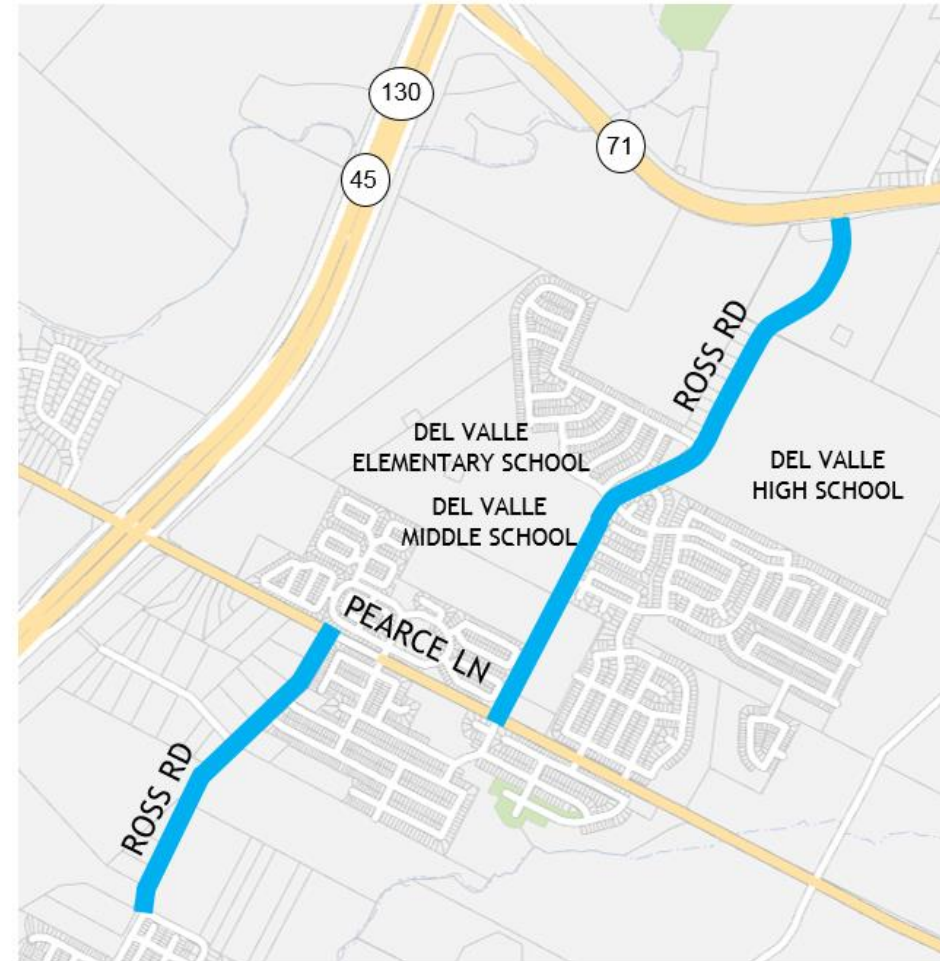


Ross Road Project Limits

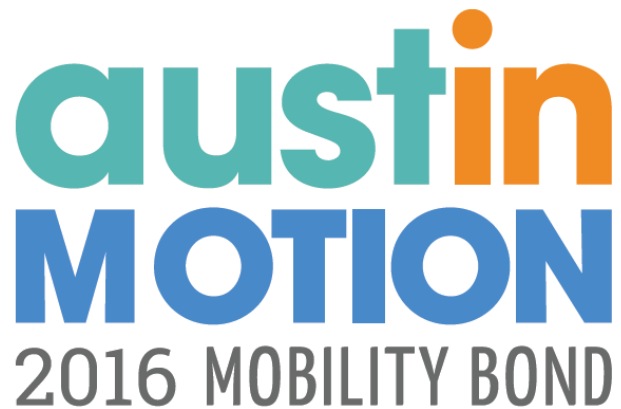
The City of Austin is evaluating several roadways as part of the 2016 Mobility Bond Substandard Streets Program.

This project focuses on Ross Road between State Highway 71 and Heine Farm Road.



Ross Road PER Substandard Streets Project

2016 Mobility Bond



What is it?

In November 2016, Austin voters approved \$720 million in bonds for transportation and mobility improvements throughout the city.

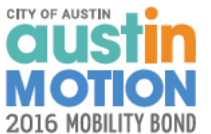
Projects

Nine substandard streets have been identified, including Ross Road.

