

# City of Rollingwood and West Lake Hills Update

March 2026



**MOPAC SOUTH**  
ENVIRONMENTAL STUDY

- This slide deck is a continuation of dialogue between the City of Rollingwood (COR), City of West Lake Hills (WLH) and the Mobility Authority (MA) on the MoPac South Project, and addresses several specific requests the COR and WLH have made, including:
  - Schematic revisions
  - Origin & destination data
  - Travel time data, and
  - Data of MoPac North performance
- The COR and WLH have made these requests to understand why the MA is supporting a Build Alternative that modeling shows will increase travel times for some users from Bee Caves Road.

- **Schematic Revisions**

- Loop 360 to MoPac NB Express Lanes (EL)-
  - Allows more access to NB EL for those coming from Loop 360 and south
  - Incorporated in the schematic that will be presented at the Public Hearing
- Bee Caves Intersection Concept
  - Allows more access to the NB EL for the 2,700 vehicles from Bee Caves Rd EB

- **Travel Time Impacts**

- While the MoPac South Build Alternative offers improvements to users throughout the 8-mile corridor, the southbound MoPac to westbound Bee Caves Road route sees travel time increases during peak periods.
  - An estimated 2,300 vehicles exit the existing EL north of Bee Caves Road and are assumed to access Bee Cave Road. 900 of those vehicles access points along Bee Caves Road east of Walsh Tarlton and will see increases to their travel times.
  - The remaining 1,400 vehicles accessing areas west of Walsh Tarlton have alternative possible routes to reduce travel times. These are shared in the following presentation.
- As a regional agency, the Mobility Authority must prioritize regional performance and safety. The Build Alternative provides a safer scenario across the river by reducing the weaving to the Bee Caves exit from the inside lanes and reducing the number of vehicles in the General Purpose Lanes (GPL) across the river.

- **The Build Alternative best serves the region and meets the Purpose & Need to provide reliable routes for SOV, HOV, transit, and emergency services.**

# Schematic Revision: Loop 360 Northbound EL Access



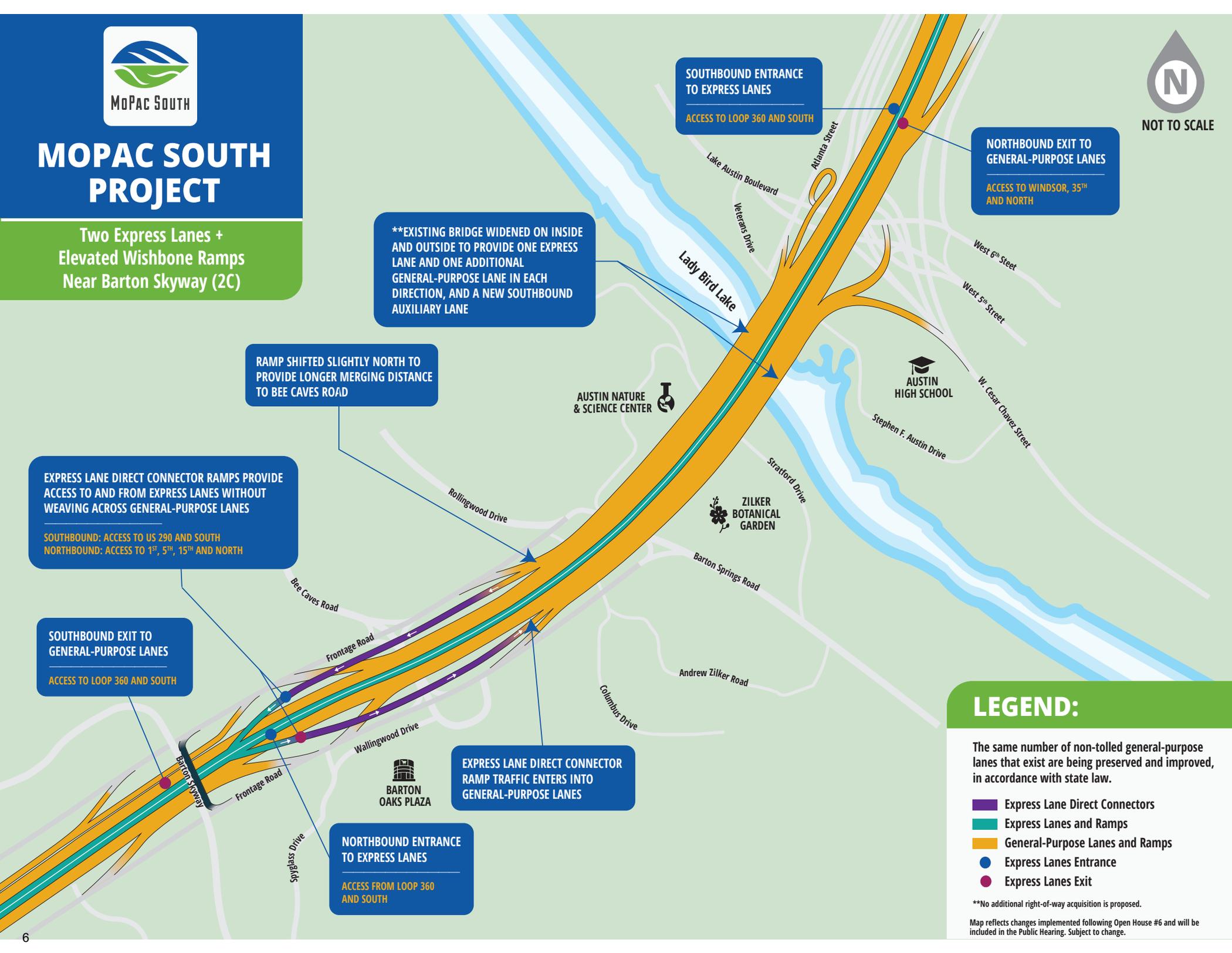
**MOPAC SOUTH**  
ENVIRONMENTAL STUDY

- At Open House #6, the public, COR, and WLH requested a review of shifting the northbound EL access north of Loop 360 farther north so that vehicles coming from Loop 360 could access the EL.
- **This adjustment was incorporated into the schematic and will be presented as part of the Build Alternative at the Public Hearing.**



# MOPAC SOUTH PROJECT

Two Express Lanes +  
Elevated Wishbone Ramps  
Near Barton Skyway (2C)



**SOUTHBOUND ENTRANCE TO EXPRESS LANES**  
ACCESS TO LOOP 360 AND SOUTH

**NORTHBOUND EXIT TO GENERAL-PURPOSE LANES**  
ACCESS TO WINDSOR, 35<sup>TH</sup> AND NORTH

**\*\*EXISTING BRIDGE WIDENED ON INSIDE AND OUTSIDE TO PROVIDE ONE EXPRESS LANE AND ONE ADDITIONAL GENERAL-PURPOSE LANE IN EACH DIRECTION, AND A NEW SOUTHBOUND AUXILIARY LANE**

**RAMP SHIFTED SLIGHTLY NORTH TO PROVIDE LONGER MERGING DISTANCE TO BEE CAVES ROAD**

**EXPRESS LANE DIRECT CONNECTOR RAMPS PROVIDE ACCESS TO AND FROM EXPRESS LANES WITHOUT WEAVING ACROSS GENERAL-PURPOSE LANES**  
SOUTHBOUND: ACCESS TO US 290 AND SOUTH  
NORTHBOUND: ACCESS TO 1<sup>ST</sup>, 5<sup>TH</sup>, 15<sup>TH</sup> AND NORTH

**SOUTHBOUND EXIT TO GENERAL-PURPOSE LANES**  
ACCESS TO LOOP 360 AND SOUTH

**EXPRESS LANE DIRECT CONNECTOR RAMP TRAFFIC ENTERS INTO GENERAL-PURPOSE LANES**

**NORTHBOUND ENTRANCE TO EXPRESS LANES**  
ACCESS FROM LOOP 360 AND SOUTH

## LEGEND:

The same number of non-tolled general-purpose lanes that exist are being preserved and improved, in accordance with state law.

- Express Lane Direct Connectors
- Express Lanes and Ramps
- General-Purpose Lanes and Ramps
- Express Lanes Entrance
- Express Lanes Exit

\*\*No additional right-of-way acquisition is proposed.  
Map reflects changes implemented following Open House #6 and will be included in the Public Hearing. Subject to change.

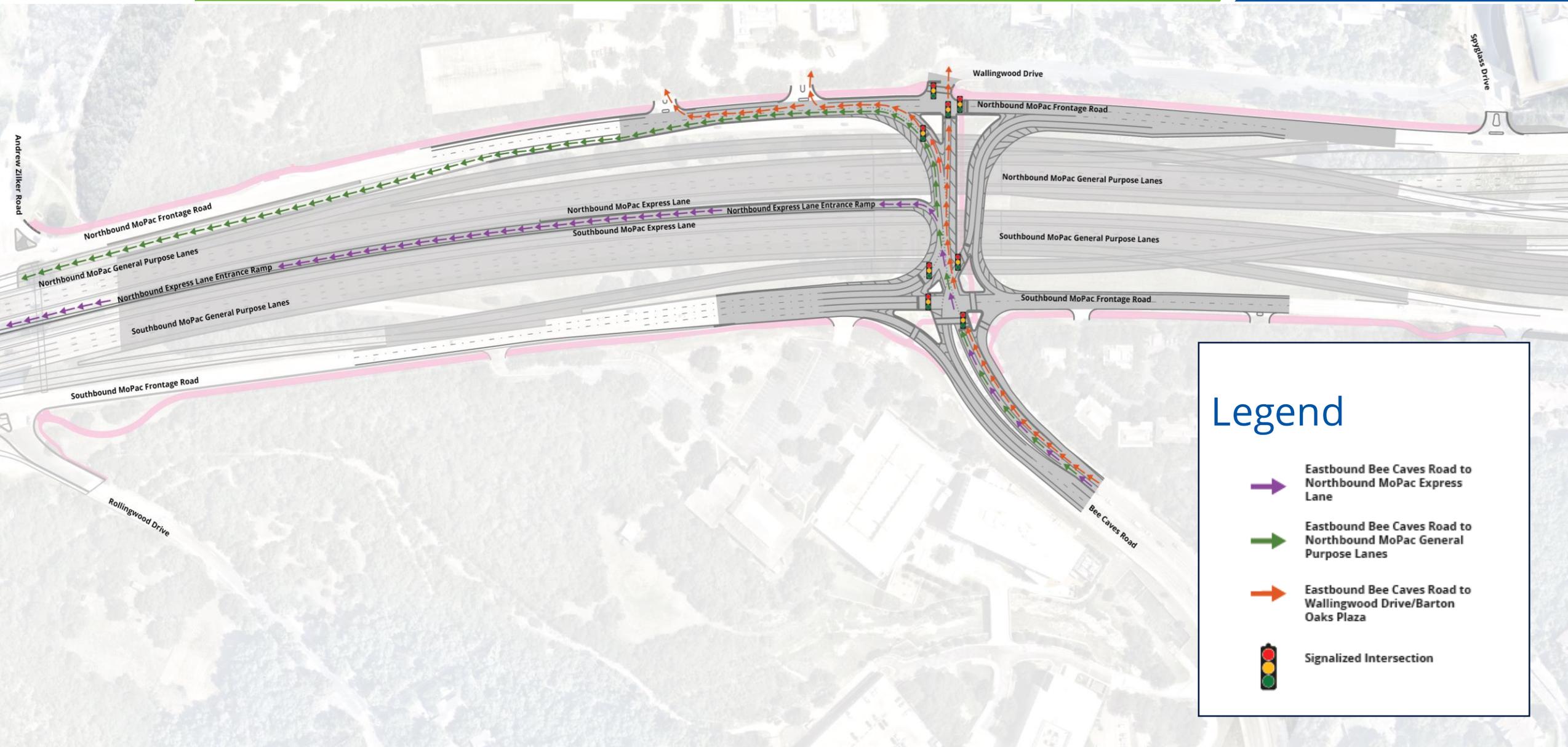
# Schematic Concept: Bee Cave Intersection



**MOPAC SOUTH**  
ENVIRONMENTAL STUDY

- The COR and WLH requested that the Mobility Authority consider how to improve travel times to and from the Bee Caves intersection at MoPac by providing a northbound EL entrance and southbound EL exit at the similar locations to the existing condition.
- **The Mobility Authority has provided an intersection concept that provides a northbound EL entrance directly from the Bee Cave intersection.**
- The Mobility Authority is initiating broader stakeholder engagement.
- The concept will be included at the Public Hearing to gather feedback for consideration to be incorporated into the Build Alternative.

