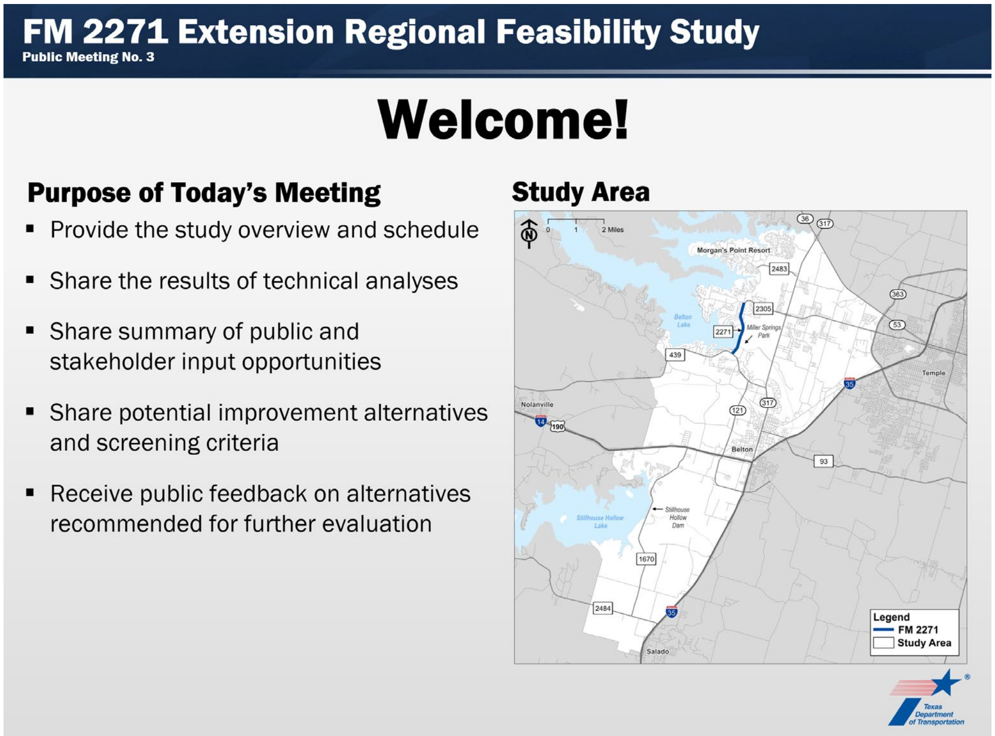
Video Script – FM 2271 Public Meeting No. 3

Welcome & Study Overview

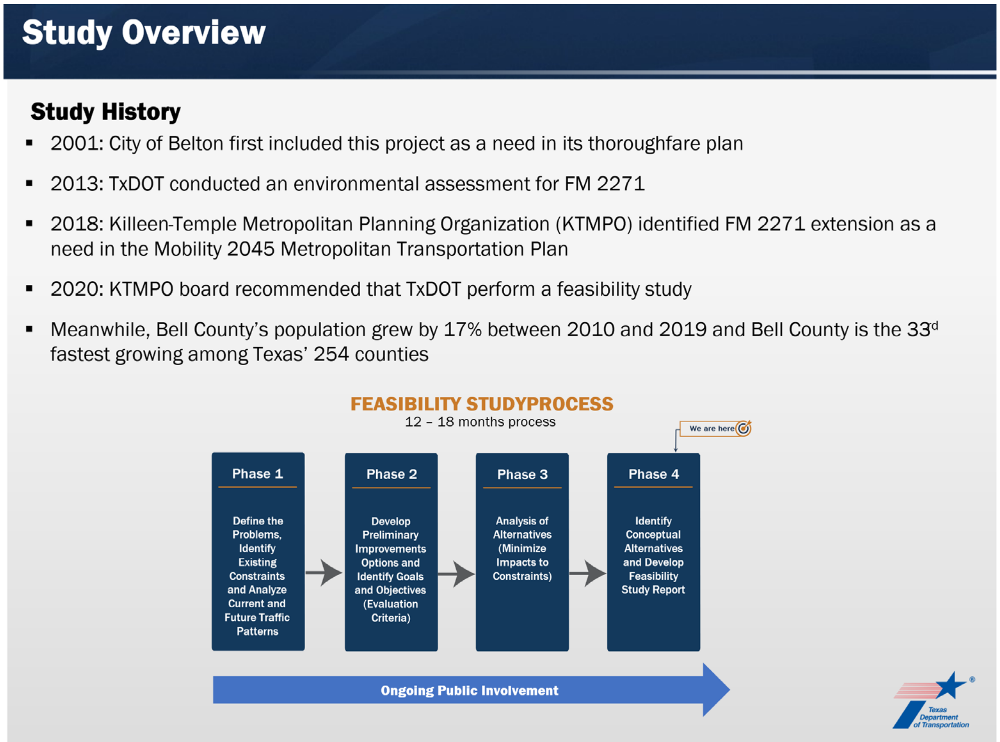
<u>Welcome & Purpose of the Meeting</u> (Slide 1)



Welcome to the third virtual public meeting for the Farm to Market (FM) 2271 Extension Regional Feasibility Study. This virtual public meeting will be online through April 29, 2022, and complements the in-person public meeting held on April 14^{th} at the Bell County Expo Center.

