

OCTOBER 2016 UPDATE



The RM 620 Feasibility Study began in spring 2015 to analyze transportation issues along the 18.8-mile stretch from SH 71 to US 183 (see map on next page for project limits). This effort has involved stakeholders and community leaders throughout the corridor to identify needs and gather feedback and ideas on possible short-, mid-, and long-term mobility and safety improvements. Results of the study will be used in future, more detailed environmental and engineering analysis for the corridor.

Scenario Development and Analysis

Over the past year, a total of eight stakeholder meetings were held for Section 5 (Lakeway between the northern Lakeway city limit and Lakeway/Bee Cave city limit) and Section 6 (Bee Cave between SH 71 and Bee Cave/Lakeway city limit). At the final meeting in October, the two sections held a joint meeting to consider and discuss possible short-, mid-, and long-term improvements.

Scenarios developed with input and presented to Section 5 and 6 stakeholders included:

- A four-lane divided roadway between Lakeway Boulevard and the Colorado River (with a raised median)
- A six-lane divided roadway between SH 71 and Lakeway Boulevard (with a raised median)
- Multiple improvements for 11 intersections throughout these sections

The designs that were presented to the stakeholders are preliminary in nature and specifics, such as locations of median breaks and turn bays, would be determined later in the design phase. A link to the presentation that was shown at the joint Sections 5 and 6 stakeholder meeting can be found near the bottom of the [RM 620 Feasibility Study website](#).

Crashes and Congestion

Crash data provided by TxDOT was summarized for the period between January 2010 and March 2015. Many of the crashes did not occur at the major signalized intersections, but rather at driveways and other scattered locations. RM 620 currently has a center left-turn lane along most of its length. A Transportation Research Board study shows that raised medians, compared with a continuous center left-turn lane, are associated with fewer crashes on roads that carry more than 20,000 vehicles per day. Details of the crash and congestion data will be included in the RM 620 Feasibility Study Report, to be released in late 2016.

Public Input

An online public survey was held from June 2015 through March 2016 to obtain input on how often, when, and why people are using RM 620. More than 3,000 survey responses from 86 unique zip codes were received and 71% of respondents reported that they live along the RM 620 corridor. Some important points to highlight are that:

- 19% of respondents said they have been involved in a traffic crash on RM 620
- Users identified the Bullick Hollow Rd/RM 2222/RM 620 intersection as having the most significant mobility problems
- The top three suggested solutions to improve these issues included synchronizing traffic signals, restricting development, and improving safety

Detailed results of the survey can be found in a presentation at the bottom of the [RM 620 Feasibility Study website](#).

Next Steps

Once the Feasibility Study Draft Report is completed, it will be made available to the public for a chance to provide feedback.

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RM 620 Feasibility Study