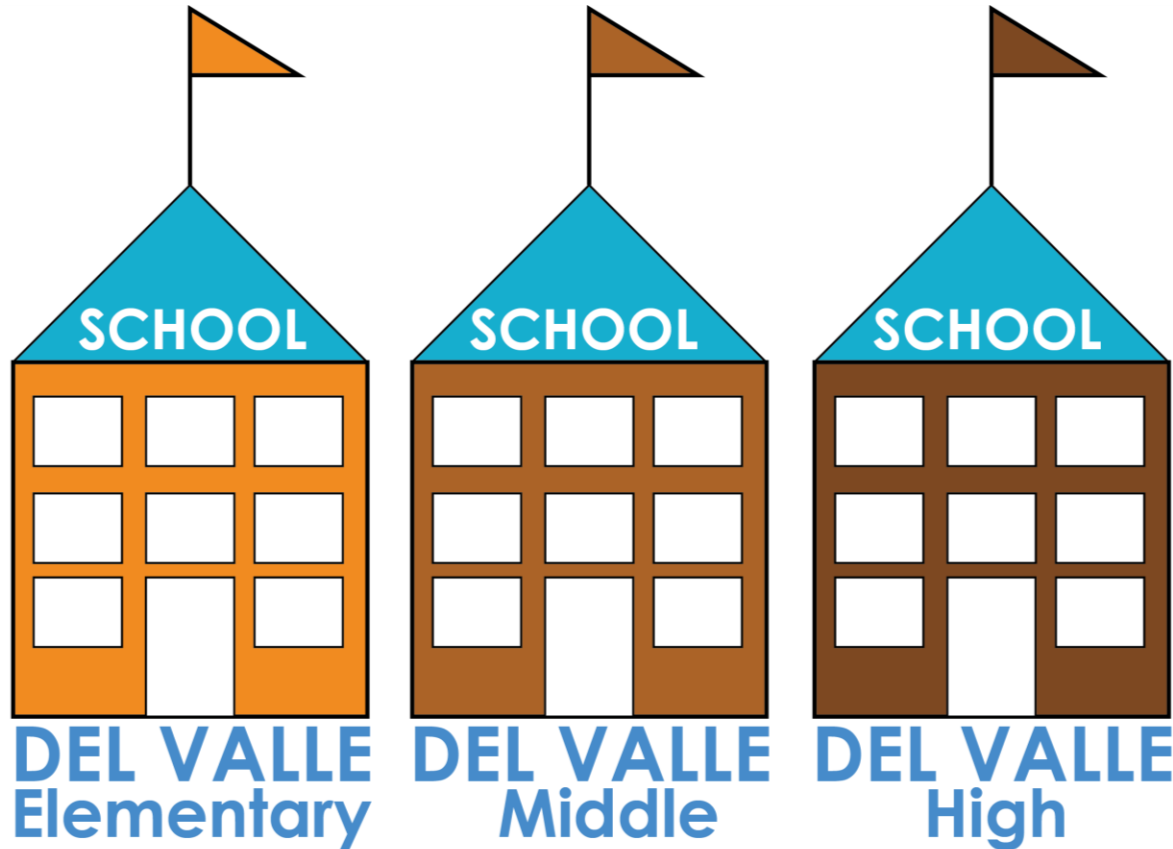
Outcome

The outcome for this process is a Preliminary Engineering Report for Ross Road outlining recommended improvements for future funding opportunities.

Ross Road PER Substandard
Streets Project



School Zone Analyses



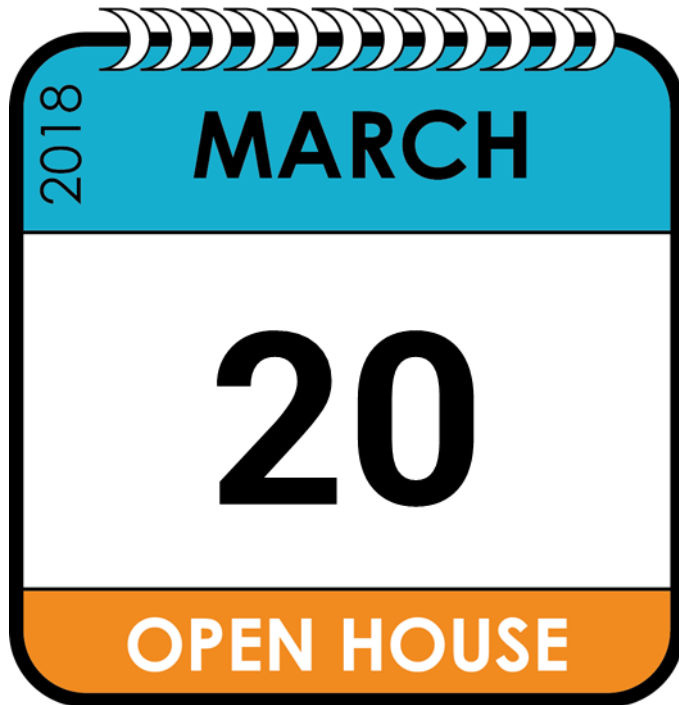
The project limits include three
Del Valle ISD Schools

What will we will look at?