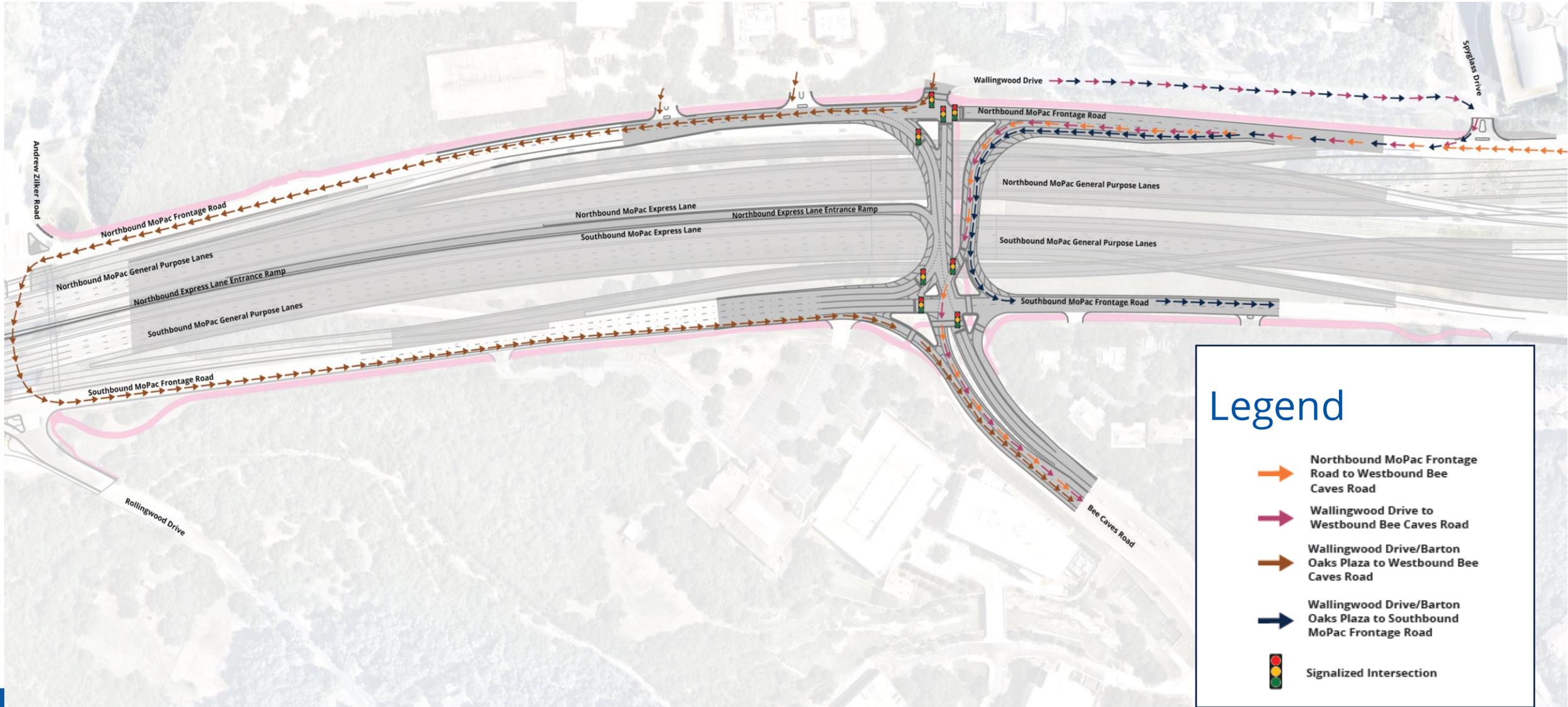
# Bee Caves Intersection Concept: EB and NB



## Legend

-  Eastbound Bee Caves Road to Northbound MoPac Express Lane
-  Eastbound Bee Caves Road to Northbound MoPac General Purpose Lanes
-  Eastbound Bee Caves Road to Wallingwood Drive/Barton Oaks Plaza
-  Signalized Intersection

# Bee Caves Intersection Concept: WB and SB



# Key Takeaways

- **Provides direct access to the northbound EL from eastbound Bee Caves Road, with potential to serve up to 2,700 vehicles**
- **Route from Wallingwood Drive to access southbound MoPac and Bee Caves Road change**
- **Intersection delay is reduced in multiple directions**
  - **AM and PM peak hour delay for the entire intersection is reduced 48 – 58%**
  - **Eastbound Bee Caves Road: -50% AM, -33% PM**
  - **Westbound Bee Caves Road: -83% AM, -57% PM**
  - **Northbound MoPac Frontage: -56% AM, +19% PM**
  - **Southbound MoPac Frontage: -37% AM, -75% PM**

# Origin and Destination (O&D) Data



**MoPac South**  
ENVIRONMENTAL STUDY

- **The COR and WLH requested that the Mobility Authority provide data on the existing EL entrance and exit ramp usage (origin and destination data) to understand the reasons that the Build Alternative changes access near Bee Caves Road:**
  - The existing northbound MoPac entrance at 5<sup>th</sup> Street becomes an exit, providing access to Windsor and north, eliminating EL access from Bee Caves Road
  - The existing southbound MoPac exit at the river becomes an entrance, which provides access to Loop 360 and south, eliminating access to Bee Caves Road from the EL at the river



# Destinations from EB Bee Caves Rd

Destination	% of trips
Southbound MoPac	8%
Barton Springs Road	11%
Northbound MoPac	78%
Cesar Chavez exit	10%
5 <sup>th</sup> exit	12%
Enfield exit	19%
Windsor/24 <sup>th</sup> exit	7%
Northwood exit	3%
35 <sup>th</sup> exit	8%
45 <sup>th</sup> exit	2%
RM 2222 exit	3%
Far West exit	1%
Anderson exit	2%
Steck exit	1%
US 183 East exit	2%
US 183 West exit	2%
MoPac north of US 183	7%

## Key Takeaways:

### Today from Bee Caves Rd:

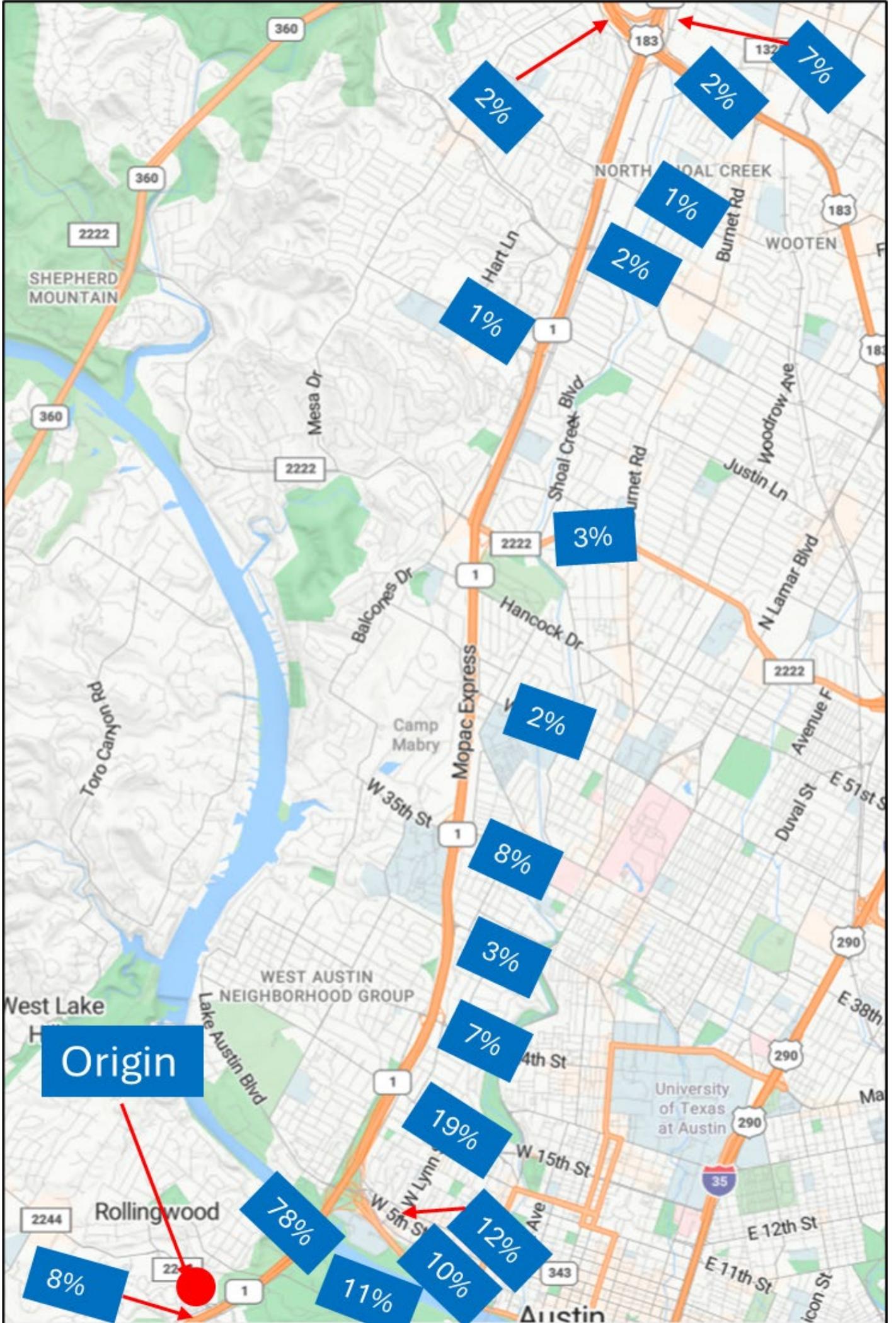
- 78% are traveling north on MoPac
- ~64% could not enter EL to reach destination downtown to south of Far West
- ~8% could enter the EL to reach destinations from Far west to US 183
- ~7% could enter the EL to reach destinations north of US 183
- **Currently, only 15% (2,700 of 17,850 vehicles) of users from the Bee Caves Road intersection to northbound MoPac could enter the EL to reach their destination.**

### Potential Future from Bee Caves Rd:

- The Bee Cave intersection concept serves these 15% (2,700 EB vehicles) of vehicles.