The purpose of this meeting is to present the alternatives recommended by the Texas Department of Transportation (TxDOT) for further evaluation. You will also have the opportunity to provide comments during the public comment period. TxDOT will consider the feedback it receives in its decision-making process.

Study Overview (Slide 2)



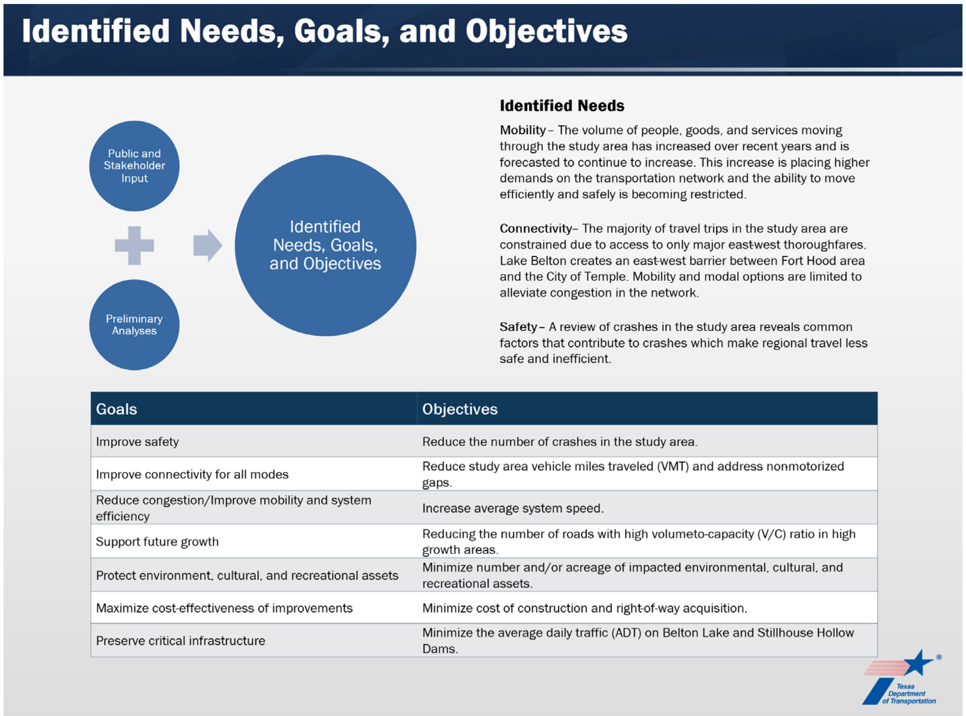
TxDOT is conducting this study to examine the feasibility of extending FM Road 2271 in Bell County. Extending FM 2271 could increase connectivity in the region by offering additional travel options to residents and visitors.

A possible extension of FM 2271 has a long history and has been considered for two decades.

The current FM 2271 Extension Regional Feasibility Study began in early 2021 and will conclude in October 2022. The study is currently in the last phase of planning where alternatives have been developed and evaluated and a report documenting the study's planning process and findings is being prepared.

Study Needs, Goals & Objectives

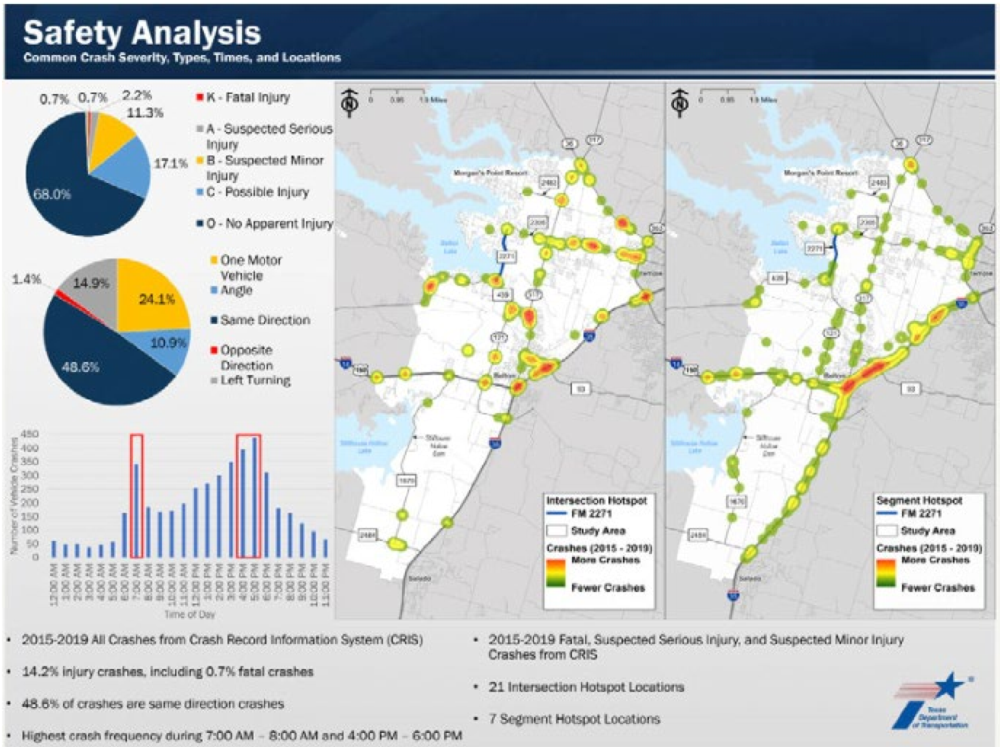
<u>Identified Needs, Goals, and Objectives</u> (Slide 3)



