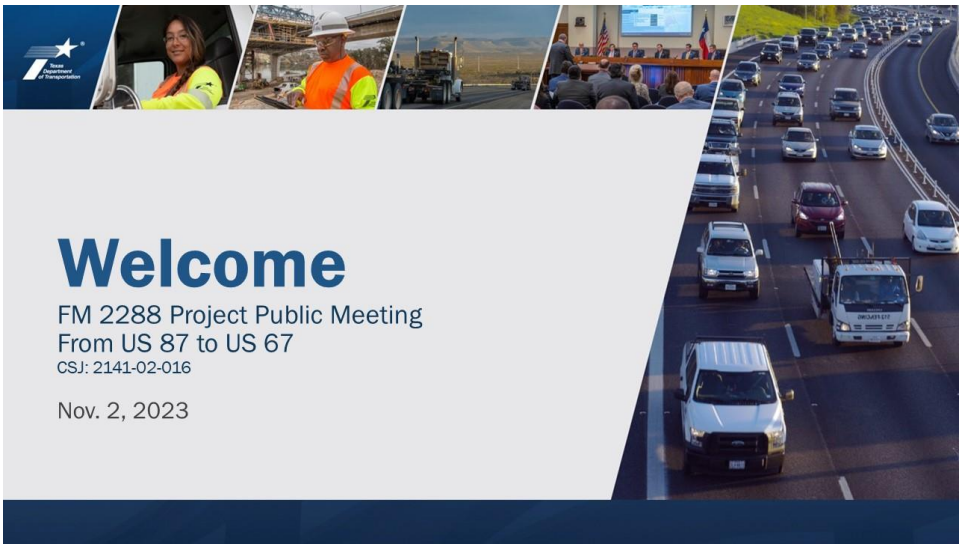
FM 2288 Public Meeting Presentation Script for VOICEOVER

CSJ: 2141-02-016

Welcome / Opening - SLIDE 1



Welcome to the FM 2288 Virtual Public Meeting with an In-Person Option. This public meeting is divided into a virtual project presentation, which you are currently watching, and an in-person public meeting to be held at the Grape Creek ISD Main Office from 6 to 8 pm on Thursday, November 2, 2023.

The Texas Department of Transportation San Angelo District thanks you for your attendance. We appreciate your interest and involvement in this project. Your input is critical to the project development process, and we look forward to receiving feedback and comments from you.

(Flip Slide)

Public Meeting Outline – SLIDE 2

This presentation will provide an overview of the proposed project, what TxDOT is considering, current conditions on FM 2288, the proposed improvements for the roadway, as well as goals for public involvement, including the comment deadline and ways to stay connected with the FM 2288 Project.

We encourage you to engage with the materials posted on the FM 2288 webpage at TxDOT.gov (that's *T-x-D-O-T-dot- G-O-V).* We would also like to stress the importance of providing feedback and comments for our consideration. A comment form is available online as a PDF or comments may be submitted through an online survey. Please submit all comments by Friday, November 17, 2023.

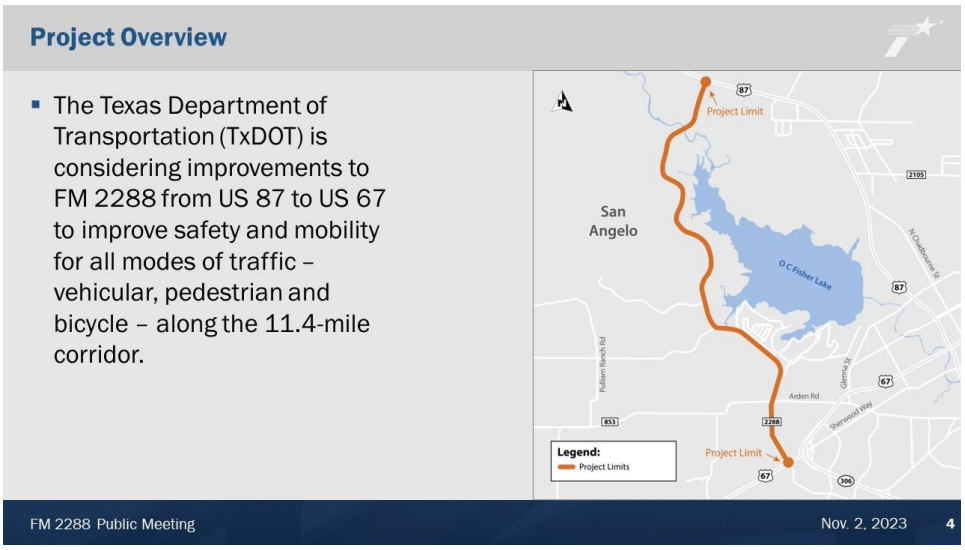
(Flip Slide)

Safety – SLIDE 3

November 7, 2000 was the last deathless day on roadways in Texas. That means for nearly 23 years, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive when sleepy or under the influence of alcohol or drugs. So please do your part and share this message with your friends and family.

(Flip Slide)

Project Overview – SLIDE 4

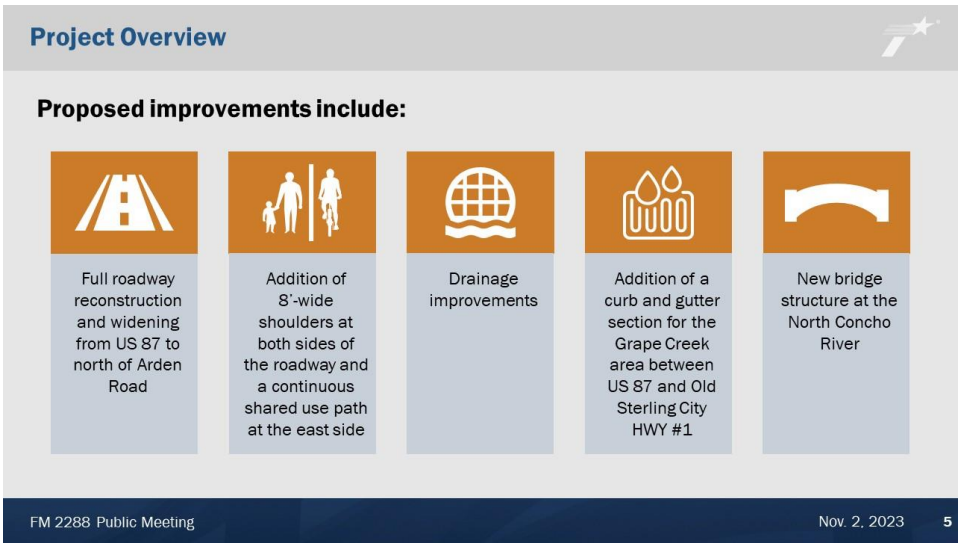


The FM 2288 project is 11.4 miles in length and stretches from US 87 to US 67 in San Angelo, TX. It serves as a busy connection to local arterials regional corridors and the San Angelo State Park.

