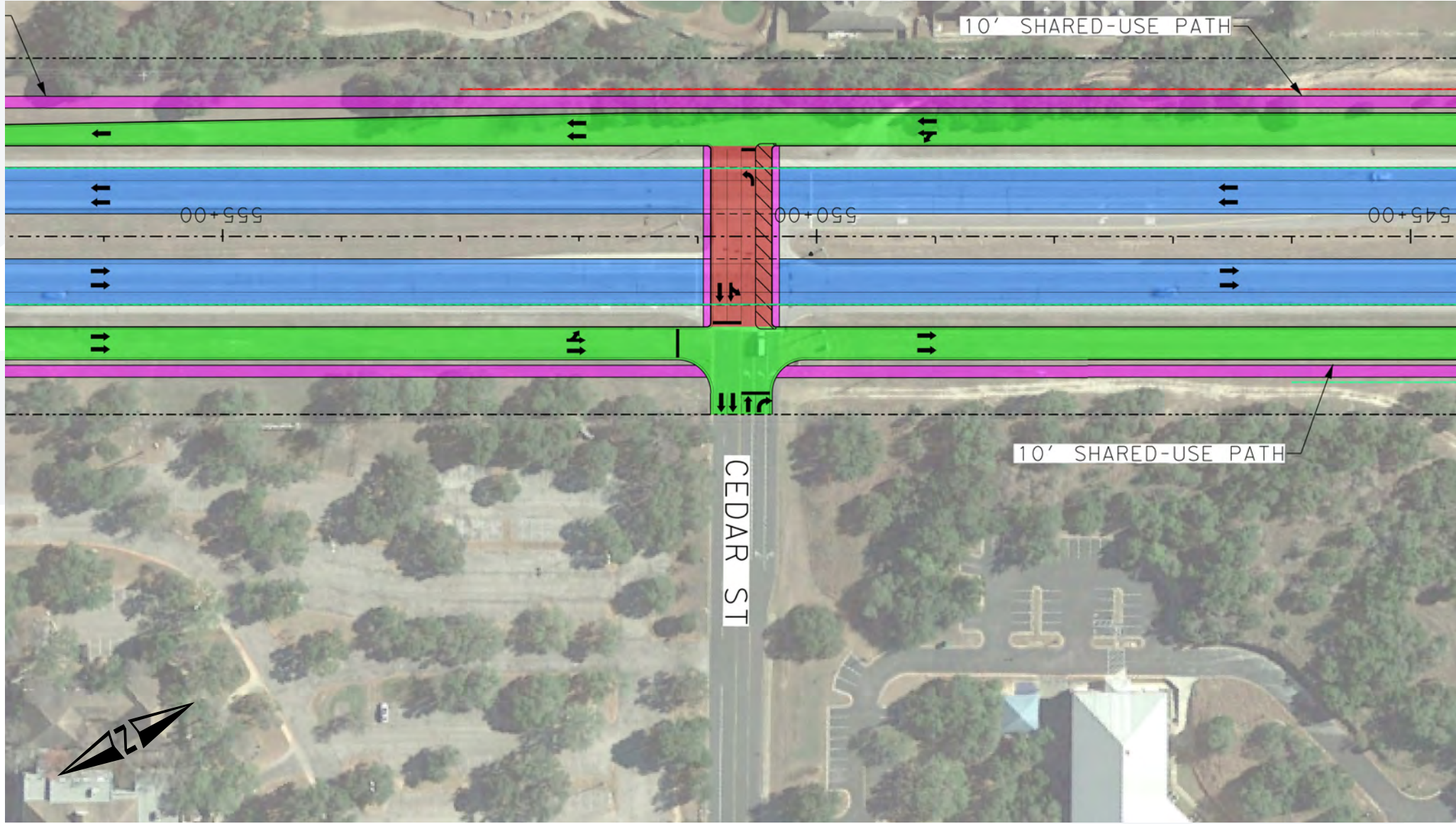
WHAT'S NEW

SEPTEMBER 2018 DESIGN

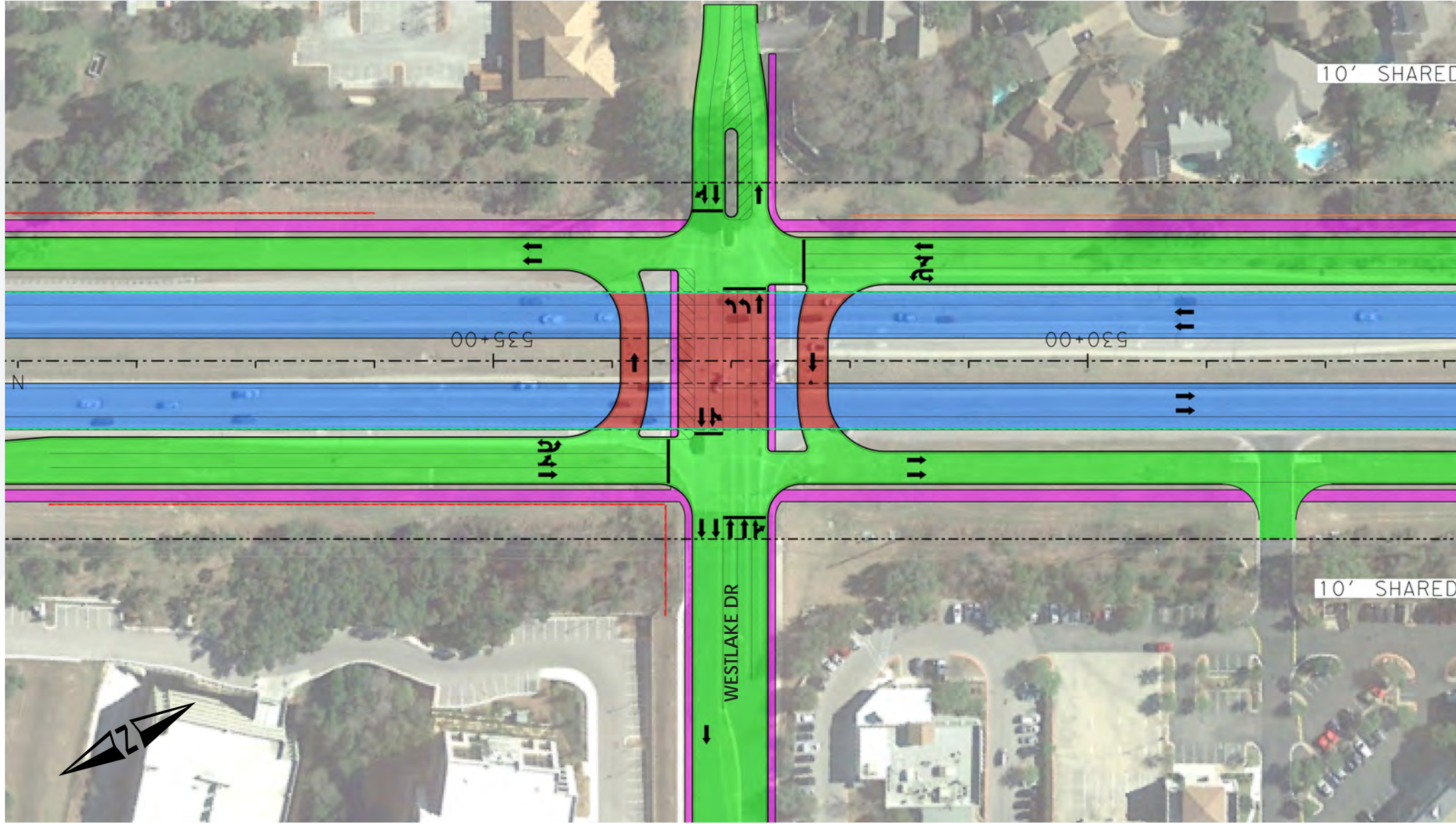
Loop 360 Boat Ramp Area



Cedar Street