- ✓ Safe Routes to School
(in coordination with City of Austin program)
- ✓ Bus routes and stops
- ✓ Queuing analyses

Outreach Schedule

It's your community – get involved!



- Learn about the project
- 2016 Mobility Bond Overview
- Provide your input on existing conditions



- Discuss project recommendations
- Provide input
- Next steps – funding options, finalize PER

Evaluation Criteria

We will evaluate the roadway for multi-modal operations, safety, signage, and aesthetics.

This represents the “toolbox” of options we consider for each project. We will prioritize the improvements that best fit Ross Road.



Aesthetics



Bike Lane



Design



Operational



Pedestrian



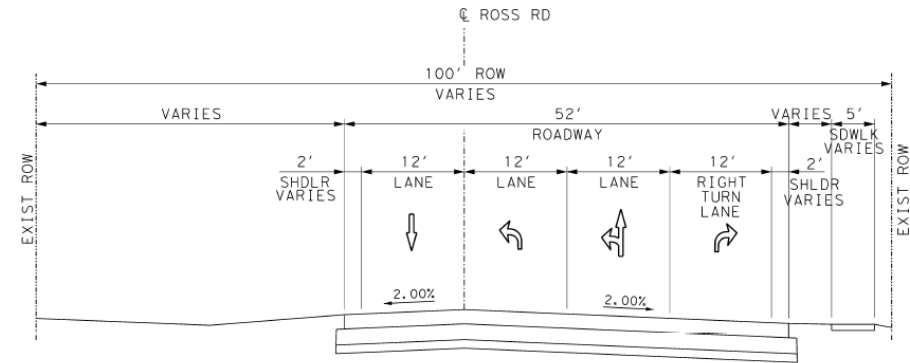
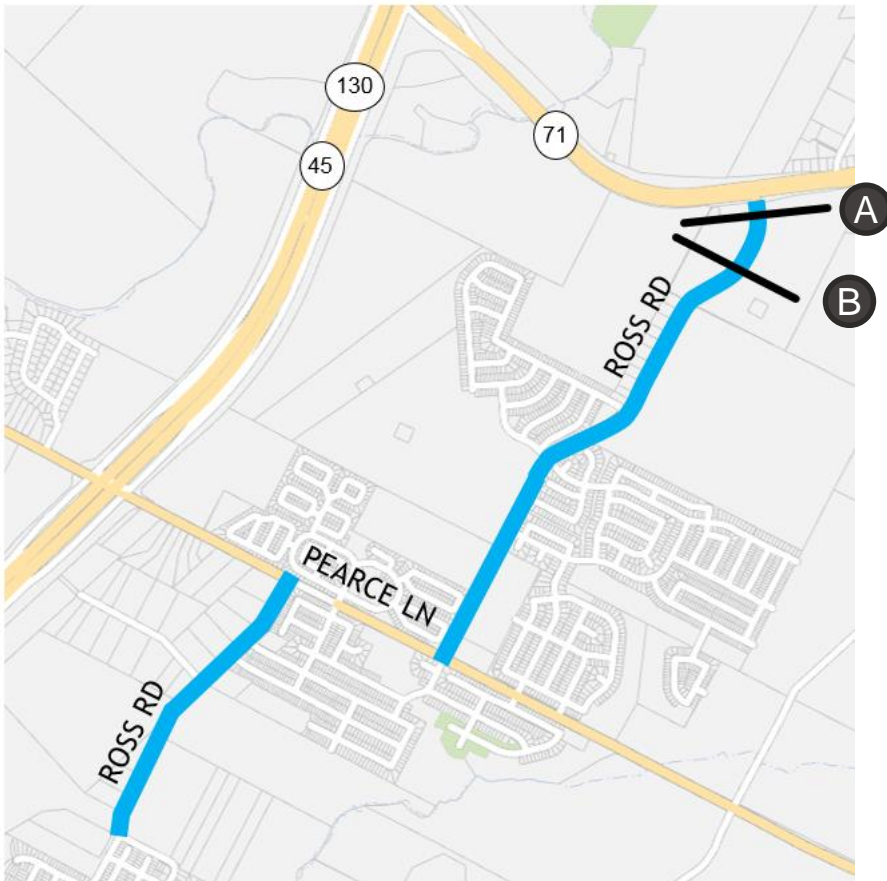
Safety