TxDOT recognizes that due to the aging condition of the current roadway and increased traffic volumes, improvements to safety and mobility for vehicular, pedestrian and bicycle traffic should be studied. As part of TxDOT's Connecting Texas 2050 plan roadways like FM 2288 need to accommodate bicycles and pedestrians alike. TxDOT has a Bicycle Plan pilot program that will ultimately be applied throughout all 25 TxDOT Districts. Initial studies for FM 2288 would analyze proposed improvements based on public input while avoiding or minimizing impacts to landowners, the community, and the environment.

(Flip Slide)

Project Overview – SLIDE 5



Proposed improvements to FM 2288 include full roadway reconstruction and widening from US 87 to north of Arden Road, the addition of 8-foot-wide shoulders at both sides of the roadway and a continuous shared use path at the east side. Drainage improvements will be added throughout the corridor, including the addition of a curb and gutter section for the Grape Creek area between US 87 and Old Sterling City Hwy 1. Lastly, a new bridge structure at the North Concho River is being considered.

(Flip Slide)

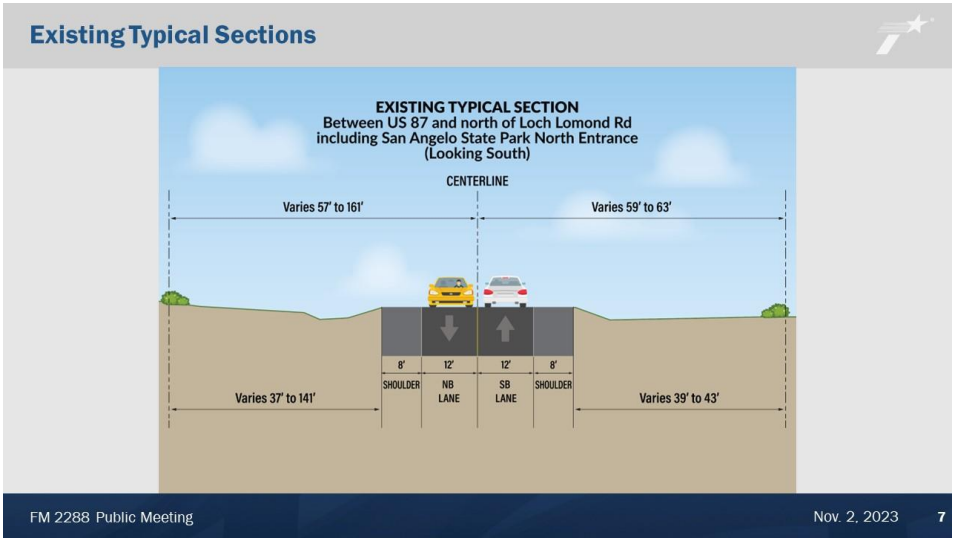
What is TxDOT considering? - SLIDE 6

TxDOT will consider numerous issues, concerns and needs as the improvement options for FM 2288 are developed and refined. These include:

- Safety
- Public and Stakeholder Involvement
- Environmental and Community Features
- Traffic Flow, and
- Connectivity and Access

(Flip Slide)

Existing Typical Section – SLIDE 7



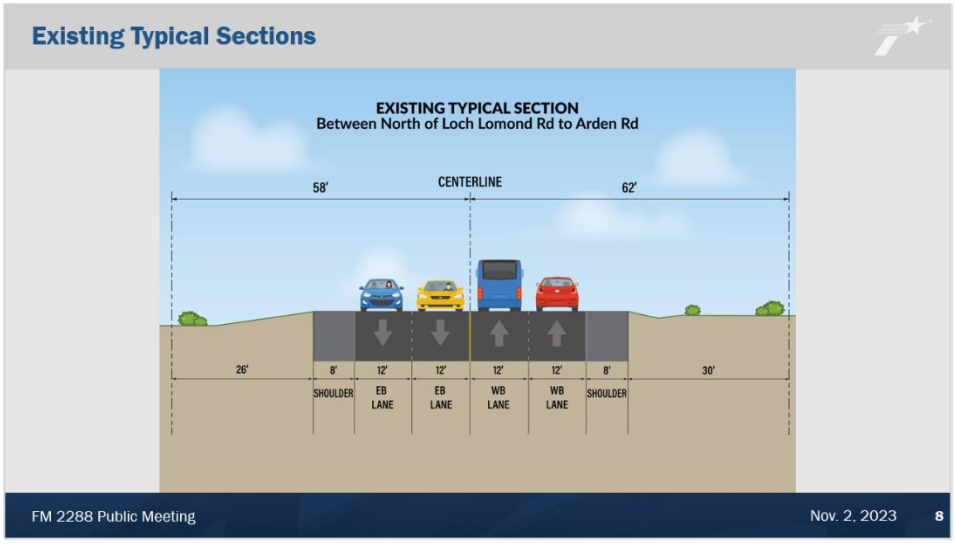
A “typical section” is a cross section view of the roadway configuration and dimensions, and how it fits into the “right of way”, which is the land area dedicated to the roadway.

Here we are showing the current roadway typical section between US 87 and north of Loch Lomond Road including San Angelo State Park North Entrance.

These sections consist of one 12-foot lane in each direction and two 8-foot shoulders on either side, without separation between the lanes, as depicted in the graphic on the screen.

(Flip Slide)

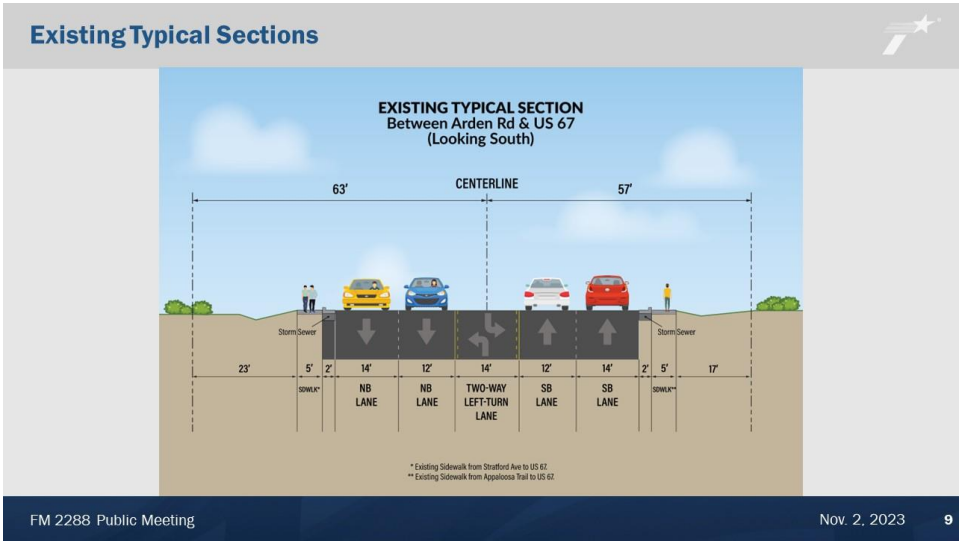
Existing Typical Section – SLIDE 8



The typical section between North of Loch Lomond Road to Arden Road consists of two 12-foot lanes in each direction and two 8-foot shoulders on either side, without separation between the lanes, as depicted in the graphic.