**Notes:**

Data source: Replica  
 Data period: Spring 2024  
 Day: Thursday  
 Destinations for minor streets and driveways are not included  
 ADT-TxDOT Statewide Planning map



- 100%** → **Point of Interest**  
Selected location to show where traffic is coming from/going to for each entry/exit ramp
- xx%** → **Traffic from** each EL entrance ramp is shown as a % of total traffic at the point of interest
- xx%** → **Traffic to** each EL exit ramp is shown as a % of total traffic at the point of interest

**Notes:**

Data source: Traffic Forecasts for 2045

Day: Weekday

Shares are based on traffic forecasted for the ramps and are not based on select-link analysis

## Projections at Point of Interest: Lady Bird Lake

- Northbound Origin
  - 35% - 40% comes from south of US 290
  - 35% - 45% comes from US 290
  - Remainder comes from between Southwest Parkway and Loop 360
- Northbound Destination
  - 12% - 17% going to Enfield/Windsor/RM 2222
  - Remainder going to US 183 and north
- Southbound Destination
  - 30% to Loop 360
  - 35% to US 290
  - 12% to William Cannon
  - 6% to Davis and Slaughter
  - 17% south of Slaughter Lane



# EXPRESS LANE GENERAL ACCESS

**100%** Point of Interest

**xx%** % of traffic from the entrance ramp

**xx%** % of traffic to the exit ramp

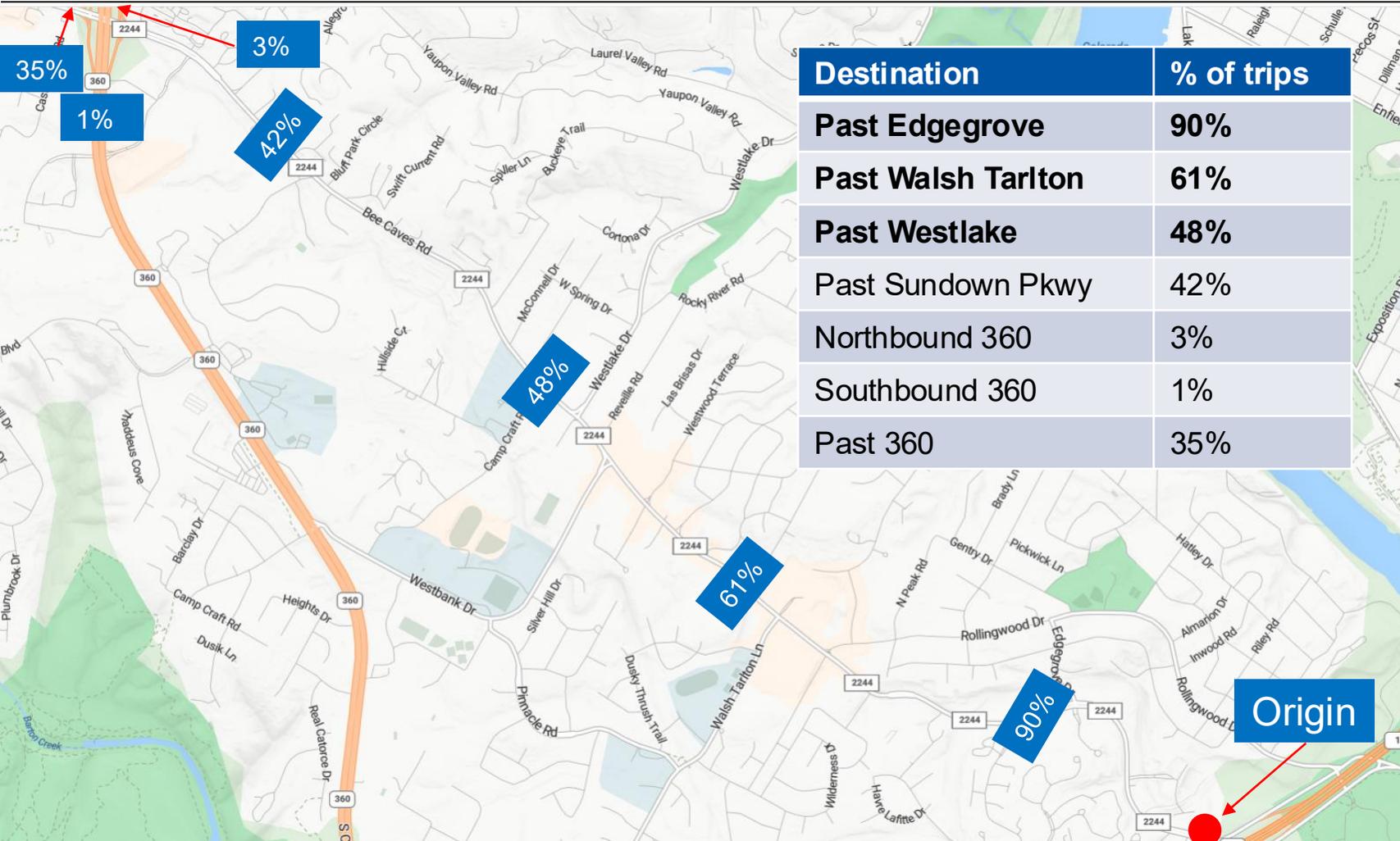


## LEGEND

- EXPRESS LANE DIRECT CONNECTORS
- EXPRESS LANES ENTRANCE
- EXPRESS LANES EXIT
- SHARED USE PATH (8'-12')
- SIDEWALK (4'-6')

Map reflects changes implemented following Open House #6 and will be included in the Public Hearing. Subject to change.

# Destinations from MoPac on Bee Caves



## Key Takeaways:

- >35% of traffic on Bee Caves Road passes through to Loop 360
- 61% access points past Walsh Tarlton, where travel times can be improved by other routes

**Notes:**

Data source: Replica  
 Data period: Spring 2024  
 Day: Thursday  
 Destinations for minor streets and driveways are not included  
 ADT-TxDOT Statewide Planning map

- **Northbound**

- Of 87,000 vehicles (EL + GPL) traffic on northbound MoPac (at the river) only 2,700 vehicles could access the northbound EL from Bee Caves Road to reach their destination. This isn't to say that all will use the EL, but those that could to reach their destination.
- The Build Alternative eliminates that access for the 2,700 vehicles, but the available northbound EL entrance ramp north of the Loop 360 U-turn, and the potential Bee Caves Road intersection concept could provide this northbound EL access.

- **Southbound**

- Of a projected 108,000 vehicles (GPL + EL, at Enfield) there are 16,200 vehicles in the southbound EL only. Of those, 2,300 vehicles are projected to exit north of the river to potentially access Bee Caves Road.
- Of the projected 2,300 vehicles exiting the EL and assumed to access Bee Caves Road, approximately 900 vehicles, access Bee Cave Road between MoPac and Walsh Tarlton. The remaining 1400 vehicles, access points farther west than Walsh Tarlton.

- **The following travel time section provides information about travel time effects to drivers to Bee Caves Road.**

# Travel Times



**MoPac South**  
ENVIRONMENTAL STUDY

- **Context**

- **Travel Time calculations assume maximum possible use of the EL for EL Routes.**
- 98% (105,700 vehicles at Enfield) of southbound MoPac users will see a travel time improvement during peak period travel
  - AM Peak (7:30 a.m. – 9:30 a.m.)
  - PM Peak (4:30 p.m. – 7:00 p.m.)
- From Bee Caves Rd, north on MoPac:
  - Minor reduction in travel time to Cesar Chavez, Enfield, Windsor, 35th, 2222
  - To 183, travel time increases unless using 360 U-turn OR the Bee Caves Rd direct EL access
- From Bee Caves Rd, south on MoPac:
  - Reduction in travel time on GP and EL
- From 183, south to Bee Caves Road:
  - Of 16,200 southbound EL vehicles, 2,300 vehicles, would exit north of the river to potentially access Bee Caves Road.
  - 900 EL vehicles access Bee Caves Road between MoPac and Walsh Tarlton, which sees an increase in travel time.
  - 1,400 EL vehicles access points farther west than Walsh Tarlton and see nearly equivalent travel times with the alternative route as compared to the Build RR scenario.
  - **The following travel time section provides more efficient alternative routes than using Bee Caves Rd for the 1,400 vehicles that are accessing destinations on Bee Caves further west than Walsh Tarlton.**
- Minimal change to E/W cross street travel times

### To US 183

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	11.6	9.1	19.6	11.5	19.5	17.9
PM Peak	16.5	11.1	30.0	16.2	27.3	24.6

### To RM 2222

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	8.0	N/A	13.4	N/A	13.3	N/A
PM Peak	10.8	N/A	20.5	N/A	18.7	N/A

### To 35th St

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	5.8	N/A	9.4	N/A	9.3	N/A
PM Peak	7.3	N/A	14.3	N/A	13.1	N/A

### To Windsor Rd

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	4.2	N/A	6.8	N/A	6.6	N/A
PM Peak	5.5	N/A	11.1	N/A	9.9	N/A

### To Cesar Chavez St

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	2.6	N/A	3.3	N/A	3.1	N/A
PM Peak	4.3	N/A	8.9	N/A	7.6	N/A

### To Enfield Rd

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	3.6	N/A	5.3	N/A	4.9	N/A
PM Peak	5.0	N/A	9.9	N/A	8.5	N/A

**Travel times are projected to decrease if the Bee Caves Intersection Concept is implemented.**

2018 GPL – Data calculated from MoPac South (MPS) Travel Demand Model (TDM) using non-tolled general-purpose lanes (GPL)  
 2018 EL – Data calculated from MPS TDM using existing MoPac North (MPN) express lanes (EL) and GPL.  
 2045 No-Build GPL – Data calculated from MPS TDM using GPL.  
 2045 No-Build EL – Data calculated from MPS TDM using MPN EL and GPL.  
 2045 Build GPL – Data calculated from MPS TDM using GPL.  
 2045 Build EL – Data calculated from MPS TDM using MPN EL, GPL, and proposed MPS EL.  
 Travel times marked N/A are not accessible via the EL.