Using public input and the results from our preliminary technical analyses, the study team identified needs within the study area, and developed goals and objectives.

These identified needs include mobility, connectivity, and safety. Mobility is defined by the volume of people and goods moving through the study area and is forecasted to continue to increase. This restricts the efficient and safe movement of vehicles. Connectivity relates to a lack of options for north-south route options. This impacts many east-west trips in the study area due to Lake Belton creating a physical barrier between the Fort Hood area and the City of Temple. Mobility and modal options are limited to alleviate traffic congestion in the roadway network. The identified need for safety results from a review of crashes in the study area, which reveal common factors that contribute to crashes, making regional travel less safe and inefficient.

<u>Safety Analysis</u> (Slide 4)

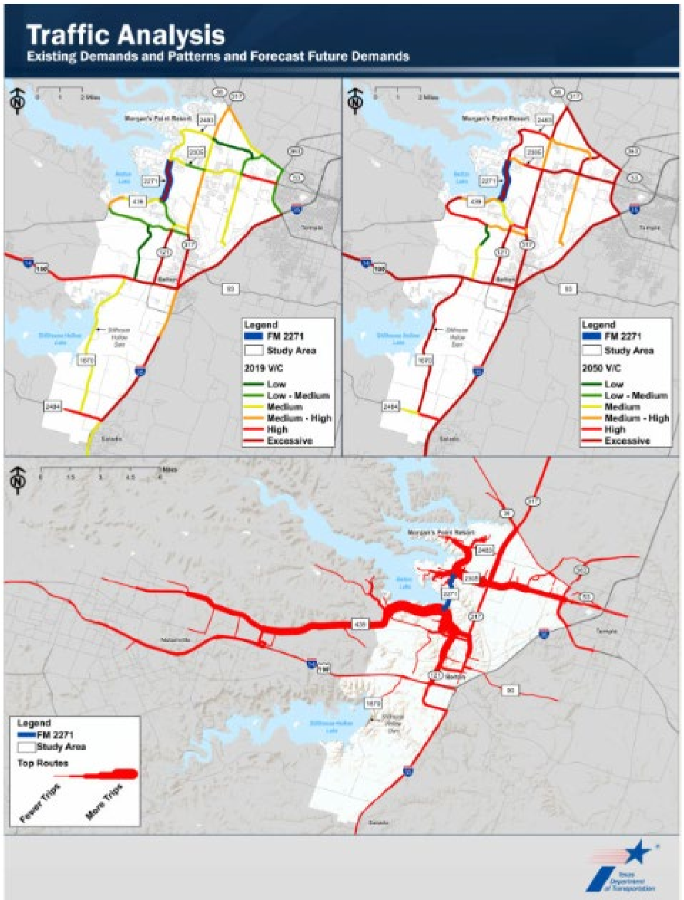


The study area for this study is shown in white and is generally bordered by Interstate 35 to the east, State Highway 36 to the north, Tomas Arnold Road to the south and Stillhouse Hollow Lake and Belton Lake to the west. The study team conducted a safety analysis where they reviewed crash data from TxDOT for the five-year period from 2015-2019. The map on the left shows the **intersections** with relatively high crash frequencies. The map on the right shows the **roadway segments** with relatively high crash frequencies. Within the study area, there are 21 Intersections and 7 roadway segments where crashes frequently occur.

Most crashes tend to occur during peak travel times, between 6-9 AM and 3-7 PM. The majority of crashes are rear-end collisions, and 14.7 % of the crashes resulted in serious injuries; less than one percent of the crashes were fatal.

The data shows that crashes involving more than one vehicle are likely caused by traffic congestion and at intersections.