(Flip Slide)

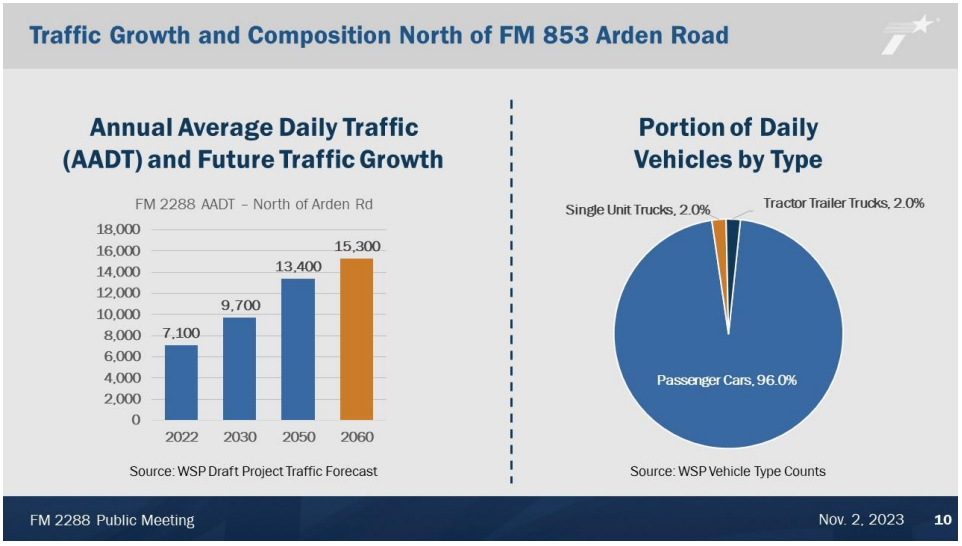
Existing Typical Section – SLIDE 9



The typical section between Arden Road and US 67 consists of one 12-foot lane and one 14-foot lane in each direction, separated by a 14-foot, two-way, left-turn lane in the middle with two, 5-foot sidewalks and storm drains on either side of the roadway as depicted in the graphic.

(Flip Slide)

Current Conditions Analysis – SLIDE 10



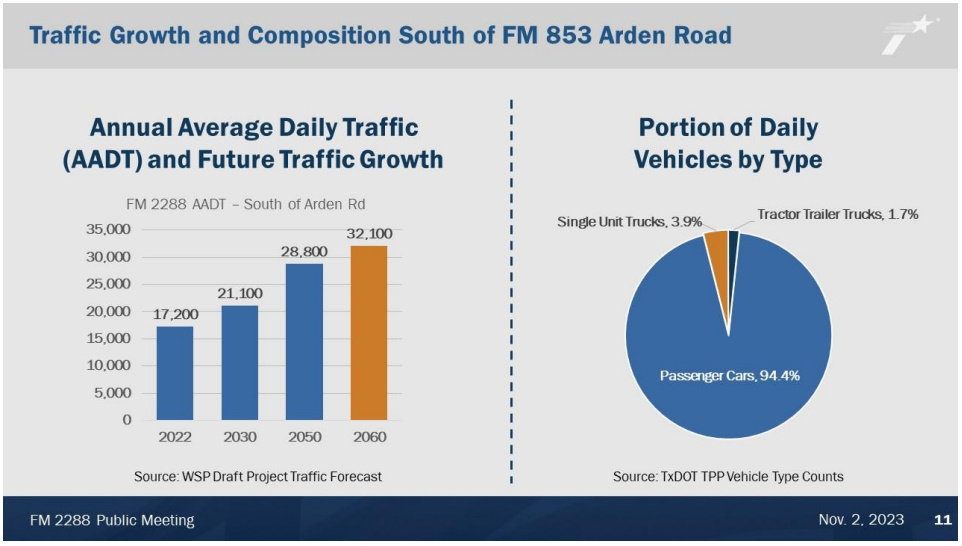
We will now review the current traffic and safety conditions for FM 2288.

In 2022, annual average daily traffic on FM 2288 north of FM 853 Arden Road was 7,100 vehicles per day. This section's annual average daily traffic is projected to increase to an estimated 15,300 vehicles per day by the year 2060.

The chart to right shows that passenger cars make up 96% of the types of vehicles travelling on this section of FM 2288, with just 4% being trucks.

(Flip Slide)

Current Conditions Analysis – SLIDE 11

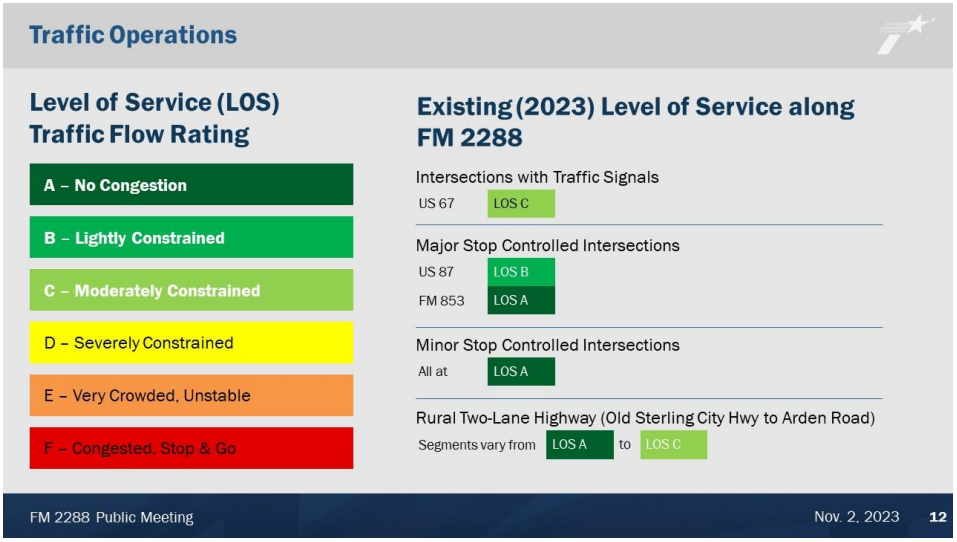


In 2022, annual average daily traffic on FM 2288 south of FM 853 Arden Road was 17,200 vehicles per day. This section's annual average daily traffic is projected to increase to an estimated 32,100 vehicles per day by the year 2060.