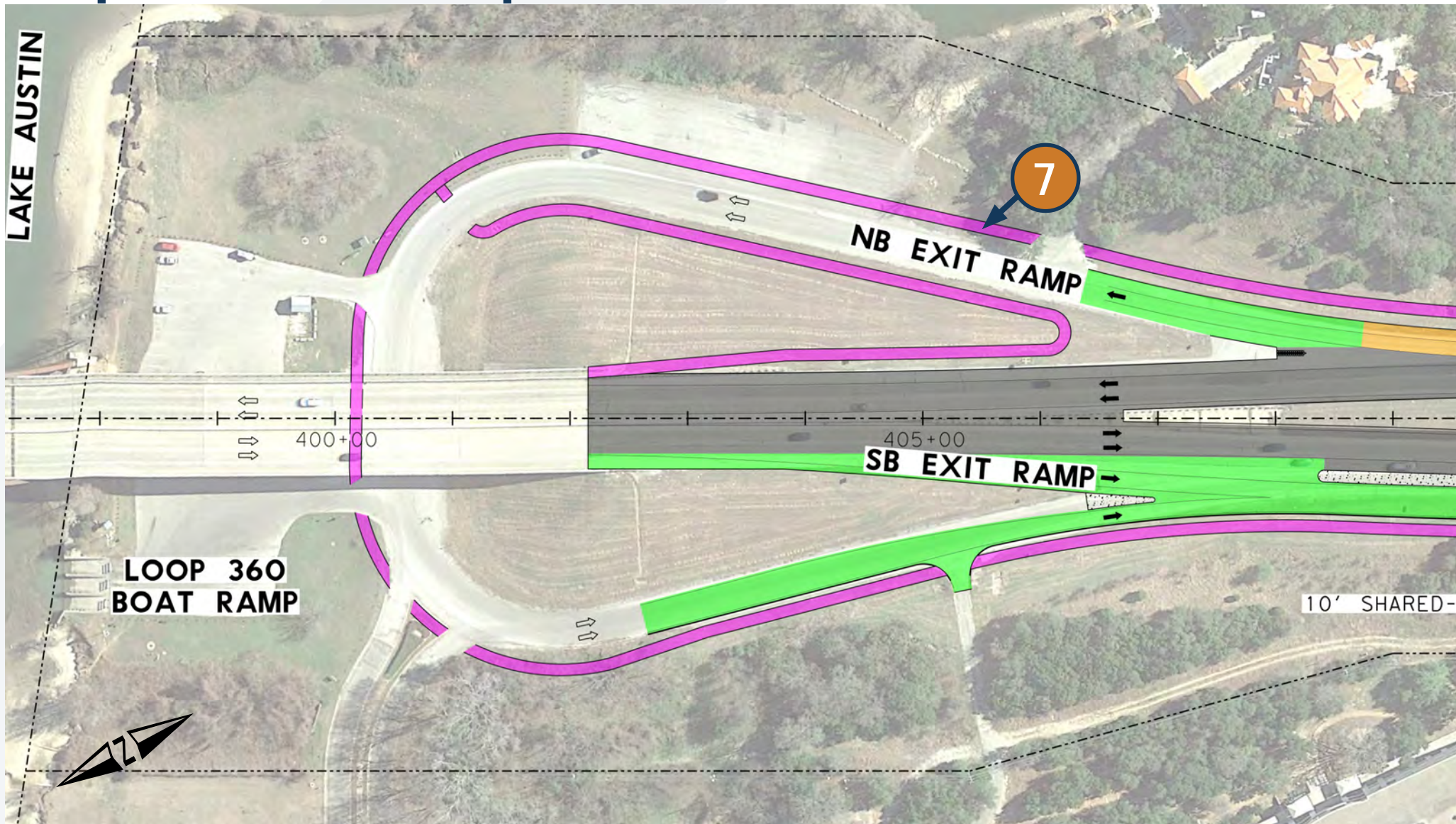


Westlake Drive

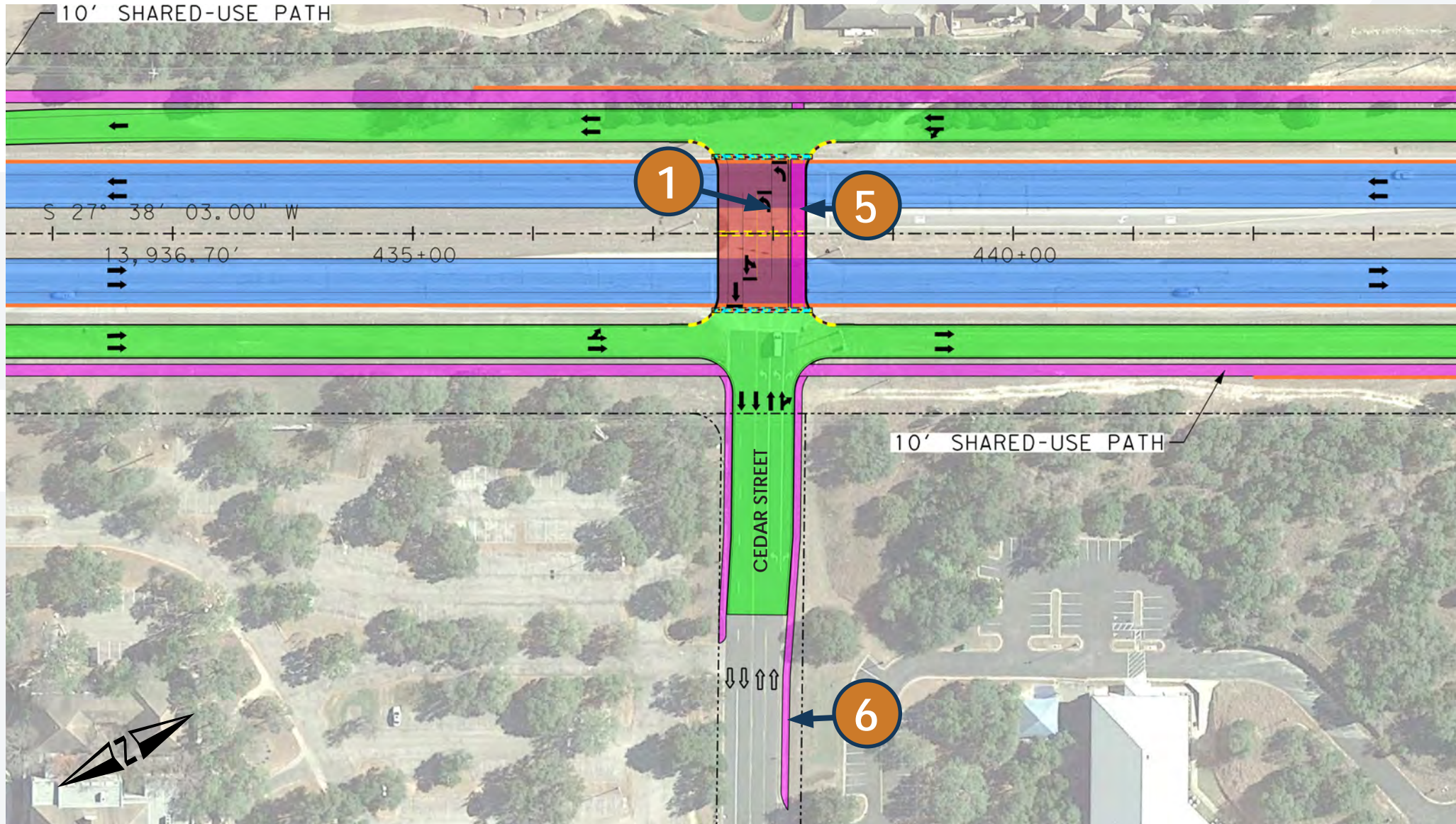


CURRENT DESIGN

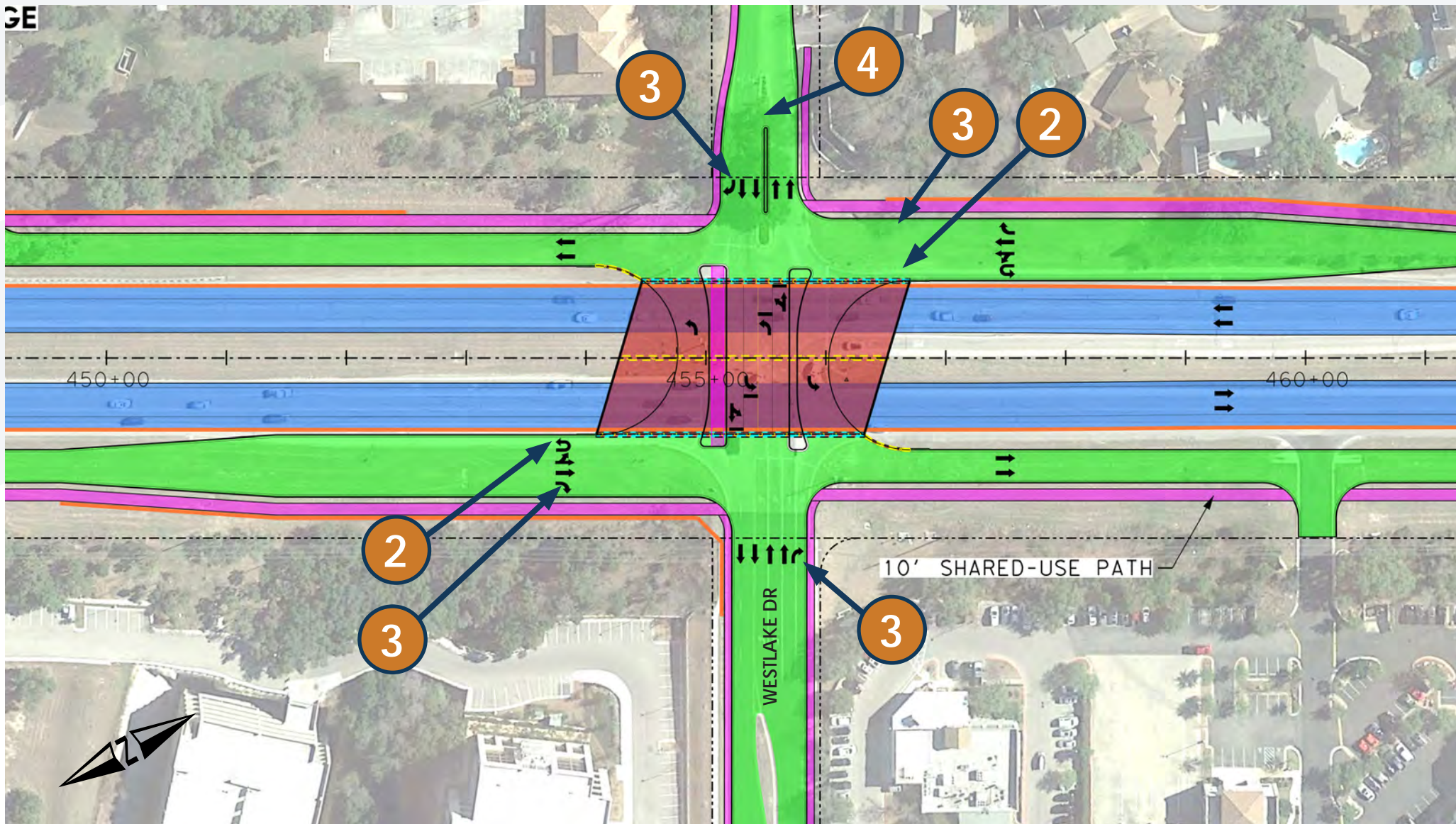
Loop 360 Boat Ramp Area