Traffic Analysis (Slide 5)



Traffic within the study area has been analyzed using TxDOT traffic counts, data, and the Killeen-Temple Metropolitan Planning Organization's (KTMPO) regional travel demand model.

These maps depict the daily volume to capacity ratio in 2019 and 2050. The map on the left shows 2019 traffic and the map on the right represents projected traffic in 2050. The 2050 projected traffic also incorporates projects from KTMPO that are on track to be completed before 2050.

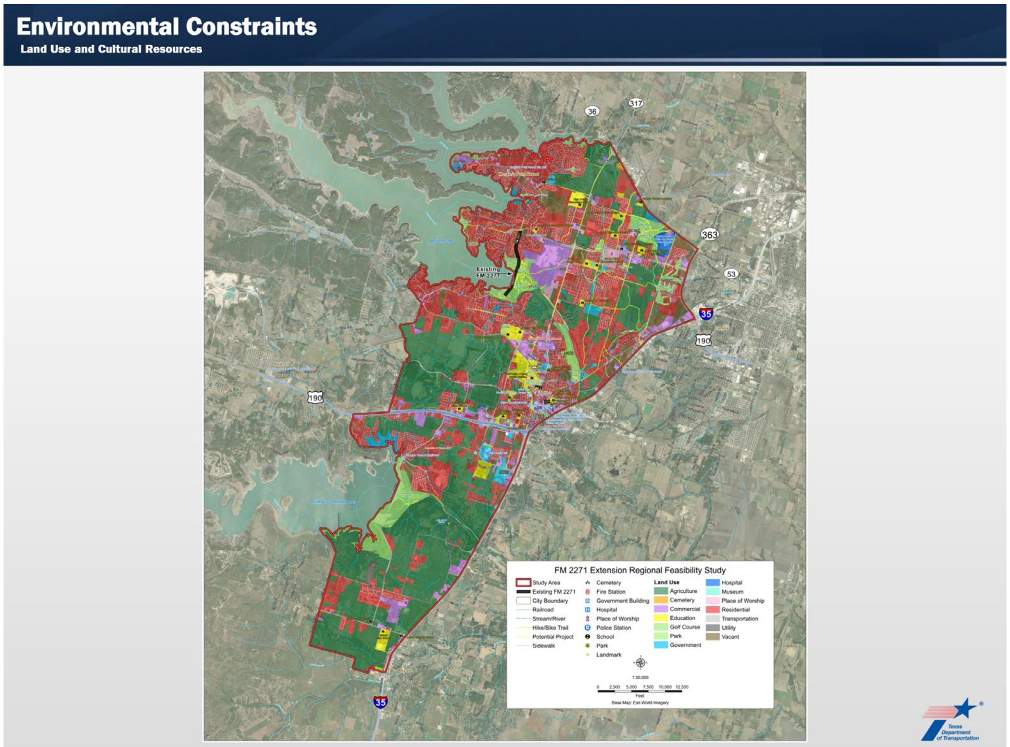
- Volume to capacity compares how many travelers are on the roads to the space that is available to accommodate traffic.
- Typically, roadways colored green represent that there is plenty of space to accommodate traffic.
- In contrast, roadways that are red indicate there are more travelers than the road can comfortably accommodate, resulting in frequent traffic congestion, especially during the busiest parts of the day. These roadways may benefit from capacity or operational improvements, or by adding alternative routes that may provide relief.
- The maps show that under current conditions, major regional throughfares such as I-35, I-14/ US190, and SH-317 are all experiencing high or excessive traffic demands compared to available capacity.
- Additionally, FM 2271 and State Loop 121 are also experiencing high or excessive demands. These roadways provide North to South connectivity within the study area.

The map on the bottom indicates the most common routes used by traffic on FM 2271 on weekdays when school is in session.

- The red lines vary in thickness to indicate the routes that were used to get on and off of existing FM 2271. The thicker lines represent the most heavily utilized routes.

- The analysis shows that FM 2271 serves as a connection for traffic moving East to West between locations in Temple on the East and Killeen/Fort Hood in the West.
- In addition, FM 2271 serves as one of the only North-South connections between the residential, recreation, and schools in the North near Morgan's Point Resort and the City of Belton.

Environmental Constraints (Slide 6)



The study team also analyzed the study area to identify environmental constraints to be considered. Constraints south of the existing FM 2271 include residential communities, Belton Lake, the Lake Belton Dam, and Miller Springs Park.

What We've Heard

Stakeholder Working Group (Slide 7)

Stakeholder Working Group

The Stakeholder Working Group (SWG) was convened by TxDOT to serve as a sounding board for the feasibility study team. SWG roles and expectations included reviewing materials, providing feedback regarding concerns or recommendations, identifying additional stakeholders and advising on community engagement.