The chart to right shows that passenger cars make up nearly 95% of the types of vehicles travelling on FM 2288, with just over 5% being trucks.

(Flip Slide)

Current Conditions Analysis – SLIDE 12



"Level of service" is a rating as to how congested or constrained traffic is on a given roadway, with level of service A being the best rating with free flow and level of service F being the worst rating with congested stop and go traffic. Level of service C is generally accepted, especially in communities with relatively low congestion.

Along FM 2288, the intersection at US 67 with a traffic signal operates well today with a level of service A.

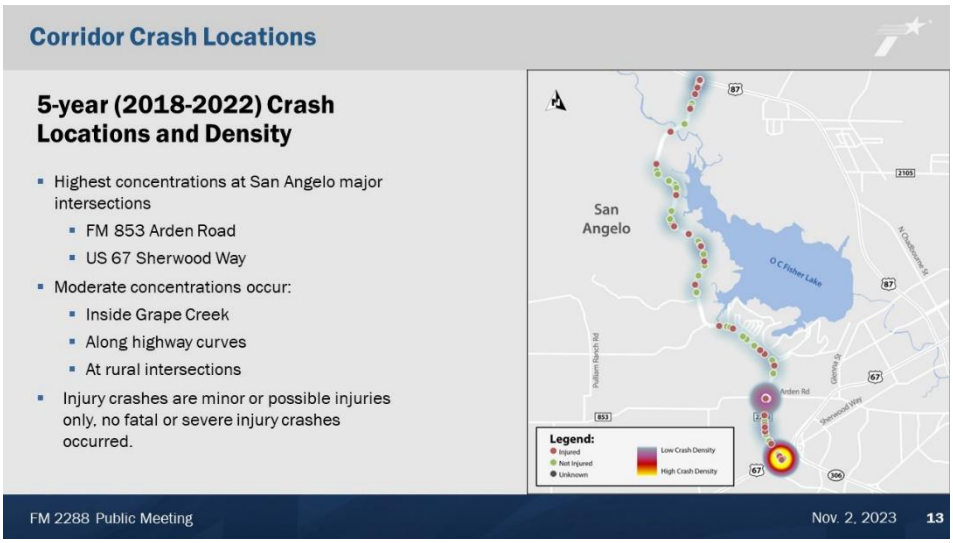
The major FM 2288 stop-controlled intersections at US 87 service roads operate at level of service B. The stop-controlled intersections along FM 2288 at FM 853 Arden Road, as well as all minor street stop-controlled intersections, function well at level of service A.

However, on the rural two-lane highway between Old Sterling City Hwy to FM 853 Arden Road, the segments currently vary in level of service from A to C.

The projected increase in traffic for FM 2288 will impact the level of service in the future. Without improvements, the level of service along the corridor will be worse than the "C" threshold.

(Flip Slide)

Current Conditions Analysis – SLIDE 13

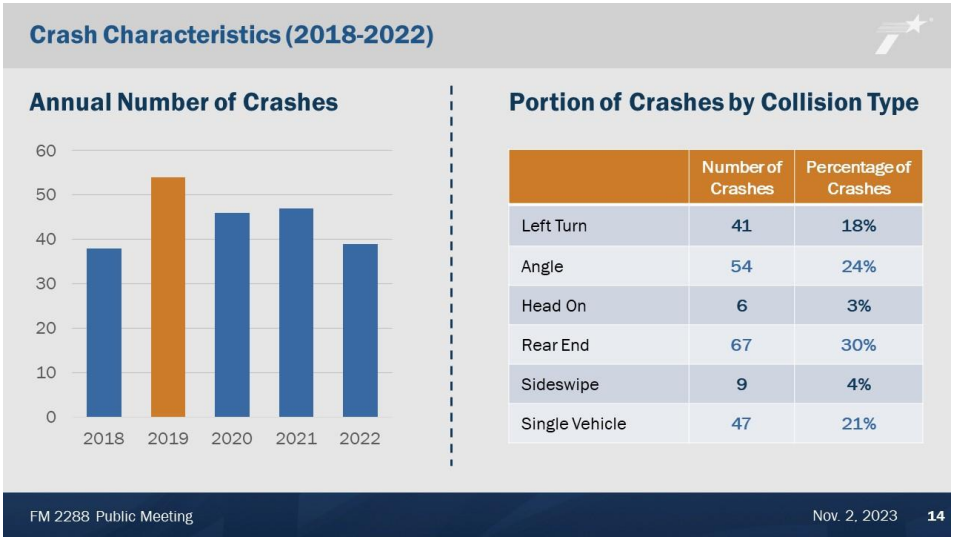


The map to the right shows where crashes that occurred between 2018 and 2022 were concentrated. The largest concentrations of crashes are shown in red and orange on the map, while lesser concentrations are shown in yellow and low concentrations in blue.

The largest concentration of crashes on FM 2288 has occurred at the intersections of FM 853 and US 67 Sherwood Way. The second highest concentration happens at rural intersections, along highway curves, and inside Grape Creek.

(Flip Slide)

Current Conditions Analysis – SLIDE 14



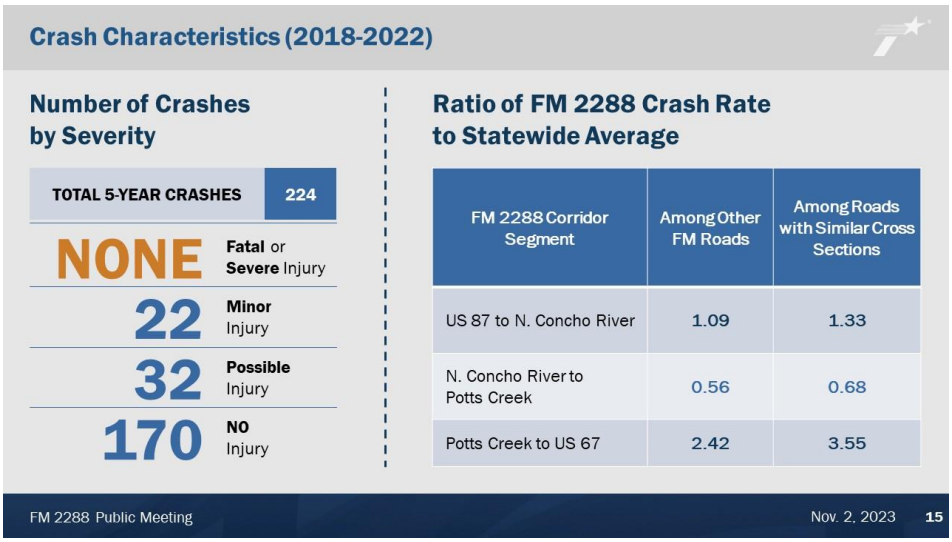
This slide shows the annual number of crashes for the years 2018-2022.