Cedar Street



Westlake Drive



LEGEND

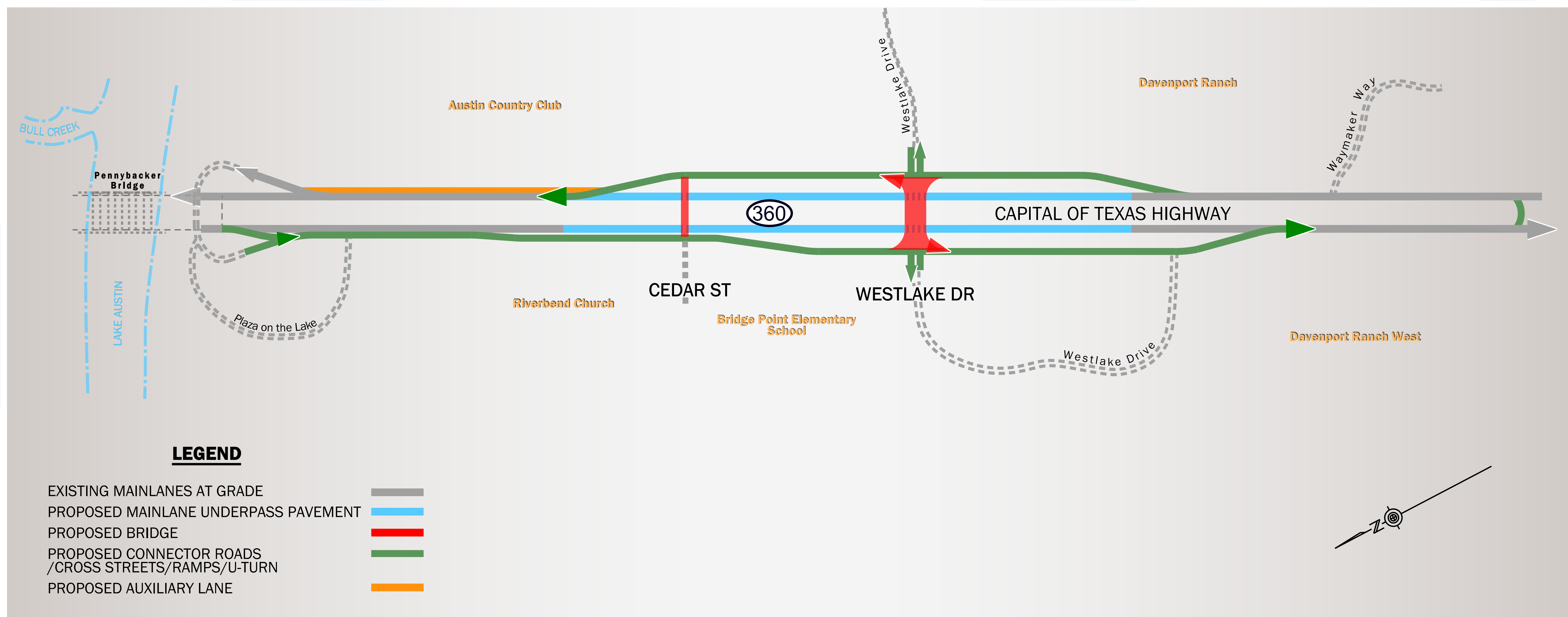
- | | | | |
|---|-----------------------------------|-------------------------|-----------------------------|
| EXISTING MAINLANES AT GRADE | PROPOSED SHARED-USE PATH/SIDEWALK | PROPOSED BRIDGE | RETAINING WALL |
| PROPOSED MAINLANES UNDERPASS PAVEMENT | PROPOSED BRIDGE | PROPOSED AUXILIARY LANE | EXISTING RIGHT OF WAY (ROW) |
| PROPOSED CONNECTOR ROAD, CROSS STREET, RAMP, U-TURNS, AND DRIVEWAY PAVEMENT | | | |