SWG Members

- City of Belton
- City of Temple
- Bell County
- Killeen-Temple Metropolitan Planning Organization (KTMPO)
- U. S. Army Corps of Engineers (USACE)

Meeting Dates

- SWG No. 1 – June 16, 2021
- SWG No. 2 – Oct. 25, 2021
- SWG No. 3 – March 1, 2022
- SWG No. 4 – March 11, 2022

At the beginning of the study, a Stakeholder Working Group was formed by TxDOT to offer insights and guidance to TxDOT. The Stakeholder Working Group includes representatives from the United States Army Corps of Engineers, the City of Temple, the City of Belton, KTMPO, and Bell County. TxDOT hosted four meetings with this group.

Public Engagement (Slide 8)

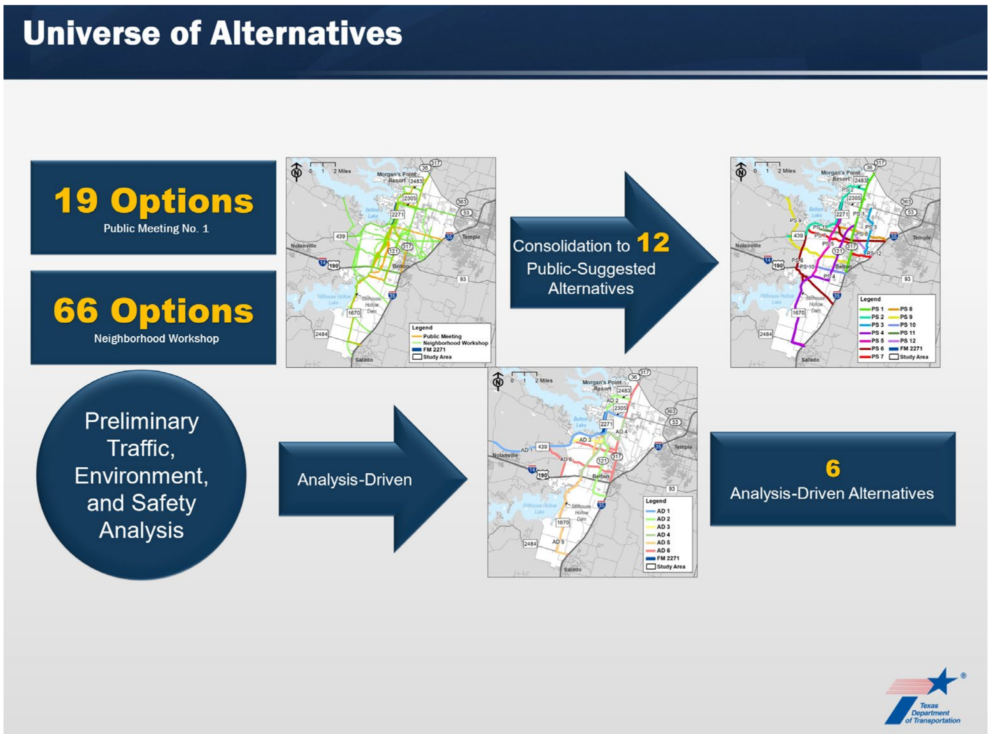
Public Engagement

Meeting	Attendees	Inputs Received	Input Requested
Public Meeting No. 1 May 5 - 21, 2021	102 (virtual)	49 • 9 (general comments) • 15 (survey) • 19 (route suggestions via interactive map) • 6 (constraints via interactive map)	• General feedback • Draw your recommended routes (interactive map) • Identify constraints (interactive map) • Identify destinations & needed transportation improvements (survey)
Neighborhood Workshop July 19, 2021	92 (in-person)	104 • 32 (general comments) • 66 (route suggestions via map) • 6 (constraints via map)	• General feedback • Draw your recommended routes (interactive map) • Identify constraints (interactive map)
Public Meeting No. 2 Nov. 15 – Dec. 7, 2021	229 • 36 (in-person) • 193 (virtual)	103 • 34 (general comments) • 28 (survey) • 41 (map comments)	• General feedback • Feedback on Preliminary Alternatives (map & survey) • Evaluation criteria feedback & ranking (survey)
Public Meeting No. 3 April 14- 29, 2022			• General feedback

Public engagement and community feedback throughout the feasibility study has been vital to the process. The study team has recorded more than 400 participants, both virtually and in-person, at public meetings held to date and received more than 250 comments. Opportunities to inform the public about the study and to receive input included surveys, participation in public meetings, and providing written comments.

Universe of Alternatives

Universe of Alternatives (Slide 9)



Feedback from the first public meeting and the neighborhood workshop resulted in a total of 85 public-suggested options for possible routes and improvements to existing roadways to consider as part of the study. 66 options were derived from input received at a July 21 2021 neighborhood workshop, and 19 options were derived from input received during the first public meeting held virtually May 5, 2021.