Signalization

<ul style="list-style-type: none"> Planted Median Lighting 	<ul style="list-style-type: none"> Streetscape/Traffic Calming
<ul style="list-style-type: none"> Pavement Marking Shared Bicycle Facilities Cycle Tracks 	<ul style="list-style-type: none"> Boulevards
<ul style="list-style-type: none"> Intersection Reconfiguration Bulbouts (Bus or Pedestrian) ADA Ramp Placement Channelized turns Medians Raised Curbs Roundabouts Wayfinding 	<ul style="list-style-type: none"> Guardrails/Retaining Walls Driveway Access Control Median Refuge Areas Raised Cycle Tracks Raised Bicycle Crossings Stormwater Management
<ul style="list-style-type: none"> Connecting Streets Signage 	<ul style="list-style-type: none"> Turn Prohibitions Signal Phasing
<ul style="list-style-type: none"> Continuous Sidewalk Pedestrian Hybrid Beacon 	<ul style="list-style-type: none"> Activated Crosswalk
<ul style="list-style-type: none"> Horizontal Sight Distance Vertical Curves 	<ul style="list-style-type: none"> Safety Considerations Capacity Considerations Grade Considerations for Pedestrians & Cyclists
<ul style="list-style-type: none"> Signal Timing Signal Optimization Adjust Signal Phasing 	<ul style="list-style-type: none"> Pedestrians Signals Leading Pedestrians Interval