CONCEPTUAL LAYOUT

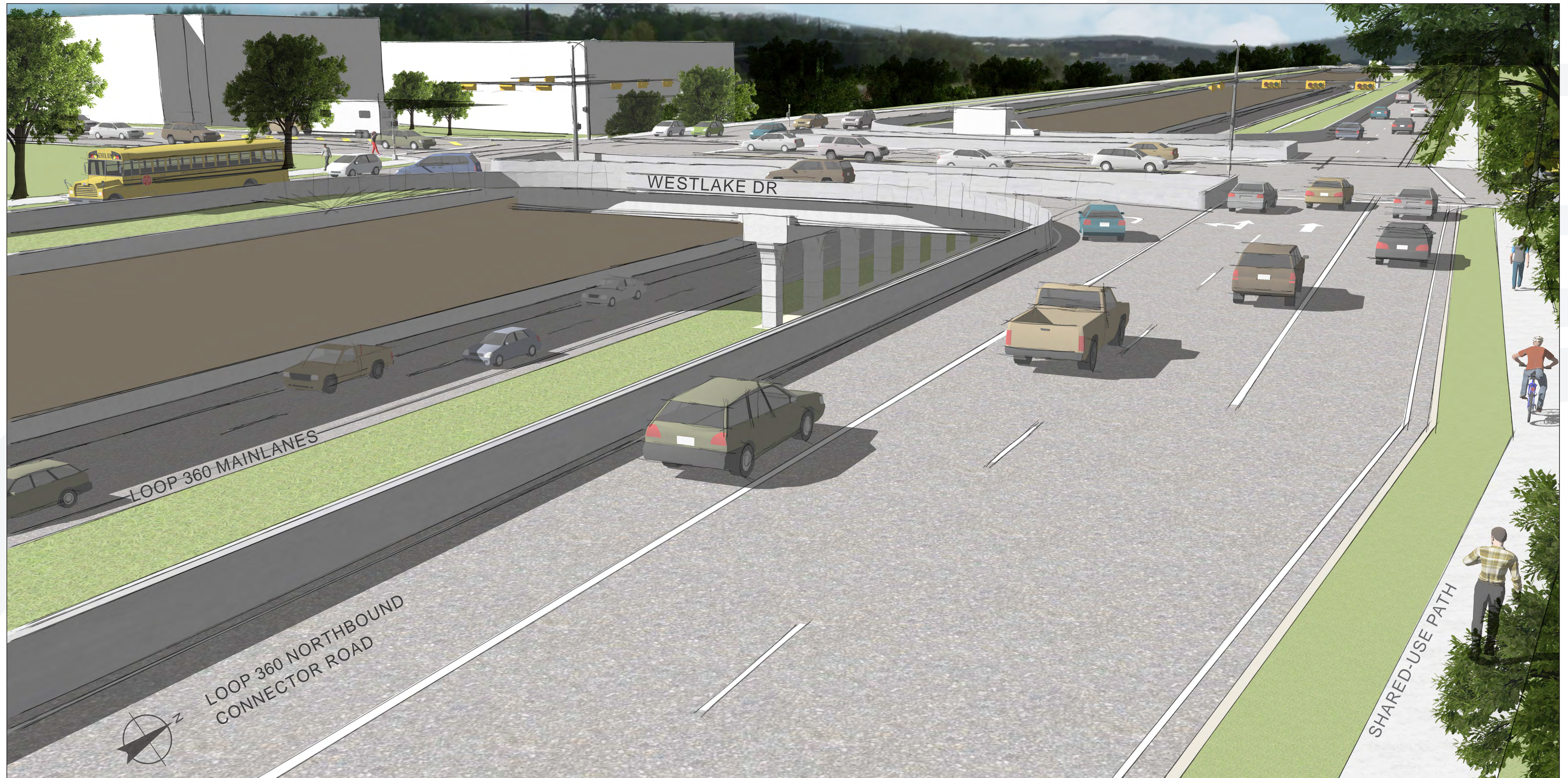
UNDERPASS AT WESTLAKE DRIVE AND CEDAR STREET