The study team derived 12 alternatives from the 85 public-suggested options by consolidating duplicate lines and merging options with similar start and end points.

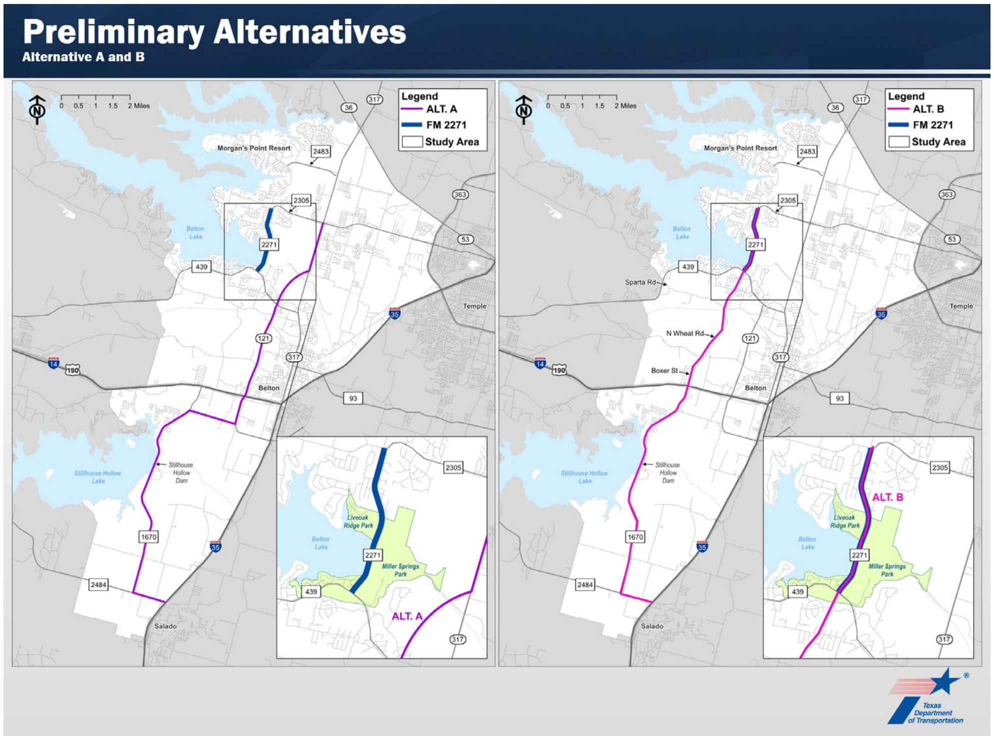
In addition to the 12 Public-Suggested Alternatives, the study team developed six Analysis-Driven Alternatives based on technical data.

In total, the study team evaluated 18 Alternatives using the identified goals and objectives as Level 1 screening criteria. These criteria included mobility, connectivity, safety, environmental constraints, constructability/critical infrastructure, and whether the alternative was redundant.

Six of the alternatives highly achieved or moderately achieved all of the goals and objectives of the study, and were presented to the public as Preliminary Alternatives warranting further analysis during the second public meeting held Nov. 15, 2021.

Preliminary Alternatives

<u>Preliminary Alternatives: Alternative A and B</u> (Slide 10)



Two of the Preliminary Alternatives are shown on this graphic.

Preliminary Alternative A extends from I-35 at FM 2484 on the south end to SH 317 at FM 2305 on the north end.

Elements of this alternative include:

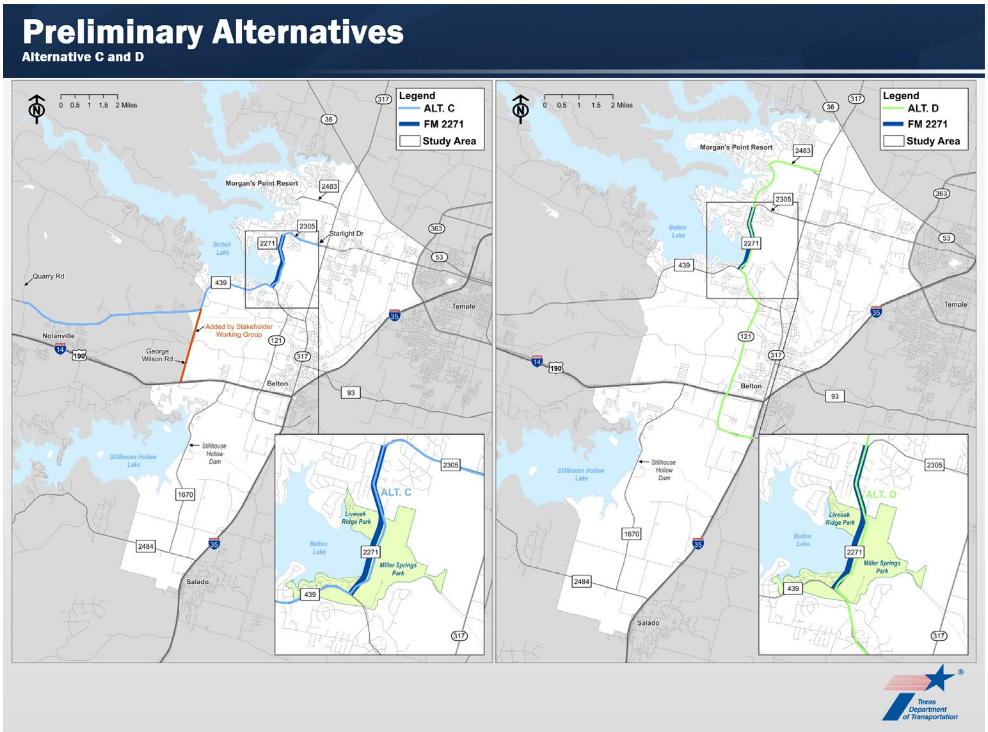
- Increased capacity
- A new road from SL 121 at FM 439 to SH 317
- Capacity and safety improvements along SH 317, SL 121, FM 1670, and FM 2484
- and Bicycle and pedestrian facility improvements

