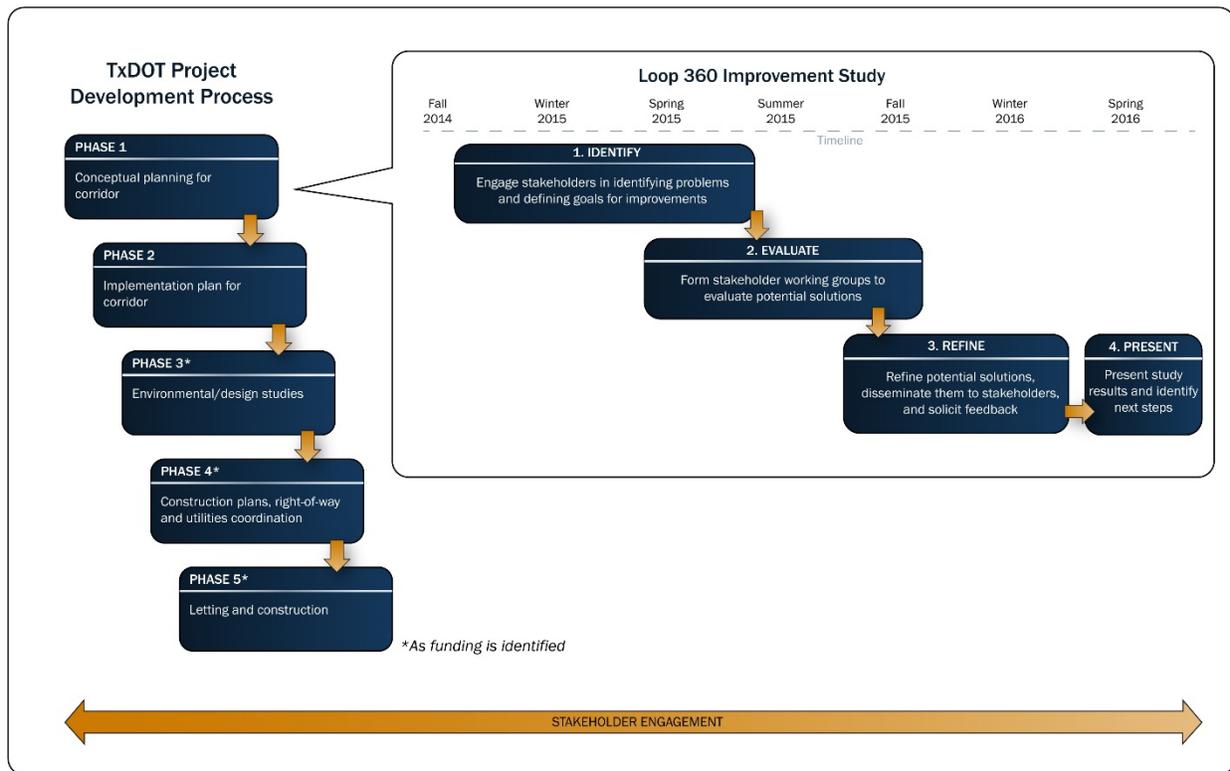


The Loop 360 Improvement Study began in late 2014 and will identify a range of potential short- and long-term mobility and safety improvements along Loop 360. The study team has wrapped up preliminary analysis of several initial scenarios for the corridor, including a No Build (Do Nothing) option that looks at anticipated traffic conditions by 2040 if no significant improvements are made, as well as various Build options showing the possible outcomes if a certain set of transportation improvements are implemented. The initial scenarios and evaluation criteria are currently being refined based on this preliminary analysis and ongoing public and technical input, and the study timeline will be extended to allow ample time to analyze/report the results and receive additional public feedback. Results of the study will be used in future, more detailed analysis and designs for the corridor.



The Loop 360 Improvement Study timeline will be extended to spring/summer 2016 to allow for additional scenario analysis and public input opportunities.