In 2018 there were 38 crashes along the corridor, 54 in 2019, 46 and 47 in 2020 and 2021 and 39 in 2022.

Rear end collisions make up the highest percentage of crashes along the corridor at 30%, followed by angle crashes, single vehicle crashes and left turn crashes.

(Flip Slide)

Current Conditions Analysis – SLIDE 15

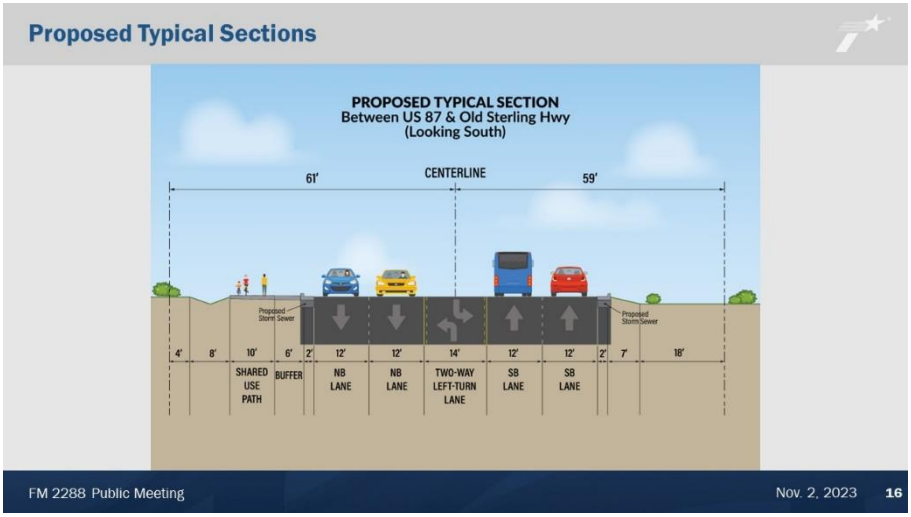


A total of 224 crashes were reported between 2018 and 2022. 22 of those were reported as minor injury, 32 reported as possible injury, and 170 reported as no injury. No fatal or severe-injury crashes have occurred during these five years.

Roadway crash experience is evaluated by comparing the rate of crashes to other similar types of roadways. The table on the right shows the ratio between the FM 2288 crash rate and the statewide average crash rate for other Farm to Market Roads, and for other two or four lane highways throughout the state. Because the ratio is slightly greater than one north of North Concho River and substantially greater than one south of Potts Creek, there is a need to evaluate and implement safety improvements along these sections of FM 2288.

(Flip Slide)

Existing Typical Section – SLIDE 16



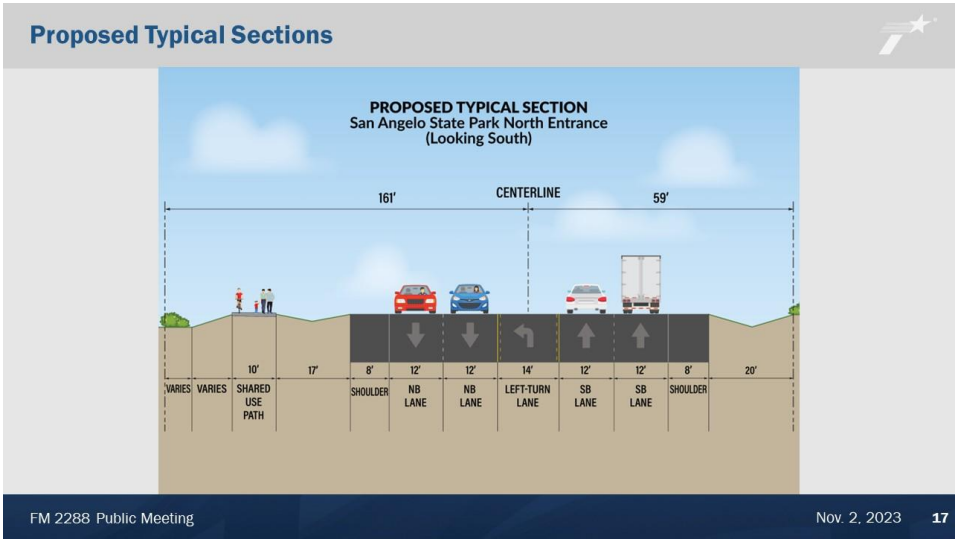
We will now go over the proposed improvements throughout the FM 2288 corridor.

On this slide we show the proposed roadway typical section between US 87 & Old Sterling Hwy.

This section consists of two 12-foot lanes in each direction, separated by a 14-foot, two-way, left-turn lane in the middle with two buffers with storm drains on either side, and a 10-foot shared use path next to the northbound lane, as depicted in the graphic shown here.

(Flip Slide)

Existing Typical Section – SLIDE 17

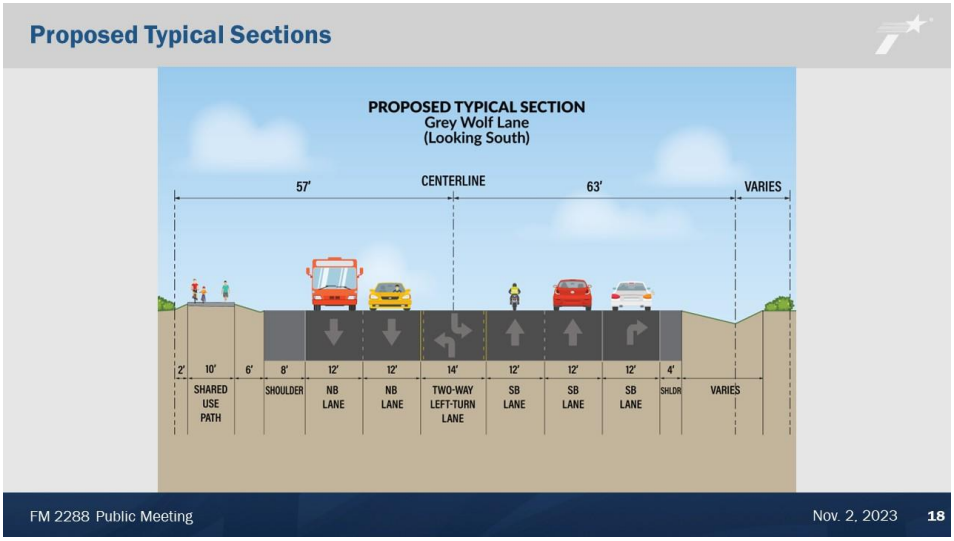


On this slide we show the proposed roadway at the San Angelo State Park North Entrance.