Preliminary Alternative B extends from I-35 at FM 2484 on the south end to FM 2271 at FM 2305 on the north end.

Elements of this alternative include:

- The realignment of North Wheat Rd south of Sparta Rd
- A new road connecting North Wheat Rd to Boxer St
- A new road from the intersection of North Wheat Rd at Sparta Rd to FM 439
- Intersection and capacity improvements
- Bicycle and pedestrian facility improvements and
- Safety improvements along existing FM 2271
- The existing FM 2271 segment that passes over Belton Lake Dam would NOT be widened in this alternative.

Preliminary Alternatives: Alternative C and D (Slide 11)



Preliminary Alternative C extends from FM 439 at Quarry Rd to FM 2305 at Starlight Dr.

Elements of this alternative include:

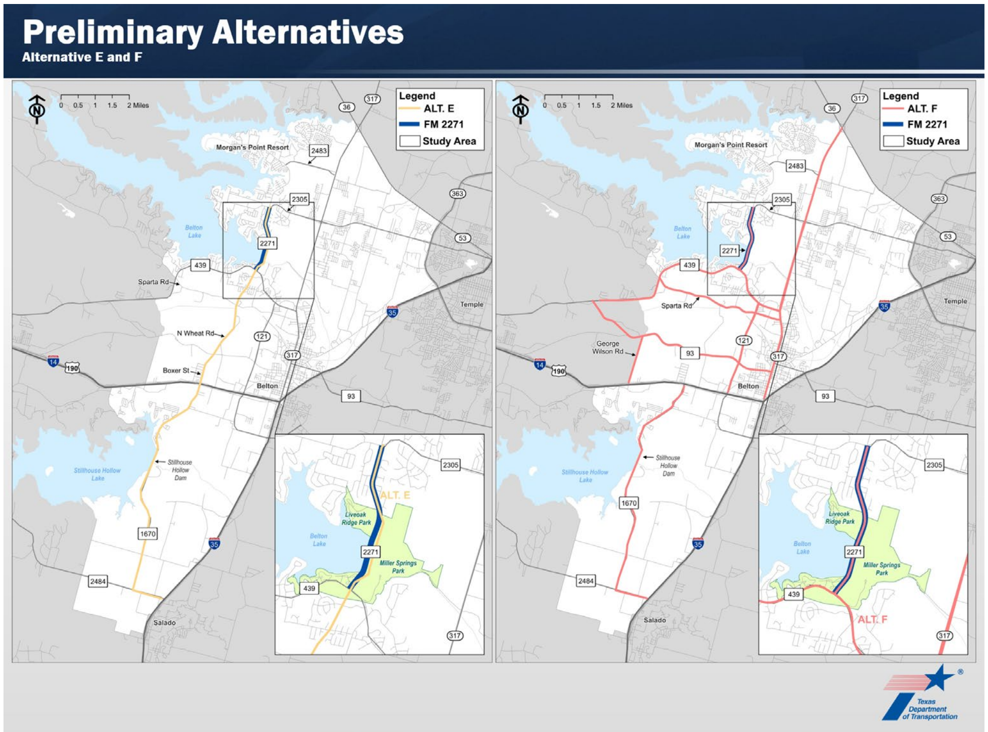
- A new bridge east of existing FM 2271. If this alternative is recommended at the end of this study, the bridge would be analyzed for potential environmental impacts to Miller Spring Park as part of a future project development phase.
- Capacity and safety improvements along FM 439
- Improvements to FM 2271 north of the Belton Lake Dam
- Capacity improvements to FM 2305
- Intersection improvements at FM 439 at FM 2271, and FM 2271 at FM 2305
- and a new extension of George Wilson Rd to FM 439, as indicated by the orange line on the map. This improvement was suggested by the Stakeholder Working Group.