Existing Cross-Sections

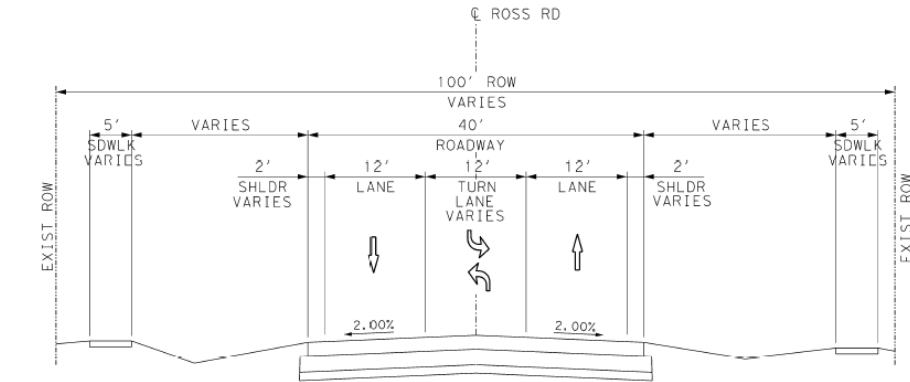


Cross Section A

EXISTING TYPICAL SECTIONS

ROSS ROAD AT SH 71 INTERSECTION

N. T. S



Cross Section B

EXISTING TYPICAL SECTIONS

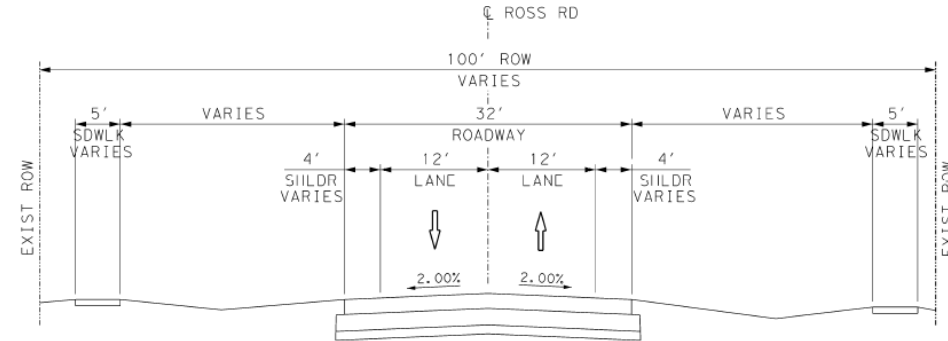
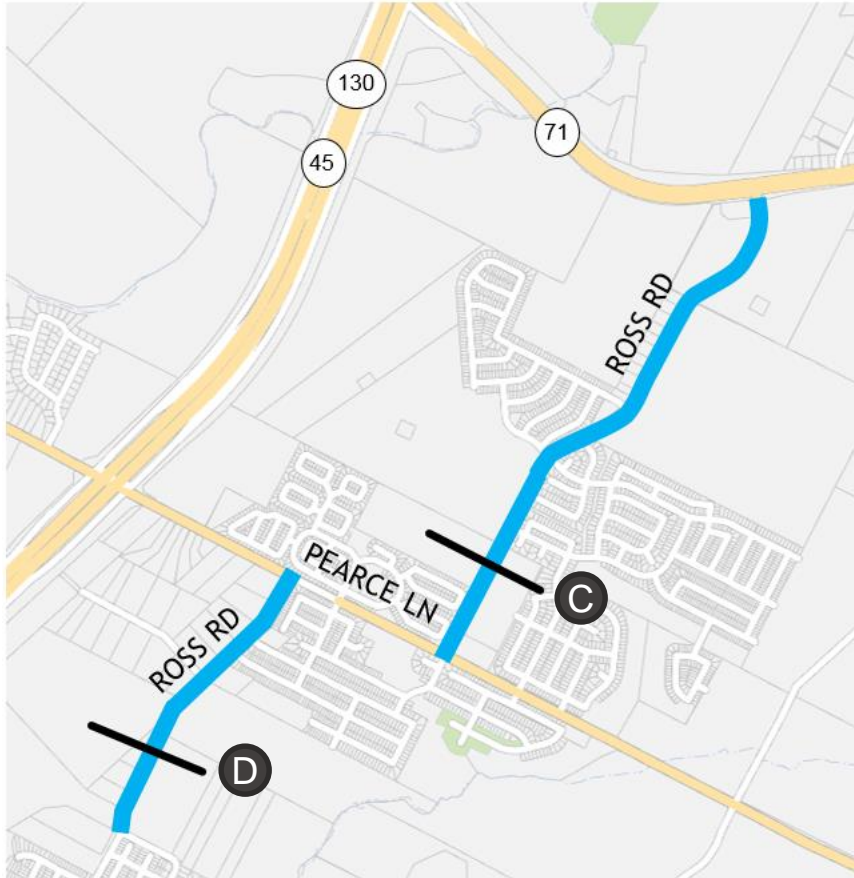
FROM APPROX. 850' SOUTH OF SH 71 TO ST. THOMAS DR.

N. T. S

Existing Roadway Classification: 2-lane Minor Arterial
 Posted Speed: 40 mph
 How fast people are really going: 41-45 mph (85th percentile)

Ross Road PER Substandard Streets Project

Existing Cross-Sections

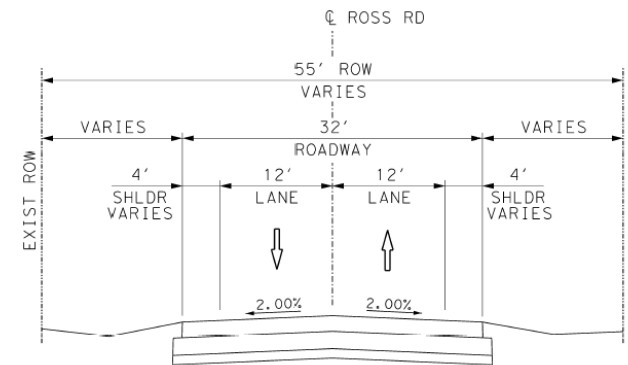


Cross Section C

EXISTING TYPICAL SECTIONS

FROM ST. THOMAS DR. TO PEARCE LANE

N. T. S



Cross Section D

EXISTING TYPICAL SECTIONS

FROM PEARCE LANE TO HEINE FARM RD.