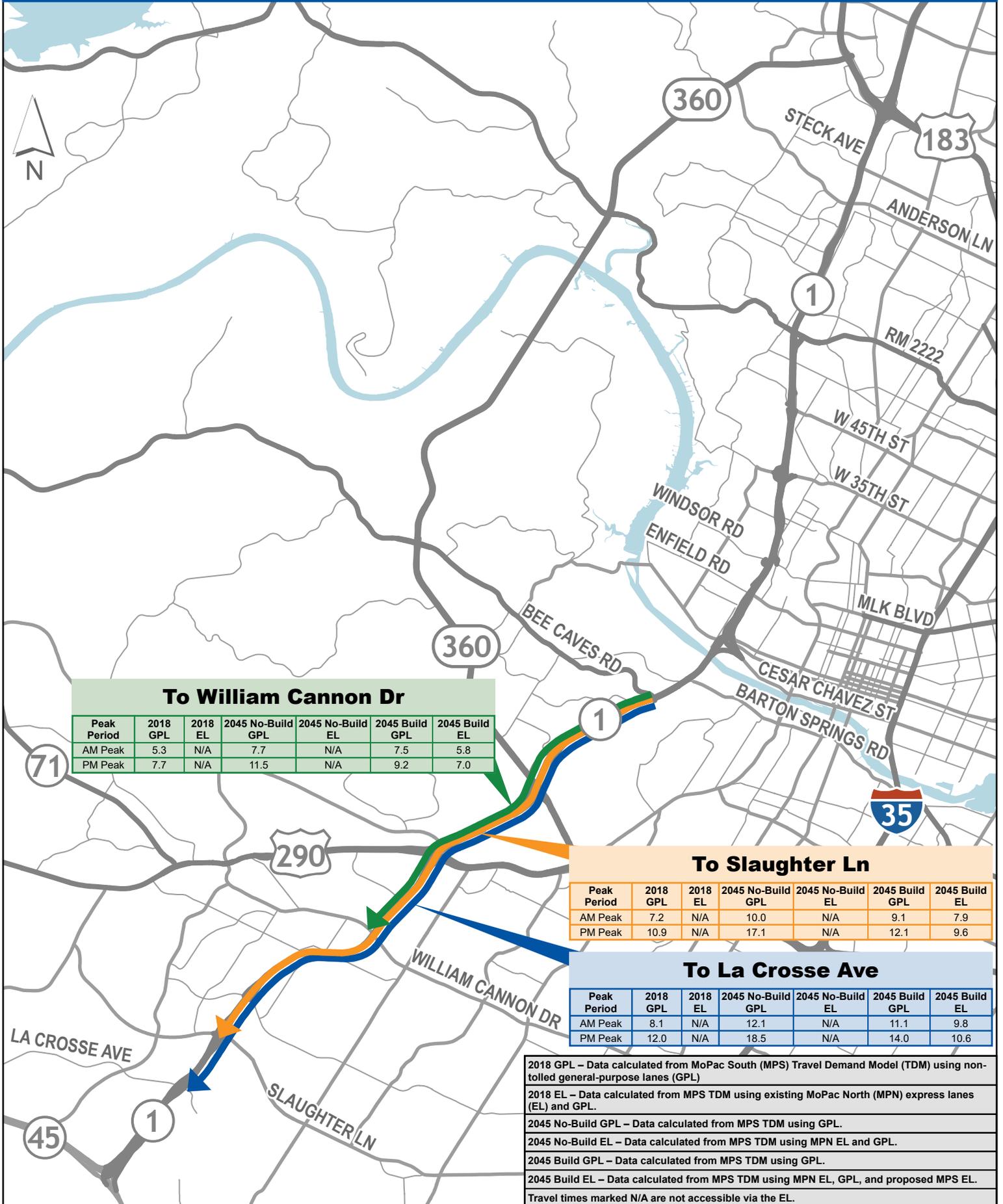
MoPac South

# MoPac South Project

Travel Times (minutes): Southbound - From Bee Caves Road



CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY



### To William Cannon Dr

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	5.3	N/A	7.7	N/A	7.5	5.8
PM Peak	7.7	N/A	11.5	N/A	9.2	7.0

### To Slaughter Ln

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	7.2	N/A	10.0	N/A	9.1	7.9
PM Peak	10.9	N/A	17.1	N/A	12.1	9.6

### To La Crosse Ave

Peak Period	2018 GPL	2018 EL	2045 No-Build GPL	2045 No-Build EL	2045 Build GPL	2045 Build EL
AM Peak	8.1	N/A	12.1	N/A	11.1	9.8
PM Peak	12.0	N/A	18.5	N/A	14.0	10.6

2018 GPL – Data calculated from MoPac South (MPS) Travel Demand Model (TDM) using non-tolled general-purpose lanes (GPL)

2018 EL – Data calculated from MPS TDM using existing MoPac North (MPN) express lanes (EL) and GPL.

2045 No-Build GPL – Data calculated from MPS TDM using GPL.

2045 No-Build EL – Data calculated from MPS TDM using MPN EL and GPL.

2045 Build GPL – Data calculated from MPS TDM using GPL.

2045 Build EL – Data calculated from MPS TDM using MPN EL, GPL, and proposed MPS EL.

Travel times marked N/A are not accessible via the EL.



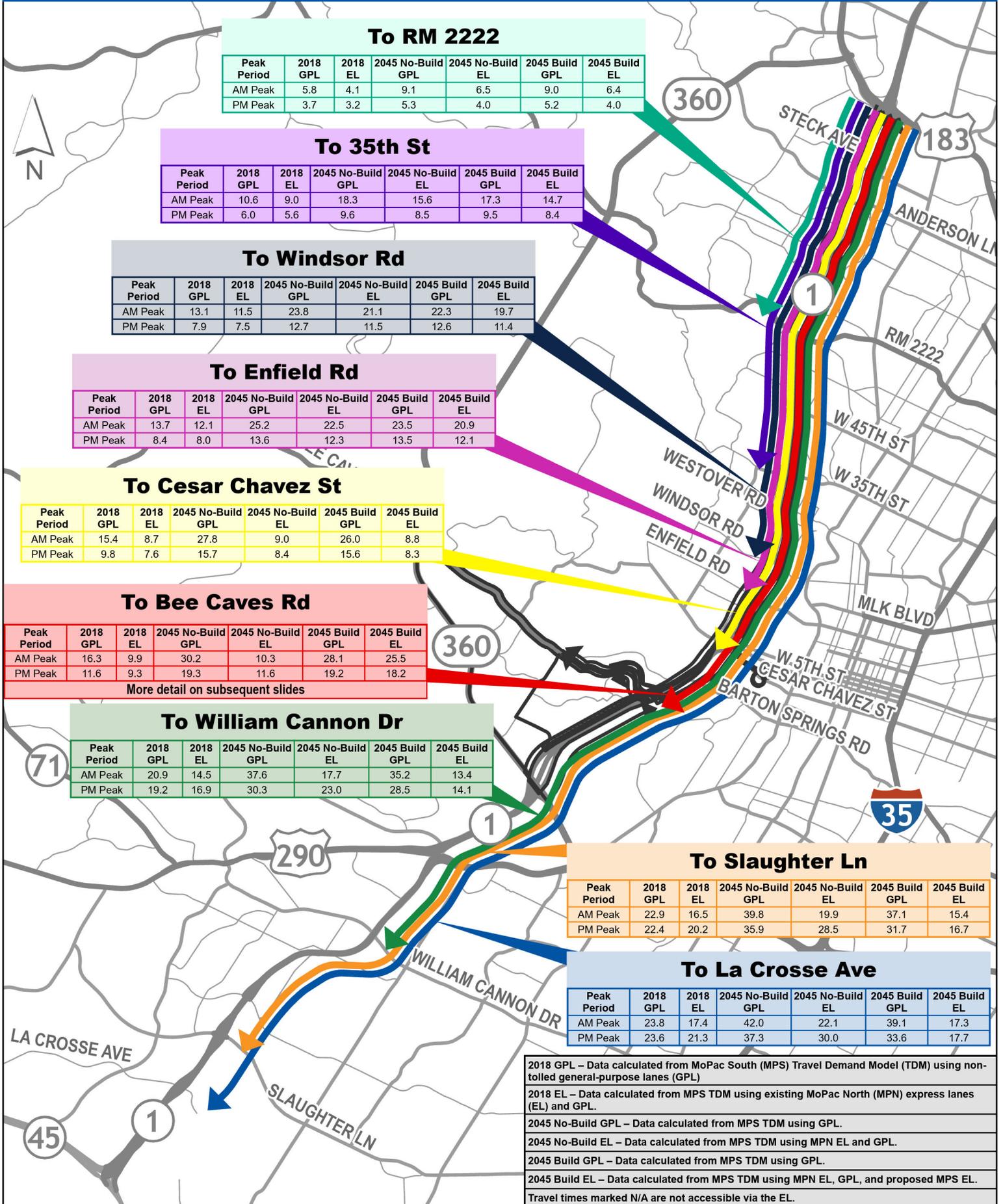
MoPac South

# MoPac South Project

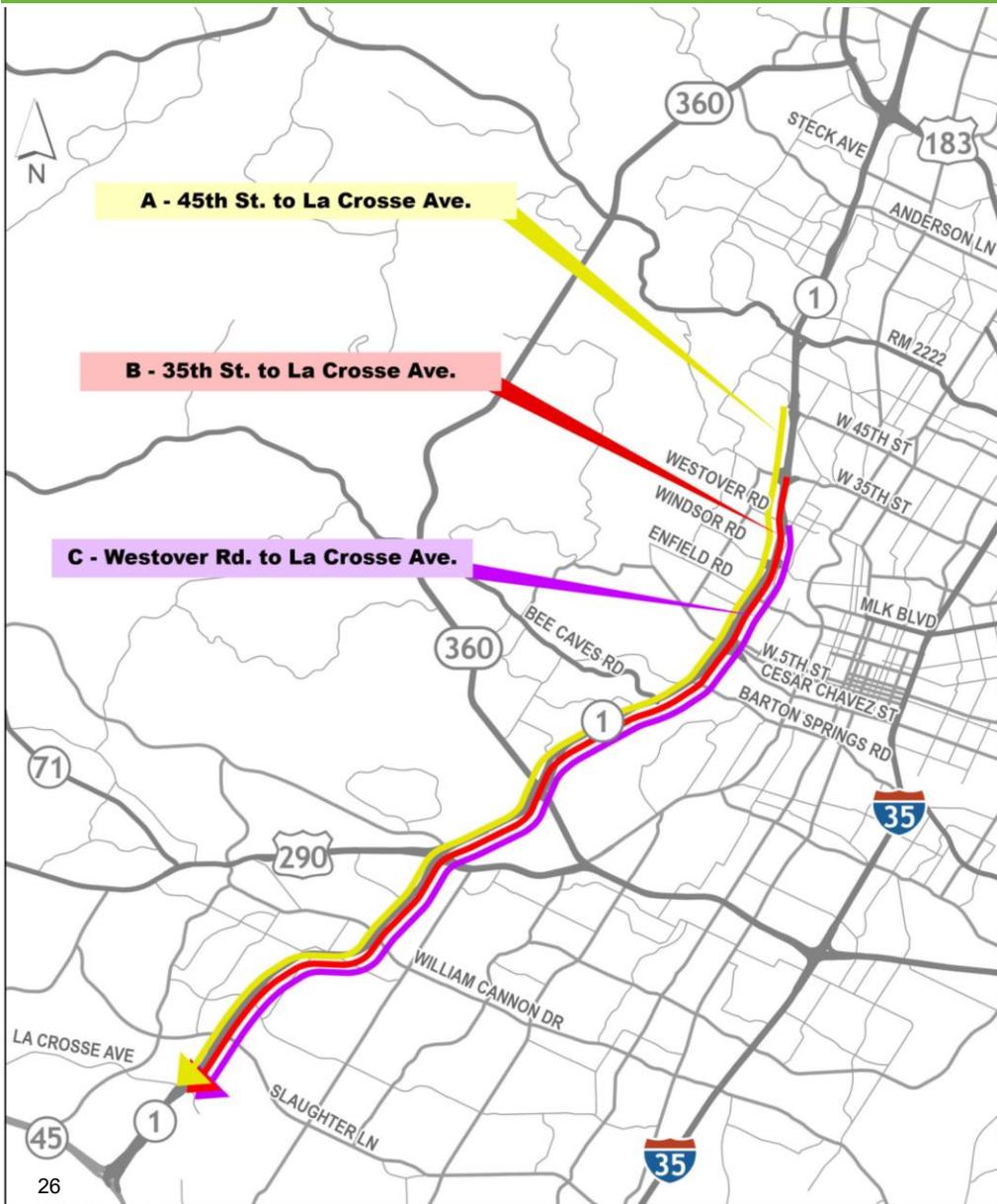
## Travel Times (minutes): Southbound - From US 183



CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY



# Southbound to La Crosse Ave

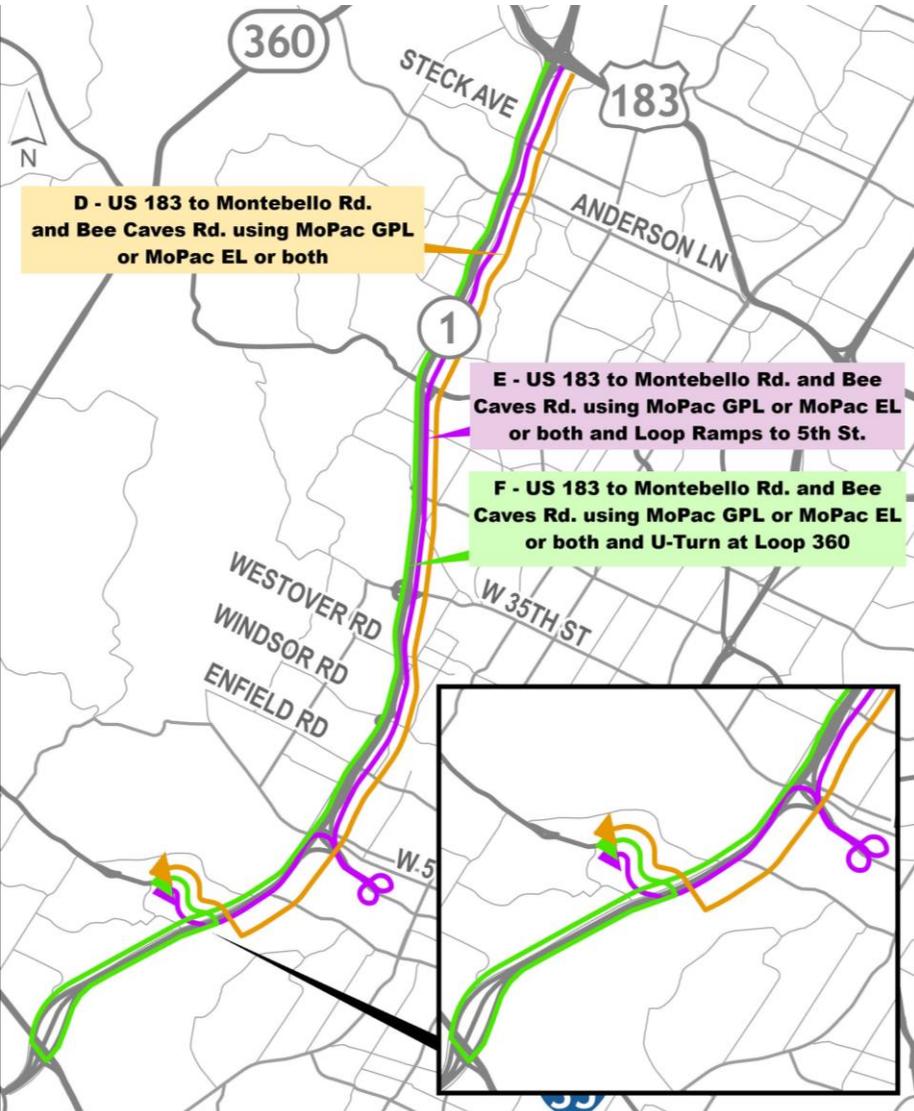


Route	Starting Point	2045 AM Peak		2045 PM Peak	
		No Build	Build	No Build	Build
A	45 <sup>th</sup> Street	26.6	21.2	29.7	17.6
B	35 <sup>th</sup> Street	23.3	18.0	27.9	16.0
C	Westover Road	20.9	15.8	26.5	14.6

Travel routes utilize the EL where possible.

"Build" refers to the 2C Configuration where the existing SB EL exit north of the Colorado River becomes an EL entrance, and the existing NB EL entrance north of the Colorado River becomes an EL exit.

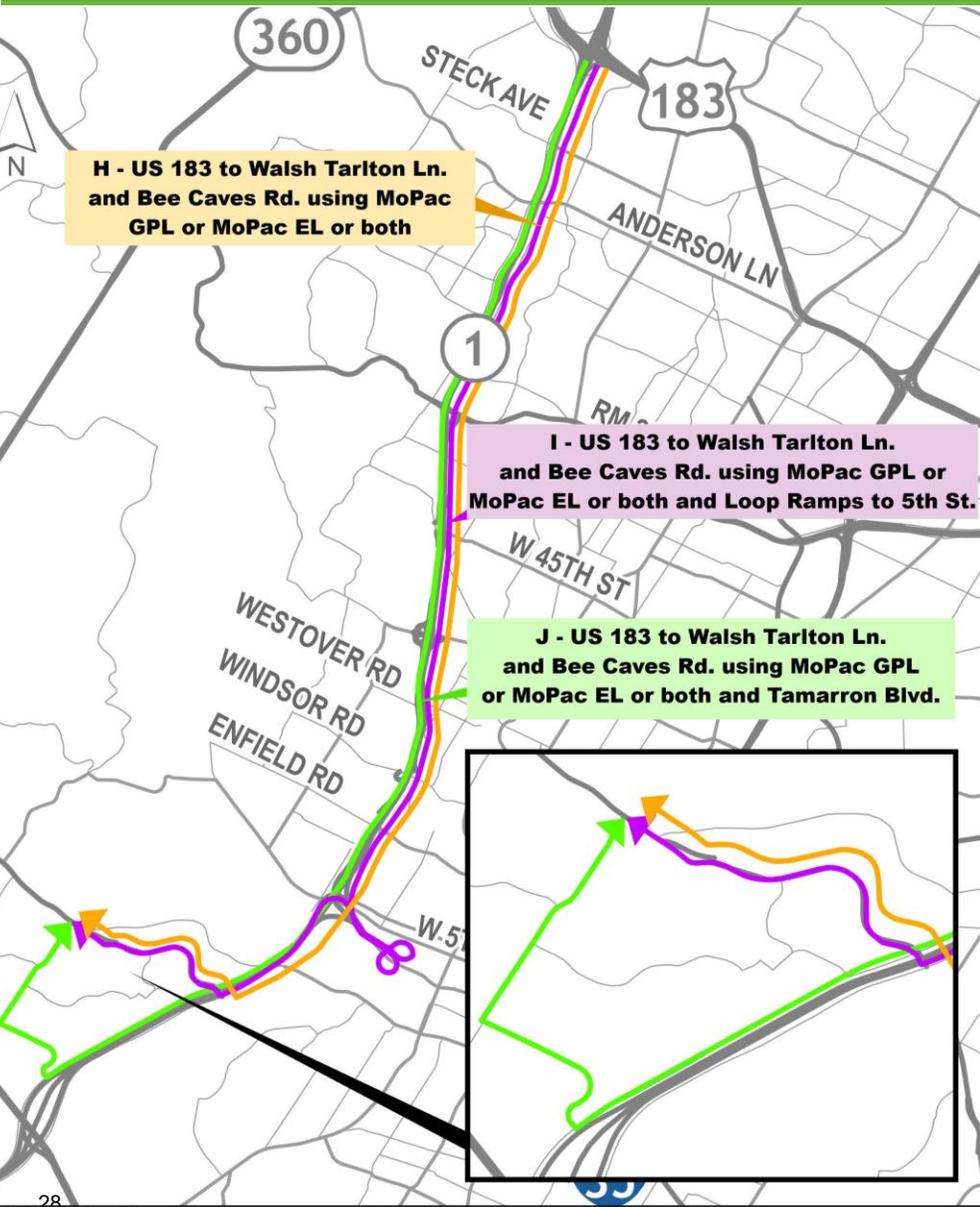
# From MoPac EL at south of US 183 to Bee Caves Road and Montebello Road



Route	Route Description	2045 AM Peak		2045 PM Peak	
		No Build	Build	No Build	Build
D	EL + Existing Exit to Bee Caves	11.9	-	13.0	-
D	EL + Exit at RM 2222 + GPL Exit to Bee Caves	28.5	26.9	19.2	19.6
E	EL + Loop Ramps + GPL Exit to Bee Caves	14.9	14.8	16.3	16.3
F	EL + U-turn @ 360	19.6	17.3	24.1	18.3

US 183 used as a starting point for comparison to all possible routes to destinations. "Build" refers to the 2C Configuration where the existing SB EL exit north of the Colorado River becomes an EL entrance, and the existing NB EL entrance north of the Colorado River becomes an EL exit.

# From MoPac EL at south of US 183 to Walsh Tarlton and Bee Caves

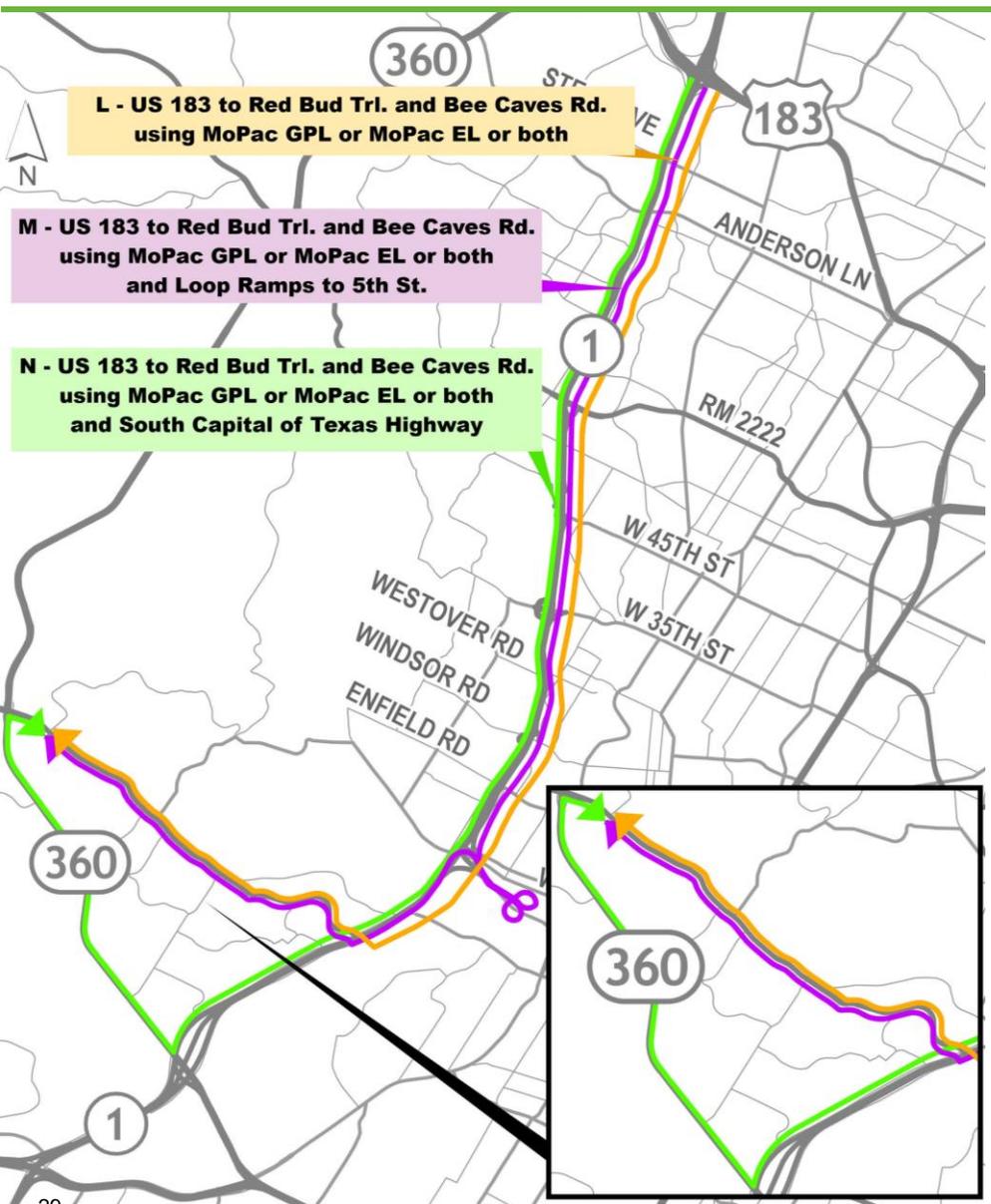


Route	Route Description	2045 AM Peak		2045 PM Peak	
		No Build	Build	No Build	Build
H	EL + Existing Exit to Bee Caves + BC to Walsh Tarlton	13.3	-	14.4	-
H	EL + Exit at RM 2222 + GPL Exit to Bee Caves + BC to Walsh Tarlton	30.1	28.4	20.5	20.8
I	EL + Loop Ramps + GPL Exit to Bee Caves + BC to Walsh Tarlton	16.4	16.3	17.6	17.6
J	All EL + 360 Exit + Tamarron to Walsh Tarlton	16.1	13.9	20.4	14.6

US 183 used as a starting point for comparison to all possible routes to destinations.  
 "Build" refers to the 2C Configuration where the existing SB EL exit north of the Colorado River becomes an EL entrance, and the existing NB EL entrance north of the Colorado River becomes an EL exit.