This section consists of two 12-foot lanes in each direction, separated by a 14-foot, two-way, left-turn lane in the middle with two, 8-foot shoulders on either side, and a 10-foot shared use path next to the northbound lane.

(Flip Slide)

Existing Typical Section – SLIDE 18

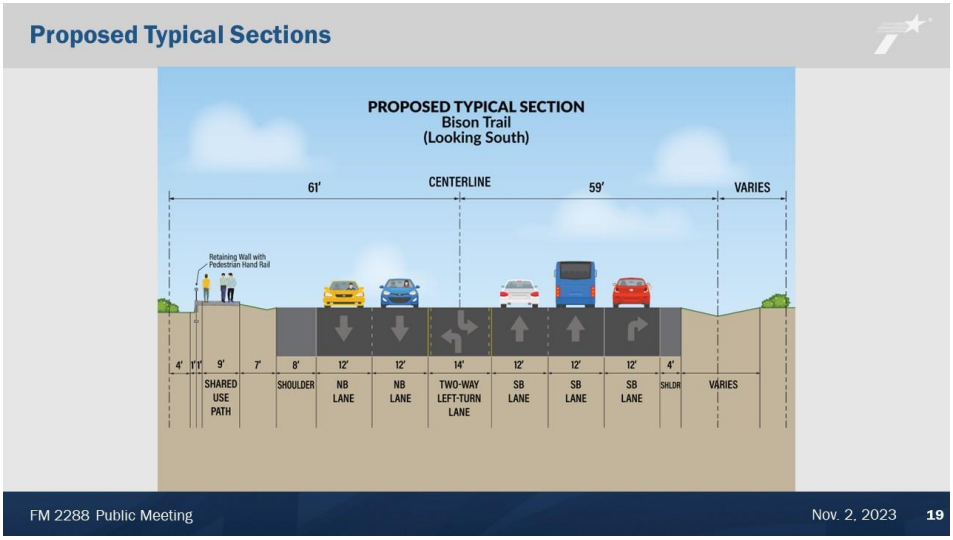


On this slide we show the proposed roadway at Grey Wolf Lane.

This section consists of two 12-foot lanes going north bound with an eight-foot shoulder; three 12-foot lanes going south bound, with the far-right lane designated as a turn-only lane and a four-foot shoulder. The north and south bound lanes are separated by a 14-foot, two-way, left-turn lane. This section also shows a 10-foot shared use path.

(Flip Slide)

Existing Typical Section – SLIDE 19

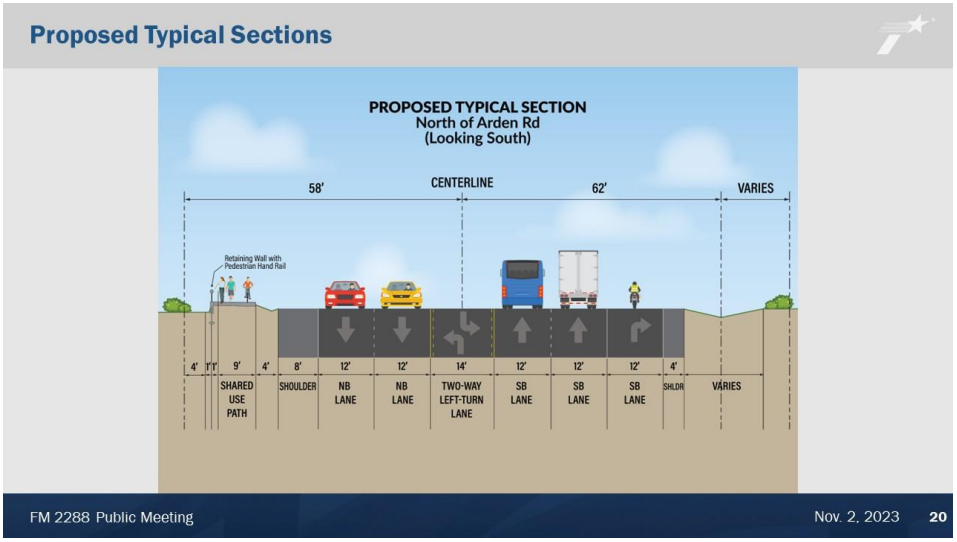


On this slide we show the proposed roadway at Bison Trail.

This section consists of two 12-foot lanes going north bound with an eight-foot shoulder; three 12-foot lanes going south bound, with the far-right lane designated as a turn-only lane and a four-foot shoulder. This section also shows a 9-foot shared use path with a retaining wall and pedestrian handrail.

(Flip Slide)

Existing Typical Section – SLIDE 20

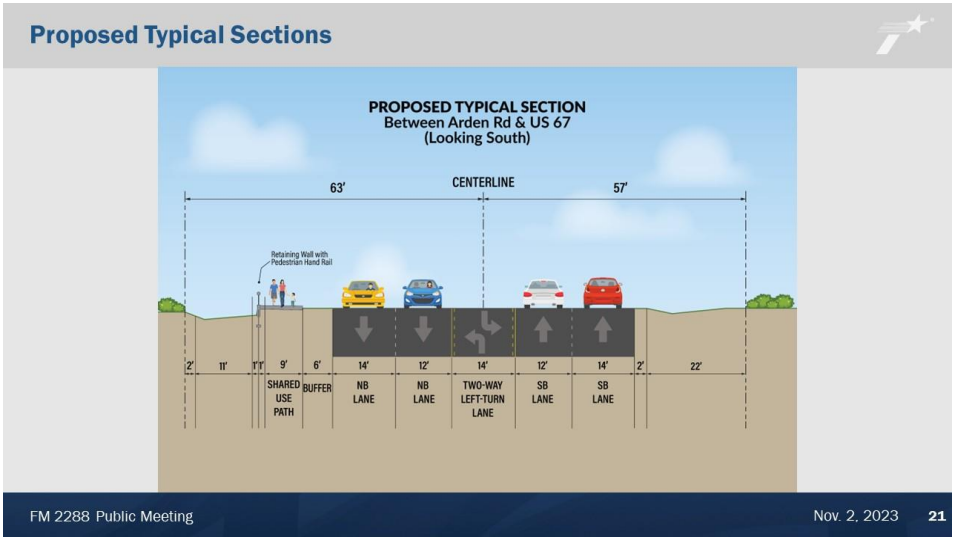


On this slide we show the proposed roadway North of Arden Road.