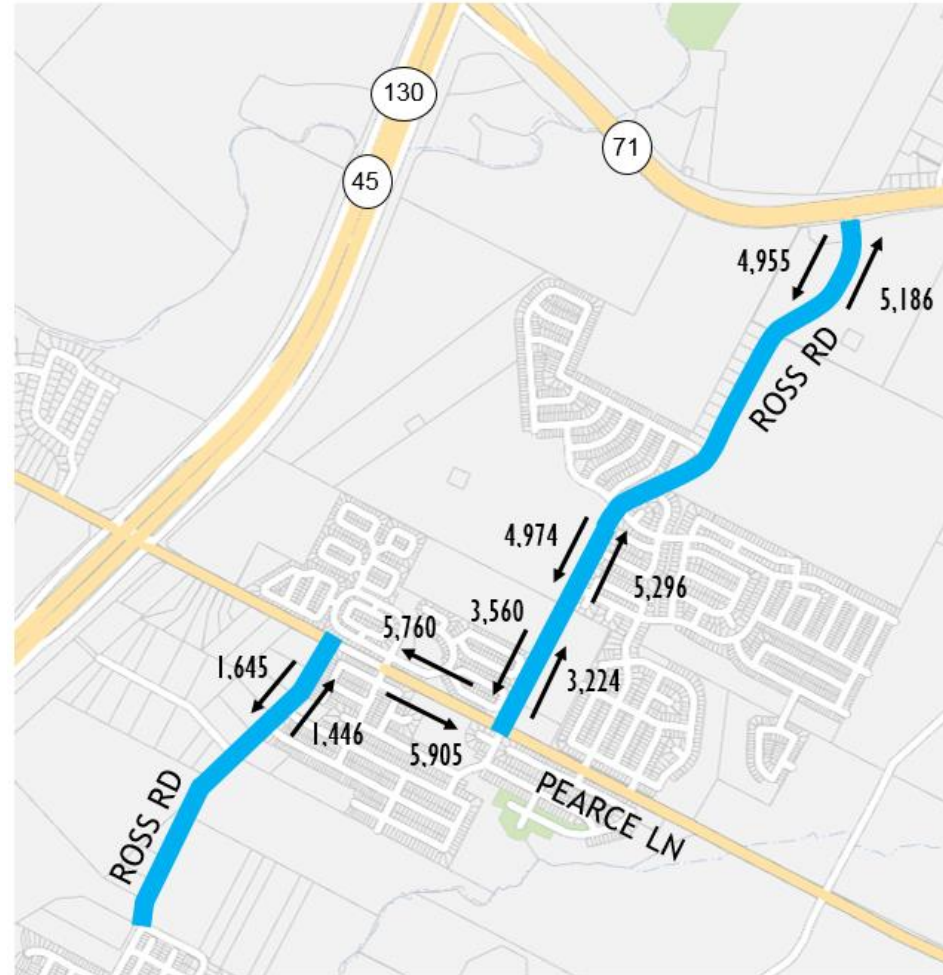
N. T. S

Existing Roadway Classification: 2-lane Minor Arterial
 Posted Speed: 40 mph
 How fast people are really going: 41-45 mph (85th percentile)

Ross Road PER Substandard Streets Project

Existing Traffic Volumes

Average
Daily
Traffic
(ADT)



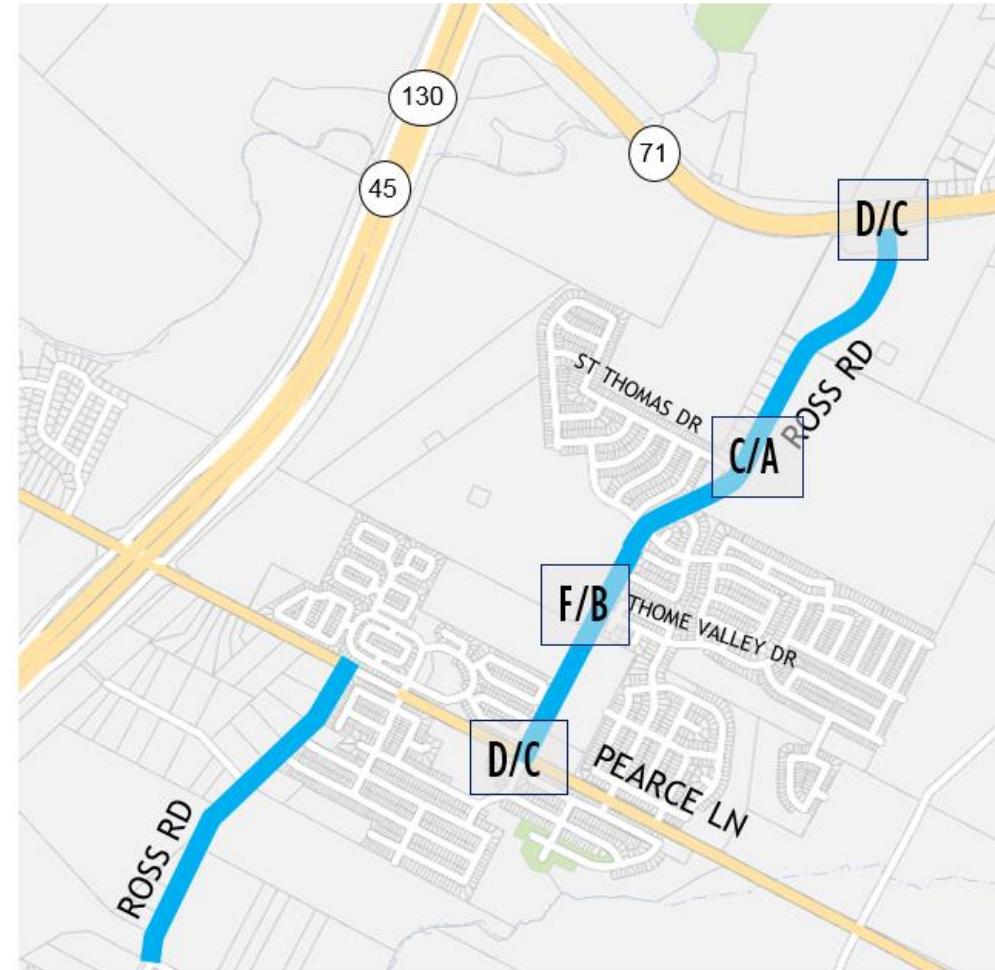
Ross Road PER Substandard
Streets Project