# From MoPac EL at south of US 183 to Red Bud and Bee Caves



Route	Route Description	2045 AM Peak		2045 PM Peak	
		No Build	Build	No Build	Build
L	EL + Existing Exit to Bee Caves + BC to Red Bud	17.2	-	18.6	-
L	EL + Exit at RM 2222 + GPL Exit to Bee Caves + BC to Red Bud	34.0	32.2	24.7	24.9
M	EL + Loop Ramps + GPL exit to BC + BC to Red Bud	20.3	21.6	21.8	21.7
N	All EL + GPL 360 Exit + 360 NB + Bee Caves Exit + BC to Red Bud	19.1	17.0	22.0	17.7

US 183 used as a starting point for comparison to all possible routes to destinations. "Build" refers to the 2C Configuration where the existing SB EL exit north of the Colorado River becomes an EL entrance, and the existing NB EL entrance north of the Colorado River becomes an EL exit.

# Travel Times for Cross Streets

Street	Dir.	Start Point	End Point	Length (mi.)	AM Peak (minutes)		PM Peak (minutes)	
					2045 No-Build	2045 Alt 2C	2045 No-Build	2045 Alt 2C
Slaughter	EB	RM 1826	Brodie	3.9	8.0	8.4	7.9	8.1
	WB	Brodie	RM 1826		7.8	8.0	7.6	8.1
William Cannon	EB	US 290	Menchaca	4.3	8.1	8.0	8.4	8.5
	WB	Menchaca	US 290		8.3	8.4	8.5	8.6
Southwest Parkway	EB	William Cannon	West of MopacS	2.8	4.9	4.9	4.8	4.8
	WB	West of MopacS	William Cannon		4.8	4.8	5.1	5.0
360 (on mainlines)	EB	Bee Caves	Menchaca	5.4	8.8	8.6	9.6	9.2
	WB	Menchaca	Bee Caves		9.6	9.2	8.8	8.7
Bee Caves	EB	East of 360	MopacS	3.5	8.4	8.2	7.9	7.8
	WB	MopacS	East of 360		7.7	7.7	7.9	7.6
Cesar Chavez	EB	West of Lamar	Congress	1.1	4.0	4.0	3.9	3.8
	WB	Congress	West of Lamar		4.0	3.8	4.5	4.5
Enfield	EB	Lake Austin	Lamar	2.4	7.2	7.2	6.4	6.6
	WB	Lamar	Lake Austin		6.4	6.5	6.5	6.8

**Notes:**

Data source: Traffic Forecasts for 2045

Day: Weekday

Shares are based on traffic forecasted for the ramps and are not based on select-link analysis

## **Agency Purpose:** Improve regional mobility

- **Challenge:** Balance conflicting priorities
- **Considerations:**
  - The Build Alternative configuration **optimizes safety** for all drivers
    - Minimizes weaving and merging
    - Minimizes congestion on general-purpose lanes
  - 2% (2,300) of vehicles from the southbound EL access Bee Caves Road
    - Drivers whose destination is Bee Caves Road between MoPac and Walsh Tarlton will see a travel time increase
    - Alternate routes are available to minimize that increase
    - Travel time comparisons show differences become more negligible/improved with alternate routes the farther west one travels
  - 98% (105,700) of vehicles southbound on the corridor do not access Bee Caves Road
  - Projected northbound travel time increases from Bee Caves Road to US 183 and north would be removed by the implementation of the Bee Caves Intersection concept
- **Decision:** The Build Alternative best serves the region and meets the Purpose & Need to provide reliable routes for SOV, HOV, transit, and emergency services.

# MoPac North EA Projections vs. Measured Travel Times



**MoPac South**  
ENVIRONMENTAL STUDY

- **Average Daily Traffic (ADT) / Volume**

- Loop 1 Environmental Assessment (from 2012) for 2015 & 2035 (based on CAMPO 2035 Mobility Plan)
- 2023 TxDOT Traffic Counts

- **Speed, Travel time and Travel Time Index**

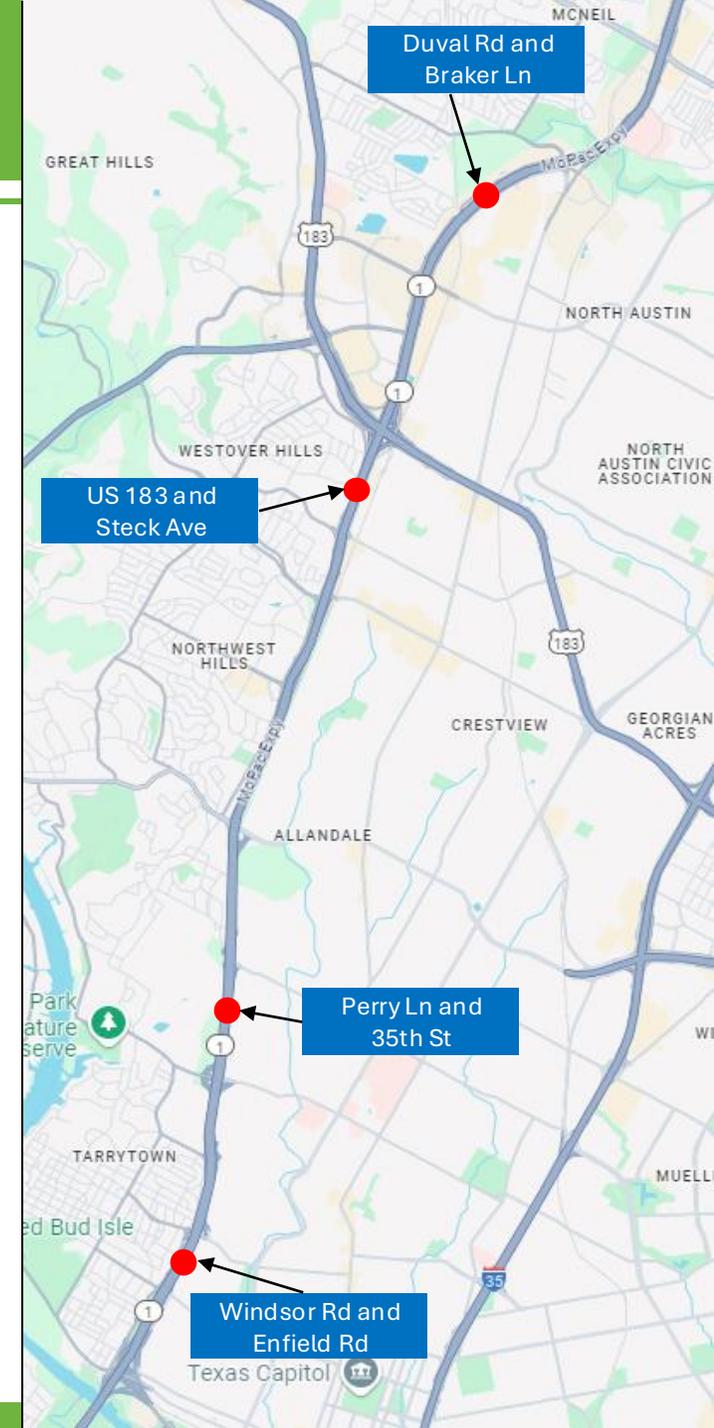
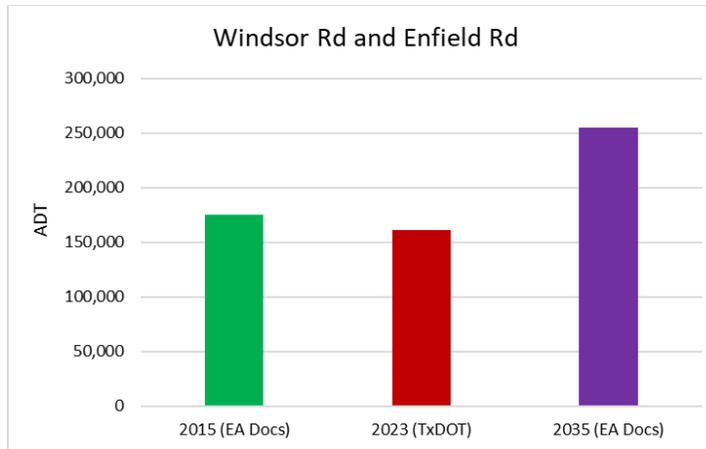
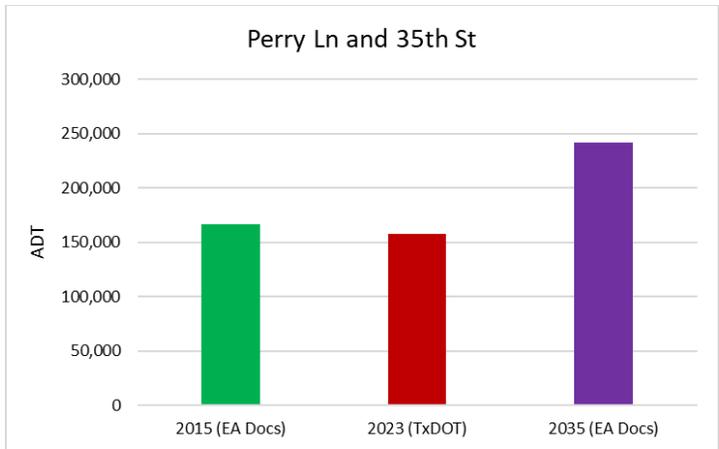
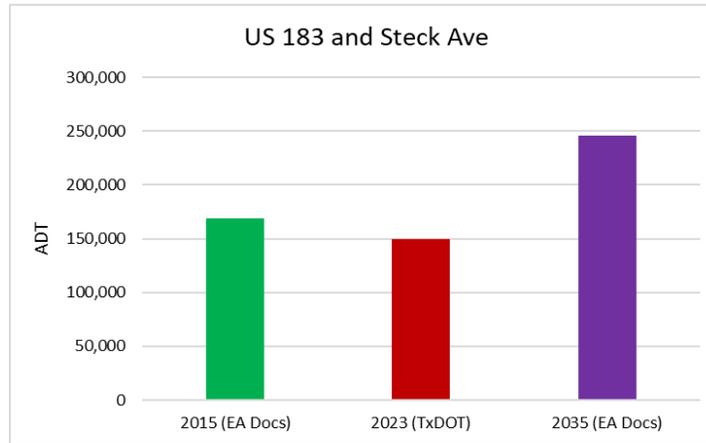
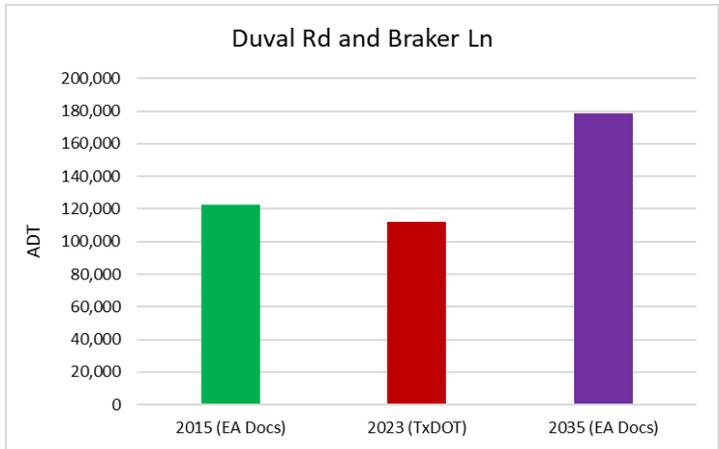
- Loop 1 Environmental Assessment (from 2012) for 2015 & 2035 (based on CAMPO 2035 Mobility Plan)
- 2015 INRIX (Only General-Purpose Lanes, Average Weekday in April)
- 2023 INRIX (General-Purpose Lanes and EL, Average Weekday in April)