### Two Sections of Loop 360 Make Texas' Most Congested Roadways List

Each year, the Texas Department of Transportation identifies the top 100 most congested roadway segments in the state based on data collected from the Texas A&M Transportation Institute. In 2014, the section of Loop 360 from RM 2244 to US 290/SH 71 was listed as the state's 98<sup>th</sup> most congested roadway. This year, Loop 360 has the unlucky distinction of having two sections on the list: the section from RM 2244 to US 290/SH 71 is now #76, and the section from US 183 to RM 2222 is #94. Unfortunately, many of the other connecting roadways and north/south corridors in the region that might otherwise help alleviate traffic on Loop 360 are even higher on the top most congested roadways list:

- #1: I-35 from US 290 N to SH 71
- #24: I-35 from SH 71 to Slaughter Lane
- #29: MoPac from US 183 to Loop 360
- #41: I-35 from FM 734 to US 290 N
- #65: US 183 from RM 620/SH 45N to North MoPac
- #75: US 183 from North MoPac to I-35

As we continue to refine and analyze potential improvement options for Loop 360, it is important to consider how the corridor fits into the overall regional transportation system and examine the related challenges and opportunities that this presents. The study team has made some refinements to the Loop 360 scenarios and evaluation criteria to address this need. These are discussed further below.

Click [here](#) to view the entire “Texas Most Congested Roadways” list.

### Refinements Made to Loop 360 Scenarios Based on Public and Technical Input

In October, we announced the study team would be looking at four Build scenarios for the Loop 360 corridor. These scenarios were not intended to represent specific project recommendations, but rather a broad range of possible improvement options for comparison purposes only. The team has since made several technical refinements to the four initial Build scenarios to optimize the performance of each, and has added one additional Build scenario for comparison purposes. The team has also identified additional criteria by which to evaluate each scenario based on ongoing public and agency input.

Preliminary results for all scenarios, as well as the revised evaluation criteria, were presented to the Loop 360 Section Working Groups in late October/early November. Additional refinements will be made based on their input, and a draft report describing all scenarios, assumptions, preliminary results, and conclusions will be released for public review and comment early next year.

So far, the following refinements have been made or identified for future implementation based on public input and additional technical analysis:

- The Build scenarios were refined to optimize either **local mobility** (focusing on improving travel *within* the corridor) or **regional mobility** (focusing on improving connections between Loop 360, US 183, and South MoPac, as well as maximizing available capacity within the corridor to handle higher traffic volumes), depending on what maximized the performance of that scenario.
- The “Mobility” evaluation criterion was separated into two unique criteria to distinguish between local and regional mobility impacts.
- The “Aesthetics/Visual and Other Impacts” evaluation criterion was separated into two unique criteria to create a clearer distinction between aesthetic/visual impacts and environmental impacts, which have been highlighted as two very important factors along the corridor.
- A “Transit/Emergency Access” evaluation criterion was added to assess the ability of each scenario to accommodate emergency response needs and offer viable transit opportunities.
- A fifth Build scenario was modeled to provide an additional comparison of potential mobility impacts if flyovers and four additional grade-separated non-tolled lanes are added to Loop 360.

- A sixth Build scenario will be modeled to show the results of grade-separating the existing four lanes and adding one grade-separated variably tolled/HOV/transit lane in each direction, with flyovers at US 183 and South MoPac.

Additional refinements may be made as a result of further technical analysis and ongoing public input. Click [here](#) to see an updated description of the Loop 360 scenarios.

### **Public Involvement Update**

Thank you to everyone who took our Loop 360 public survey, which was open from March – October 2015. Over the course of the survey, we received over 3,600 completed responses from 85 unique zip codes. Click [here](#) to see the full public survey response summary.

As noted above, the input that you have provided through the survey and other ongoing public involvement opportunities has been invaluable in helping us identify specific needs along the corridor, additional ideas for improvements, and important factors to consider in the evaluation process. Although the survey is now closed, we continue to meet with working groups and other stakeholders to discuss specific issues along the corridor, and are accepting public comments via the website on an ongoing basis. We also anticipate releasing a draft study report for review and comment early next year, and will send an update as soon as it is available.

To request a meeting with the Loop 360 study team or submit questions/comments, please visit [www.Loop360Study.com](http://www.Loop360Study.com) or contact Bruce Byron, Project Manager, at (512) 832-7107.