This section consists of two 12-foot lanes going north bound with an eight-foot shoulder; three 12-foot lanes going south bound, with the far-right lane designated as a turn-only lane and a four-foot shoulder. This section also shows a 9-foot shared use path with a pedestrian handrail.

(Flip Slide)

Existing Typical Section – SLIDE 21

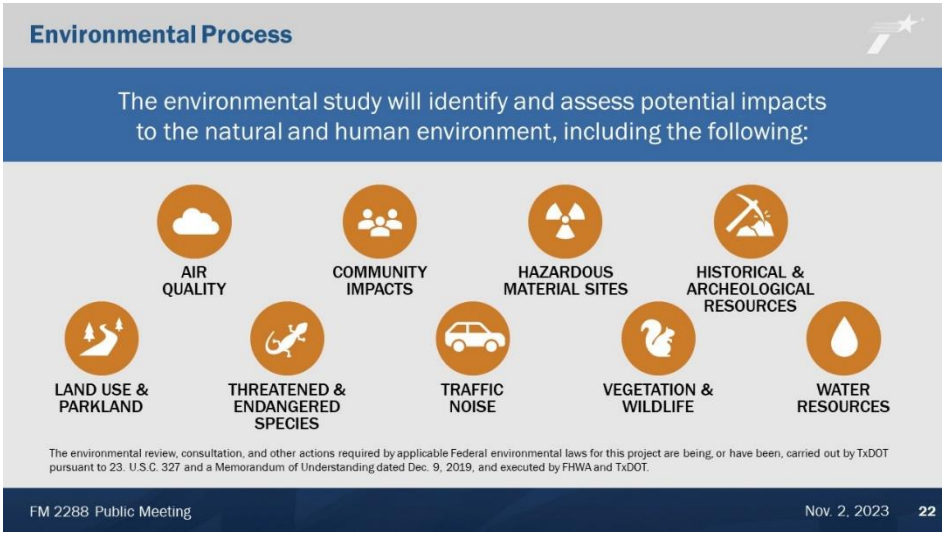


On this slide we show the proposed roadway between Arden Road and US 67.

This section consists of one 12-foot lane and one 14-foot lane in each direction, separated by a 14-foot, two-way, left-turn lane, and a 9-foot shared use path with a retaining wall and pedestrian handrail to the right of the northbound lanes.

(Flip Slide)

Environmental Process – SLIDE 22



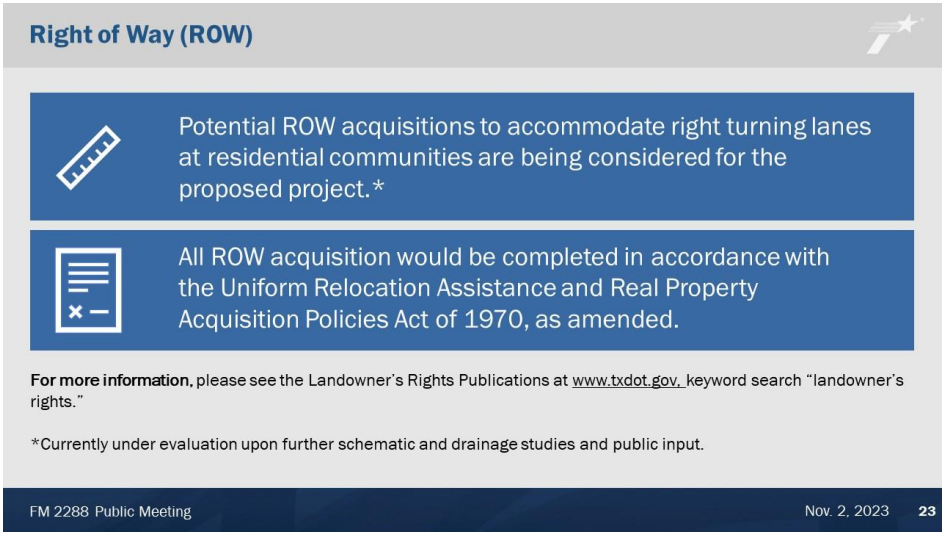
As part of this project, environmental studies will be conducted as part of the National Environmental Policy Act, also known as "NEPA" *(pronounced Nee-pah)* process. During the environmental study process, the project team will identify the need and purpose for improvements, examine project alternatives and potential environmental impacts.

The environmental study will identify and assess potential impacts to the natural and human environment, including:

- Air quality
- Community impacts
- Hazardous material sites
- Historical and archeological resources
- Land use and parkland
- Threatened and endangered species
- Traffic noise
- Vegetation and wildlife and
- Water resources

(Flip Slide)

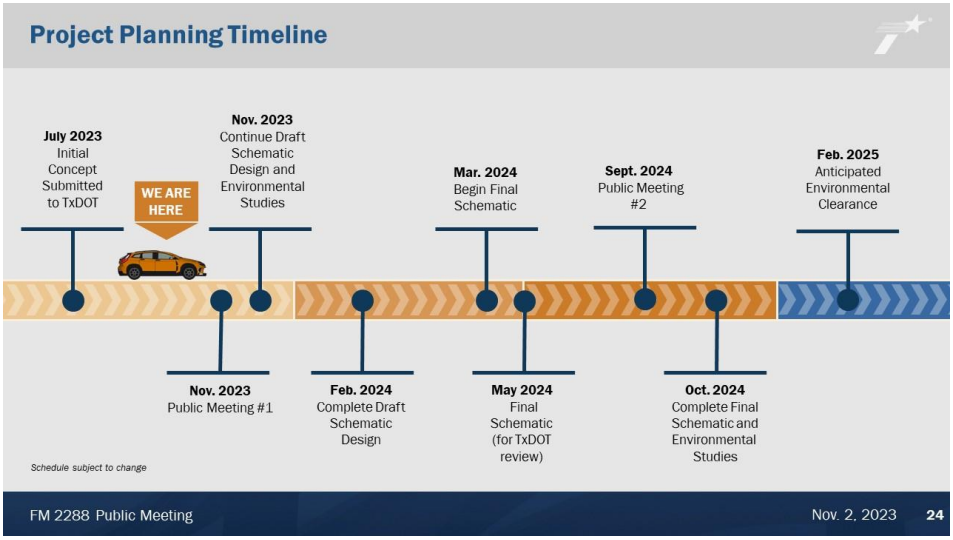
Environmental Process – SLIDE 23



Potential right-of-way acquisitions are being considered for this project, but are currently under evaluation based on drainage studies, further schematic design and public input.