- **INRIX Time Period:**

- Morning Peak: 7:00 AM - 9:00 AM
- Evening Peak: 4:00 PM - 6:30 PM

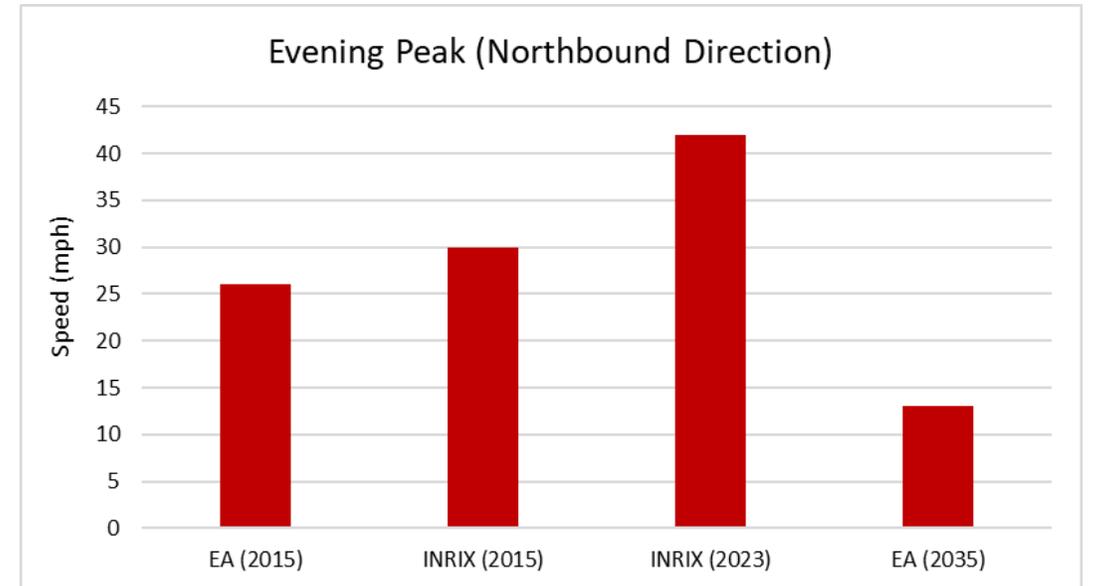
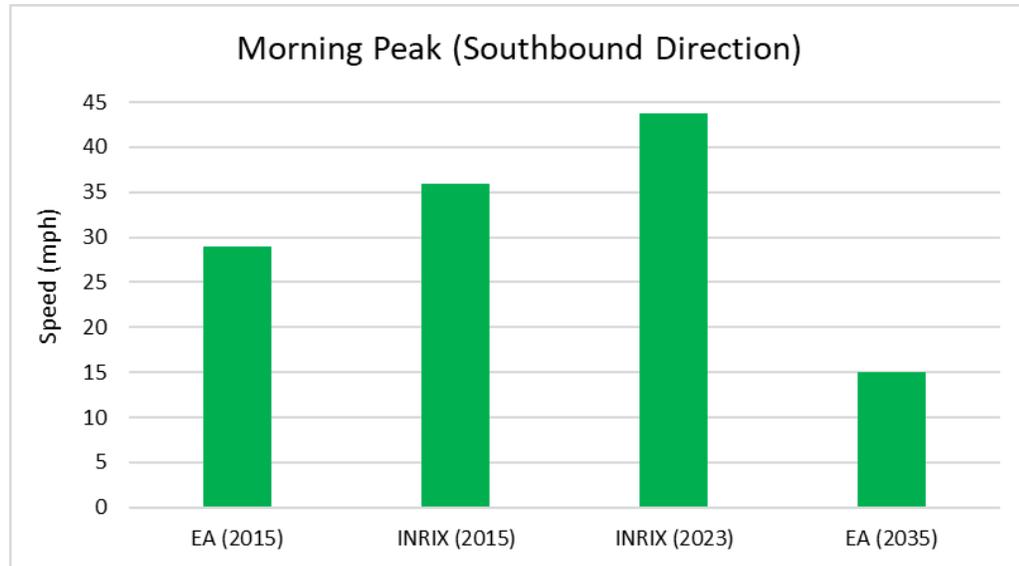
# MoPac North ADT (Traffic Volumes)

- Comparison of EA forecasts with TxDOT shows that actual data from TxDOT from 2023 is similar to forecasts for 2015 and lower than forecast for 2035

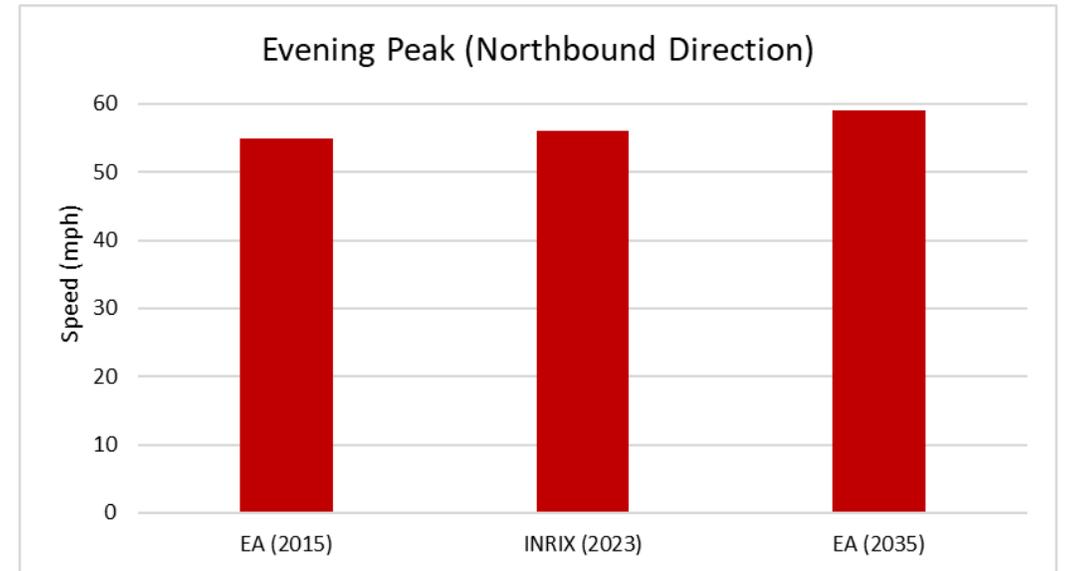
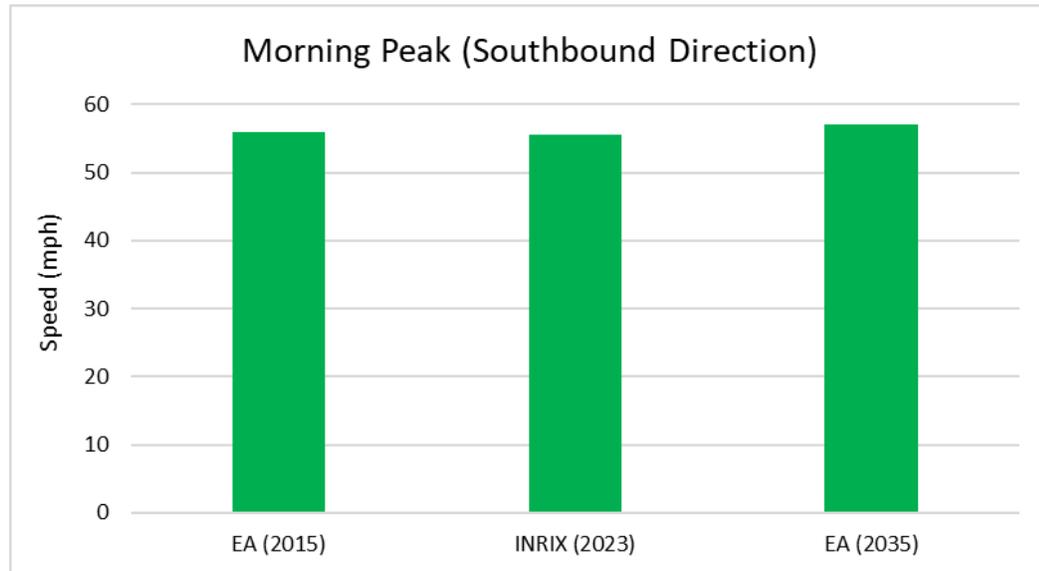


# General-Purpose Lanes Speed

- EA forecasts for the MoPac North GPL show lower speeds were projected in 2015 and 2035
- Compared to the speed forecasts for 2015, actual speeds for 2015 and 2023 are observed to be higher - indicating lesser congestion than projected

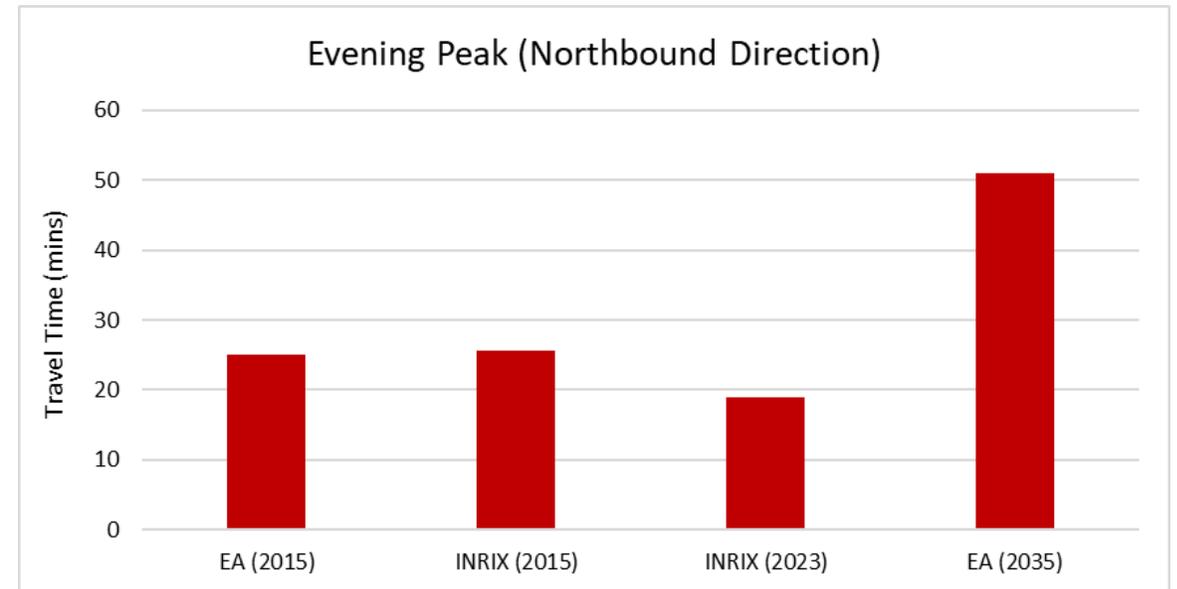
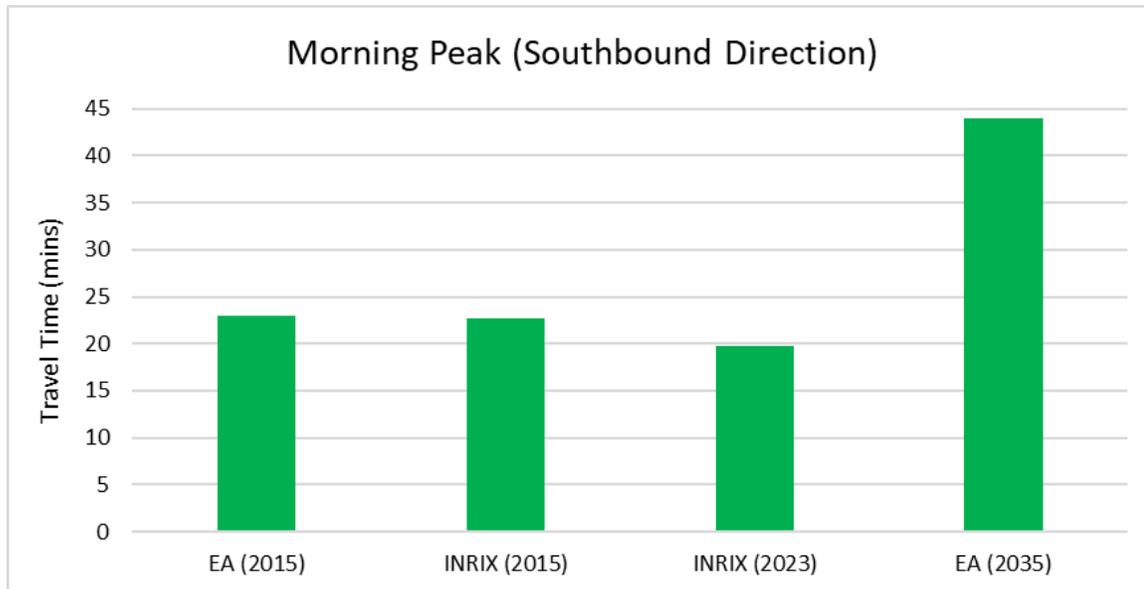


