

Spicewood Springs Road Regional Mobility Project

Frequently Asked Questions

1. Why did the City select Alternative C as the preferred alternative?

Alternative C best meets the project goals of addressing congestion and enhancing safety. Alternative C received the most **support from the community** during the August - September 2018 public comment period.

2. What improvements are included in Alternative C?

Alternative C includes two vehicle lanes in each direction, a raised median with left-turn bays, and a shared use path on both sides of Spicewood Springs Road. The shared use path, buffer zone, and curb in Alternative C will provide a safer, more comfortable option for people on bikes and people walking.

3. Why are you recommending medians throughout the project area?

Raised medians significantly reduce the number of vehicle conflict points, providing safety and mobility benefits. Conflict points exist where any two vehicle paths intersect, merge, or diverge. When the number of conflict points on a roadway is reduced, the safety of that roadway increases. Additionally, vehicles are moved out of the flow of through-traffic into left-turn bays while awaiting a turn opportunity. With slower vehicles removed and stored at concentrated turn locations, through-traffic can travel on the roadway more easily and quickly. The medians in Alternative C will also provide stormwater quality and stormwater detention facilities within the existing City right-of-way.

4. How does the City decide which locations receive left-turn access?

The left-turn and u-turn locations in Alternative C will be located at breaks in the median. These turning locations were recommended based on analysis of the turning movement count of vehicles at each driveway, as well as driveway spacing along Spicewood Springs Road.

5. What kind of lighting will be added as part of this project?

Additional lighting needs will be determined during the design phase of the project. Our preliminary engineering work has identified the need for a light study and a traffic signage study during design.

6. Will speed mitigation strategies be implemented as part of this project?

The new raised median will make the roadway look narrower, which helps deter speeding. The National Association of City Transportation Officials (NACTO) recommends medians as a method to reduce vehicular speed because medians act as a “pinch point” that encourages drivers to slow down. The project team does not anticipate proposing a speed limit change as part of this project

7. What if the project cost exceeds the allocated \$17 million from the 2016 Mobility Bond?

\$17 million is earmarked to cover engineering, design, utility relocation (if needed), and construction costs. As part of the preliminary engineering work completed to date, total project costs have been estimated at \$16.7 million. If total costs were to exceed the allocated \$17 million, the City will first look at reducing the project scope to stay within this budget.

8. Will the City need to buy any private property to build this project?

The City does not anticipate needing to acquire any private property or any piece of private property to build this project. Our preliminary engineering work indicates that the improvements included in Alternative C can be built within the City’s existing right-of-way.

9. How will the safety of area deer be prioritized?

Large amounts of land are undeveloped on both sides of Spicewood Springs Road and deer regularly cross the roads to access food resources in these undeveloped areas. The likelihood of deer-related vehicle crashes could potentially be reduced in several ways:

- Use of deer-resistant plantings in the medians
- Additional street lighting to deter deer from the roadway and increase deer visibility for drivers
- Additional signage to help alert drivers to the presence of deer

During the design phase of the project, City staff will consult with a wildlife specialist on additional strategies to reduce deer-related crashes.

10. Will noise walls be included as part of this project?

We anticipate the Spicewood Springs Road project will be entirely locally funded by the 2016 Mobility Bond. A noise study, which can be triggered on larger scale federal projects, is not planned as part of the Spicewood Springs Road project. TxDOT is planning to complete a noise analysis as part of the nearby [Loop 360 project](#).

11. How will this project improve mobility and accessibility for people with disabilities?

A new shared use path is one of the improvements included in Alternative C on both sides of Spicewood Springs Road. The shared use path will include Americans with Disabilities Act-compliant curb ramps.

12. This is an environmentally sensitive area. What steps is the City taking to ensure this area will be preserved?

The City has contracted with an environmental consultant to perform a range of environmental assessments. The project will comply with the requirements of the Balcones Canyon Conservation Plan and the US Fish and Wildlife Service, which protects birds, cave dwelling species, and other endangered species. As part of the Spicewood Springs Road project, any trees that are removed to build the project will be replaced by new trees.

13. When will the Preliminary Engineering Report (PER) be complete?

The PER will be finalized in late 2018 and posted to the project website.

14. What happens after the PER is finalized?

The design phase of the project will begin in November 2018 and will last 1-3 years. The project team will continue to refine Alternative C throughout this phase of the project. Following the design phase, construction will begin and should be complete by 2024. The project team will be in touch with community stakeholders during the design phase to share update on progress and project timeline.

15. Where can I leave my input on this project's decision?

The comment period for this project has closed.

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