GENERAL DESCRIPTION

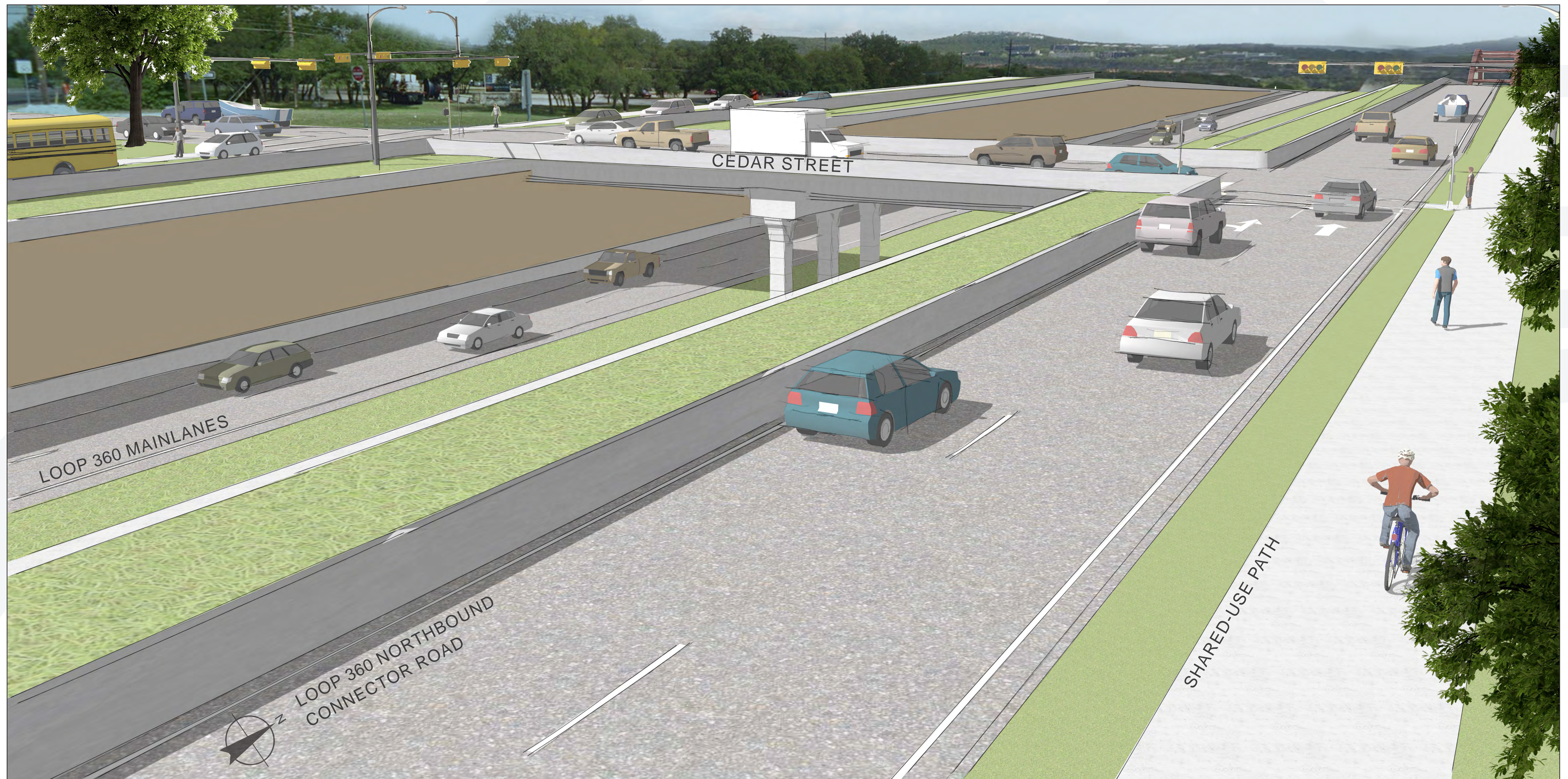
1. Existing mainlane signal at Westlake Drive replaced with mainlane underpass with non-signalized U-turns.
2. Existing mainlane signal at Cedar Street replaced with mainlane underpass.
3. Existing median crossovers removed and replaced with U-turn at the southern project limits.