Existing Conditions: Traffic Operations

AM/PM Peak Hour LOS

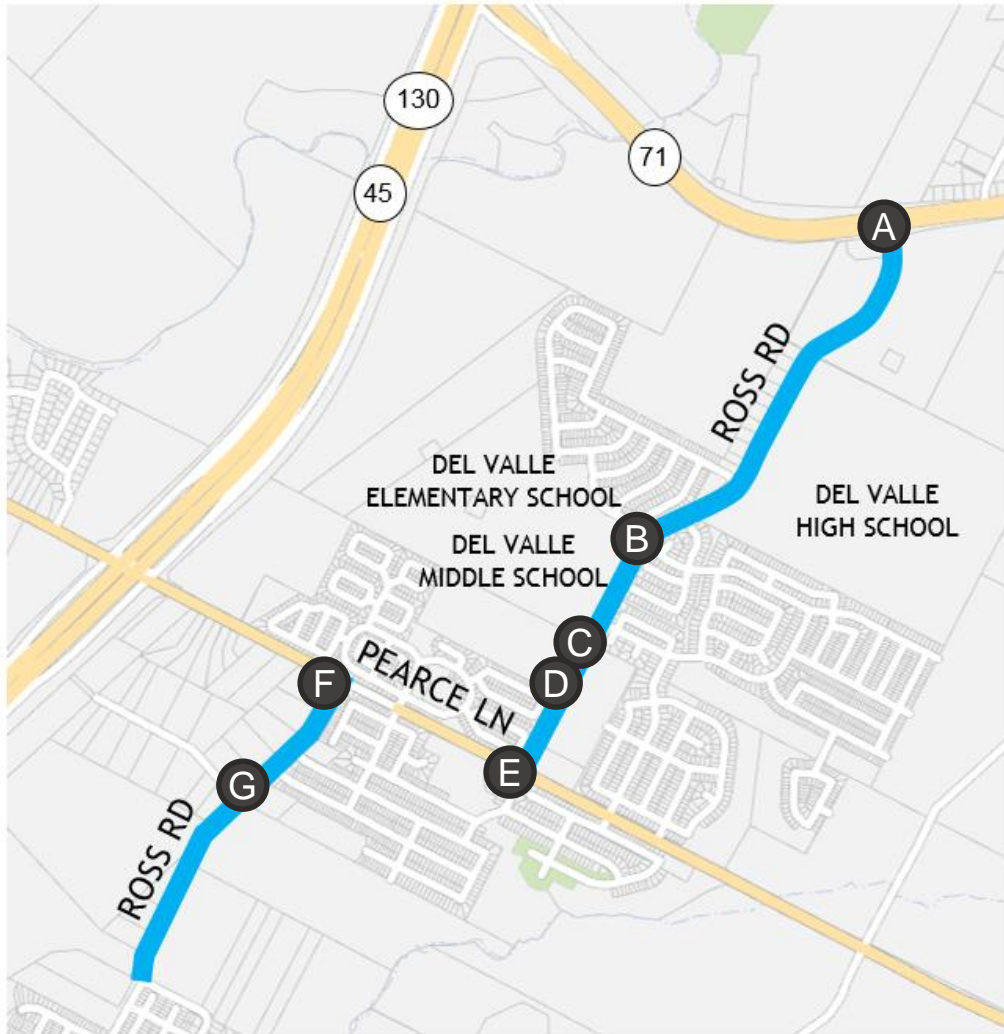
Level of Service (LOS)	Control Delay Per Vehicle (seconds)
	Signalized Intersection
A	≤ 10
B	>10 and ≤ 20
C	>20 and ≤ 35
D	>35 and ≤ 55
E	>55 and ≤ 80
F	> 80

The City of Austin considers LOS D or better acceptable for roads outside of the urban core.