(Flip Slide)

Project Planning Timeline - SLIDE 24



This figure represents the FM 2288 project's anticipated timeline.
This timeline shows we are at the very beginning of the process with schematic design currently being drafted.

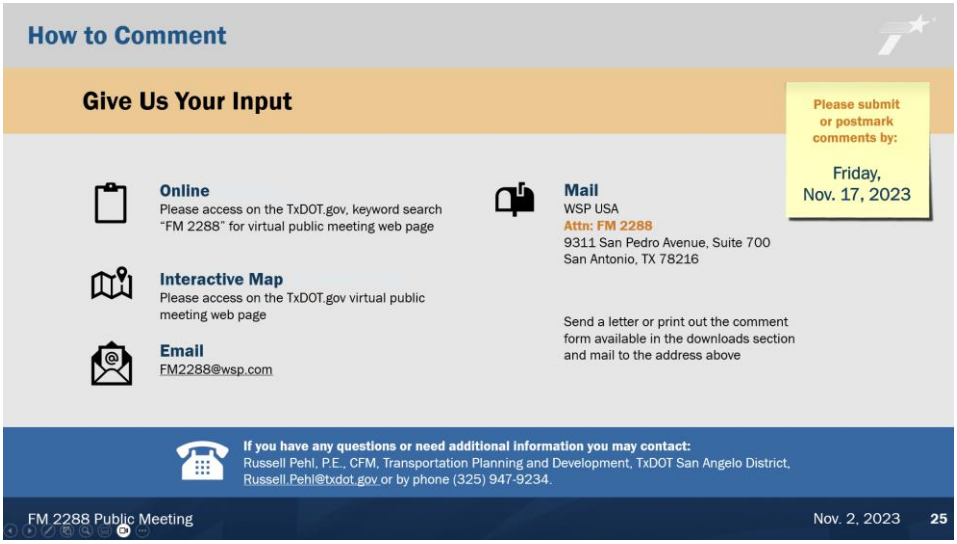
TxDOT is hosting this public meeting to receive feedback and input from the community on the proposed improvements along the corridor. We are committed to coming back to the community during the study process and plan to hold another public meeting to collect feedback in the fall of 2024 after we have refined draft alternatives and completed environmental studies. Ultimately, we anticipate schematic design to be complete in late 2024.

All the construction funds have not been identified and are contingent upon approval by the Texas Transportation Commission in the future.

Please note this schedule is subject to change.

(Flip Slide)

How to Comment - SLIDE 25



The primary objective for this public meeting is to engage the community at the start of the project development process, providing you with an opportunity to ask questions and give the project team valuable feedback and comments on the FM 2288 as a potential improvement project. To ensure we collect your input we have several options for how you can provide feedback:

- All methods for providing comments are available on the project website.
    - Go to www.txdot.gov; and either keyword search FM 2288 or click - Explore Projects-Hearings, Meetings and Notices Schedule
    - Look for this meeting in the Schedule
    - Click on the Description link ("FM 2288") and
    - Find Meeting Materials section
- In the meeting materials section, you will see links to comment via an online comment form, download a comment form to print and mail or access our interactive comment map.
- If you would like to mail in your comments, please send those to the WSP USA Office located at 9311 San Pedro Avenue, Suite 700, San Antonio, Texas 78216.
- Or you may choose to email your comments to **FM2288@wsp.com** (***that's F-M-2-2-8-8@W-S-P - dot - C-O-M)***

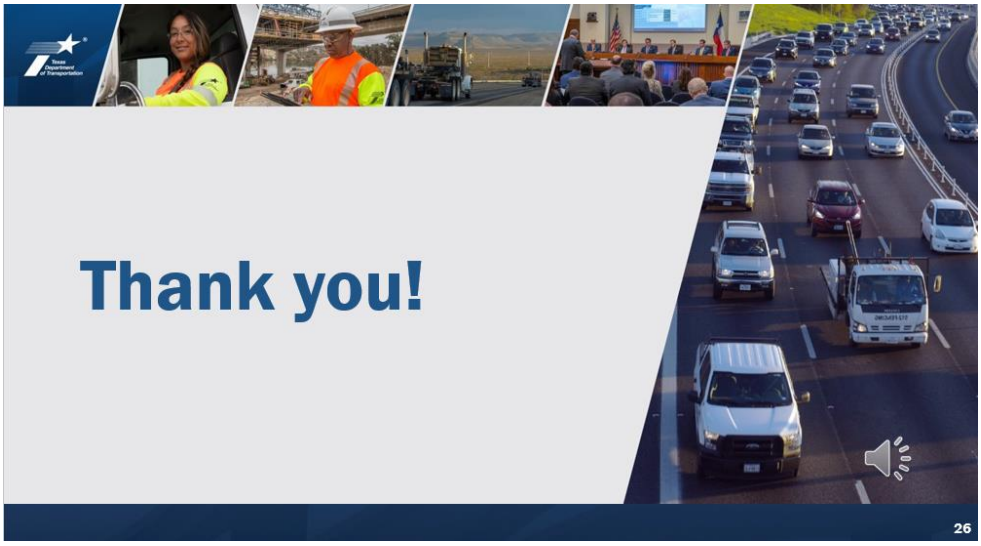
- This presentation, along with all of the other project information such as displays and comment forms are available at this public meeting can be found at **www.TxDOT.gov** with a keyword search for “FM 2288”

For your comments to be included in the official record, your feedback must be received by one of the methods listed here on or before **Friday, November 17, 2023**.

Moving forward if you wish to obtain updates on the project, we encourage you to visit the **TxDOT.gov** (*that’s* T-X-D-O-T-dot-G-O-V) website to learn more. If you have any questions or need additional information please contact, Russell Pehl with the TxDOT San Angelo District Office for Transportation Planning and Development. He can be reached via email at **Russell.Pehl@txdot.gov** (that’s R-U-S-S-E-L-L-dot-P-E-H-L at T-X-D-O-T-dot-G-O-V) or by phone at (325) 947-9234.

(Flip Slide)

Thank You - SLIDE 26



Thank you again for participating in the FM 2288 virtual public meeting.