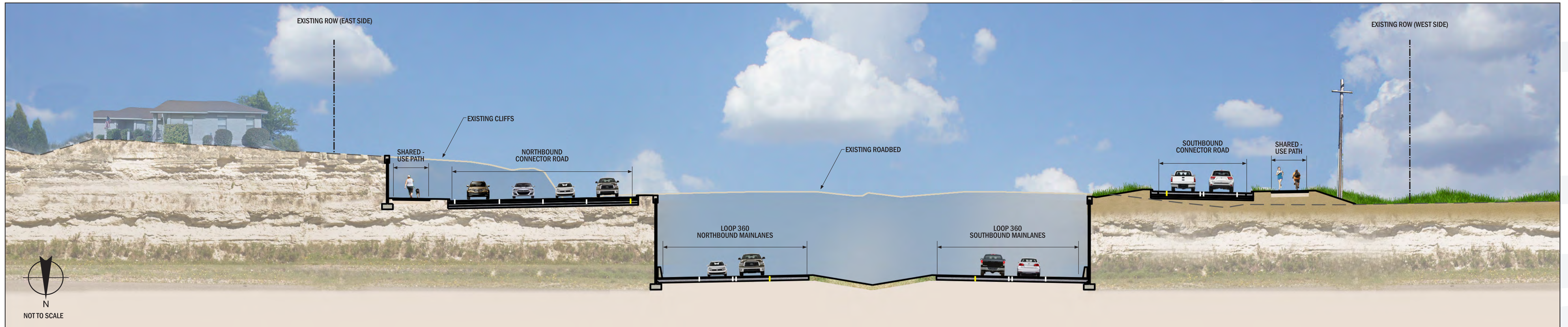
UNDERPASS AT WESTLAKE DRIVE LOOKING NORTH



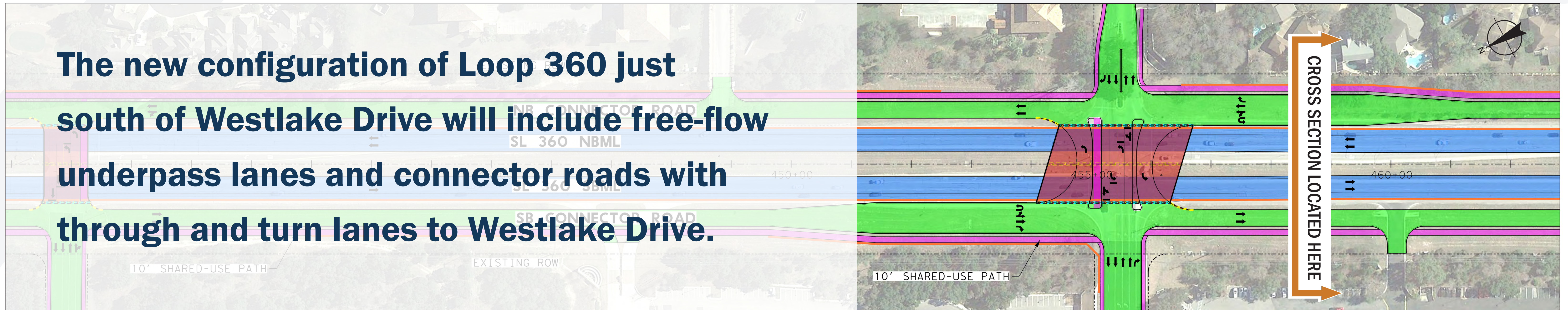
UNDERPASS AT CEDAR STREET LOOKING NORTH



CROSS SECTION WITH PLAN VIEW



The new configuration of Loop 360 just south of Westlake Drive will include free-flow underpass lanes and connector roads with through and turn lanes to Westlake Drive.



SHARE YOUR THOUGHTS

WHAT I LIKE ABOUT THIS CONCEPT

WHAT I DON'T LIKE ABOUT THIS CONCEPT

HOW CAN I STAY INFORMED?

For questions or comments, visit the program website or email the project team.



www.Loop360Project.com



info@Loop360Project.com