- EA Forecasts for MoPac North EL and actual data from INRIX show similar speeds



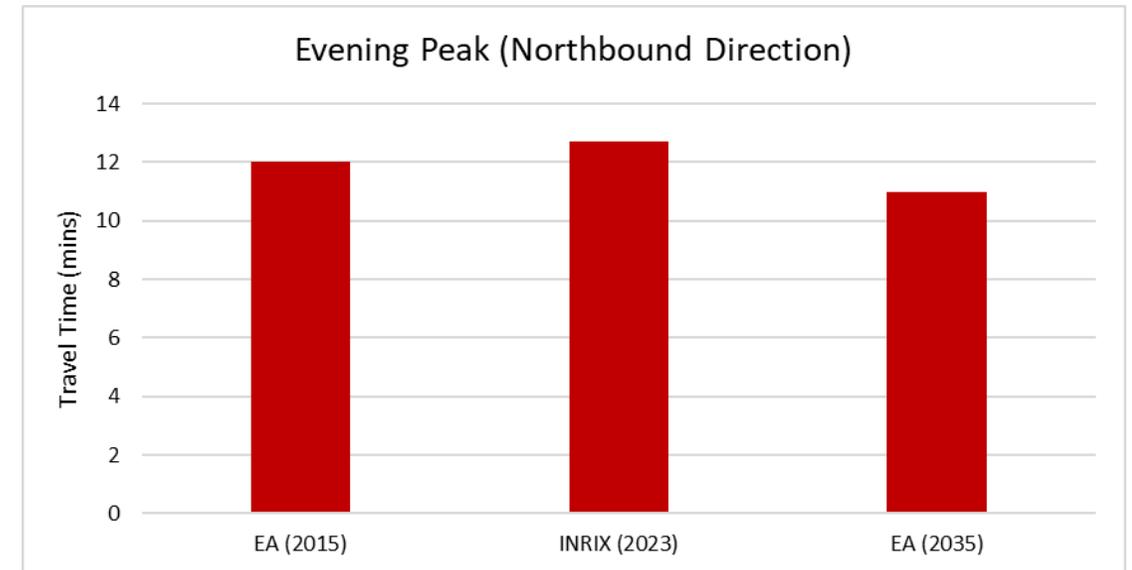
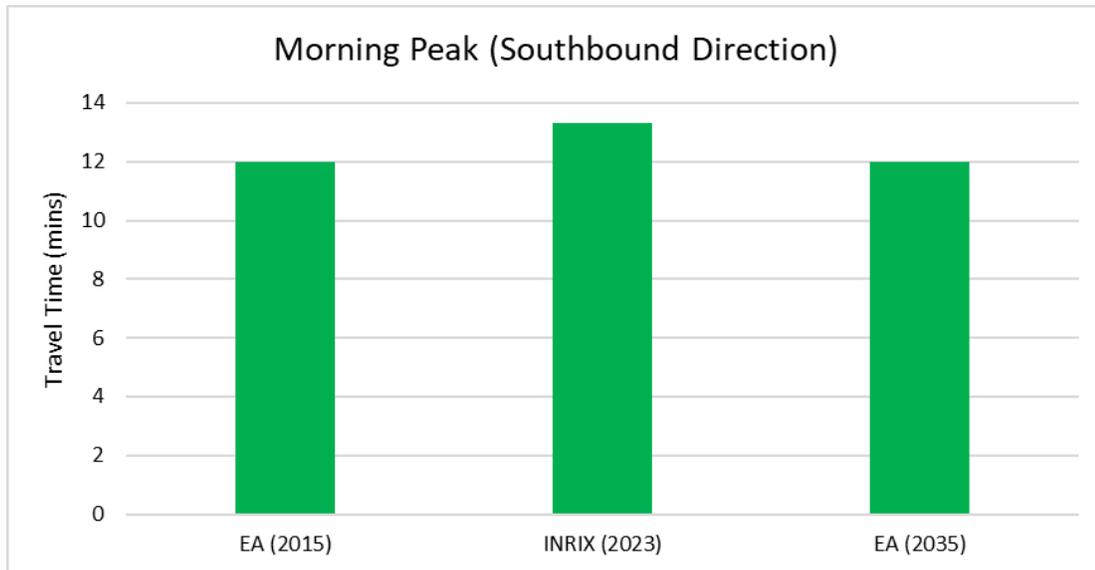
# General-Purpose Lanes Travel Time

- EA forecasts for the MoPac North GPL show similar travel times were projected in 2015 and higher in 2035
- Compared to the travel time forecasts for 2015, actual travel times for 2015 and 2023 are observed to be lower - indicating lesser congestion than projected



# EL Travel Time Comparison

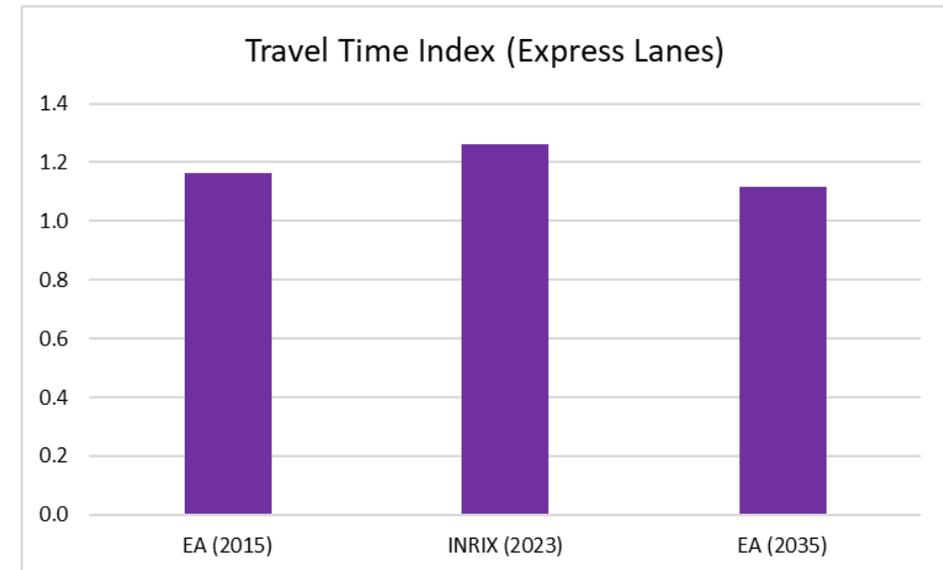
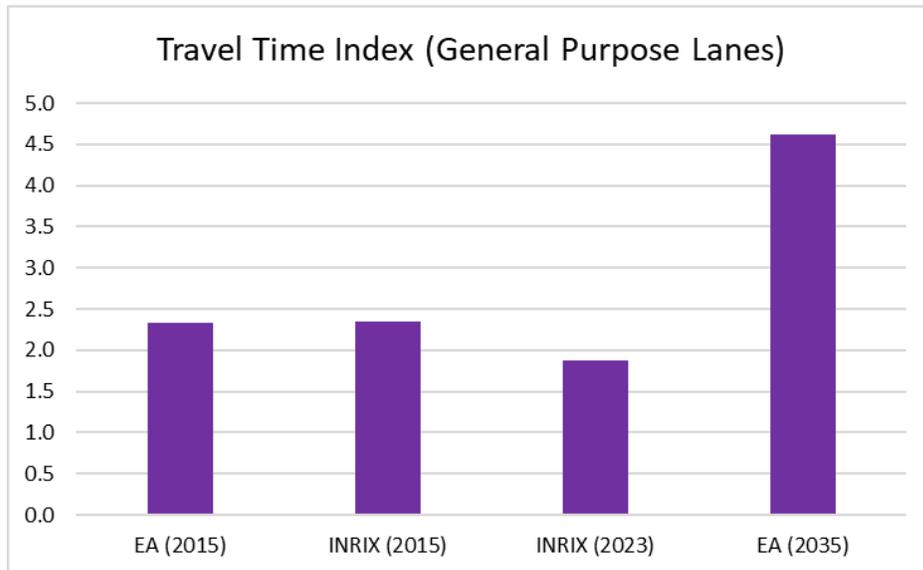
- EA Forecasts for MoPac North EL and actual data from INRIX show similar travel times



# Travel Time Index Comparison

- **Travel Time Index compares the average travel time during the peak period to the travel time under free-flow conditions**  

$$\text{Travel Time Index} = (\text{Average Peak Travel Time (min)}) / (\text{Free Flow Travel Time (min)})$$
- **EA forecasts for the MoPac North GPL show similar travel time index was projected for 2015 and higher in 2035**
- **EA Forecasts for MoPac North EL and actual data from INRIX show similar travel time index**



# Key Takeaways

- **Projected numbers are a best guess using the best available data and calculations**
- **A variety of factors can affect actual travel trends; some of those can't be predicted**
- **In general, the MoPac North EL speeds are slightly higher than projected and the travel times are slightly lower than projected, indicating that the ELs function as predicted and support improving regional mobility**
- **After the existing MoPac Express Lane opened, creating a reliable transit route, the CapMetro Express Bus ridership increased by 73% on MoPac in one year**

# Next Steps



**MoPac South**  
ENVIRONMENTAL STUDY

- **Publish draft Environmental Assessment (EA)**
- **Public Hearing – final opportunity for public comment in the environmental phase**
- **Respond to public comments and adjust schematic and EA**
- **Prepare and submit Final EA to TxDOT**
- **TxDOT issues environmental finding**
  - **IF the project were to receive a Finding of No Significant Impact, the next step would be for the Mobility Authority Board of Directors to vote on possibly moving the project forward to design and construction**



**MoPac South**

**Thank You**

[www.MoPacSouth.com](http://www.MoPacSouth.com)