Ross Road PER Substandard Streets Project

Existing Conditions: Crash Analysis



ID	Intersection	Crashes 2012-2016		
		Injury	Property Damage Only	Total
A	SH 71	0	1	1
B	Fort Lexington	8	2	10
C	Thome Valley Drive	2	1	3
D	Del Valle MS	1	1	3*
E	Pearce Lane (East)	10	3	13
F	Pearce Lane (West)	5	1	6
G	Paloma Blanca Way	0	1	1

* Severity unknown for one crash.

There were no crashes with fatalities between 2012 and 2016 on the Ross Road roadway.

Next Steps

November 2017 – Start of Preliminary Engineering effort

December 2017 – Field Data Collection

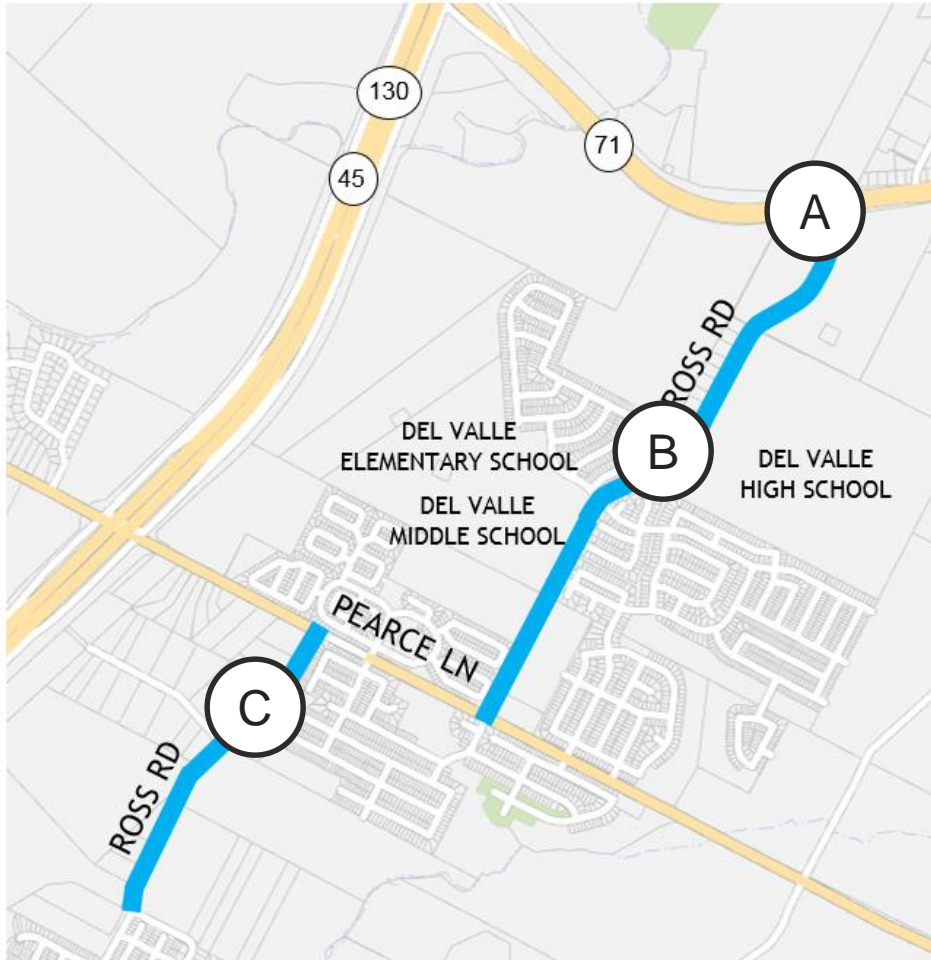
March – Public Meeting #1

Summer 2018 – Development of alternatives based on existing conditions and community feedback

Fall 2018 – Public Meeting #2

Late Fall 2018 – Final Report

Other Funded Development Activity



Project ID	Agency	Improvement	Start of Construction	End of Construction	Next Steps
A	TxDOT	Two new SH 71 overpass bridges over Ross Rd, Kellam Rd	Fall 2019	Summer 2021	Spring 2019 - Project Design Completion
B	Travis County	Auxiliary Turn Lane Into High School	Summer 2018	Fall 2018	Construction Starts Summer 2018
C	Travis County	Conversion to 4-lane divided (Pearce Lane to Heine Farm Rd)	2020	2021	Design Starts 2019