Preliminary Alternative D extends from I-35 at SL 121 on the south end to SH 317 at FM 2483 via a new bridge.

Elements of this alternative include:

- A new bridge east of existing FM 2271. If this alternative is recommended at the end of this study, the bridge would be analyzed for potential environmental impacts to Miller Spring Park as part of a future project development phase.
- Intersection improvements at I-14, FM 439, FM 2305 and I-35
- Capacity improvements along FM 439
- This alternative capitalizes on the planned widening of SL 121 from FM 439 to I-14 to a 4-lane divided typical section.

Preliminary Alternatives: Alternative E and F (Slide 12)



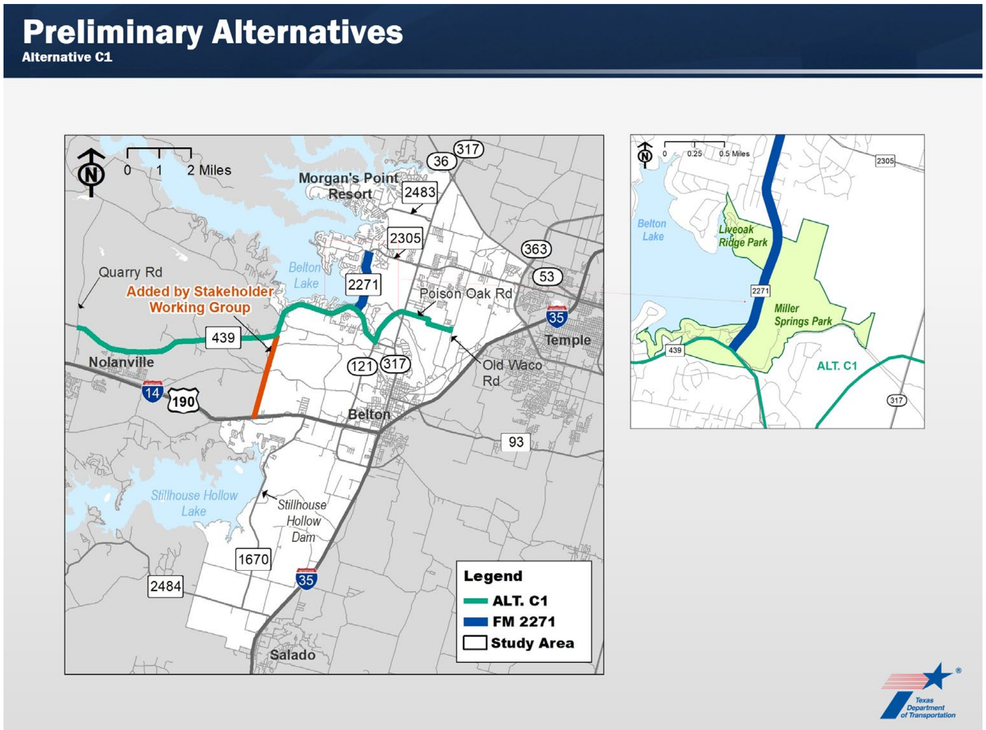
Preliminary Alternative E extends from I-35 at FM 2484 on the south end to FM 2271 at FM 2305 on the north end.

Elements of this alternative include:

- A new road and bridge to the east of existing FM 2271. If this alternative is recommended at the end of this study, the bridge would be analyzed for potential environmental impacts to Miller Spring Park as part of a future project development phase.
- The realignment of North Wheat Rd south of Sparta Rd
- A new road connecting North Wheat Rd to Boxer St
- A new road from North Wheat Rd and Sparta Rd to FM 439
- Intersection and capacity improvements
- Bicycle and pedestrian facility improvements
- And safety improvements for FM 2271 over Belton Lake Dam
- Existing FM 2271 would NOT be widened over the Belton Lake Dam

Preliminary Alternative F, also called Existing Network Improvements, consists of capacity and safety improvements to several roadways within the study area. Existing FM 2271 would not be widened or extended under this alternative.

Preliminary Alternatives: Alternative C1 (Slide 13)



Public input received during the Nov. 15, 2021, public meeting led to the addition of Alternative C1. This alternative extends from FM 439 at Quarry Road to Poison Oak Road at Old Waco Road, which would connect to the planned Temple Outer Loop.

Elements of this alternative include:

- Capacity and safety improvements along FM 439
- New extension of Poison Oak Road to intersect with FM 439
- Capacity improvements to Poison Oak Road
- Intersection improvements at FM 439 at FM 2271
- Planned intersection with the Temple Outer Loop with connections to I-35
- And new extension of George Wilson Road to FM 439

Preliminary Alternatives Evaluation

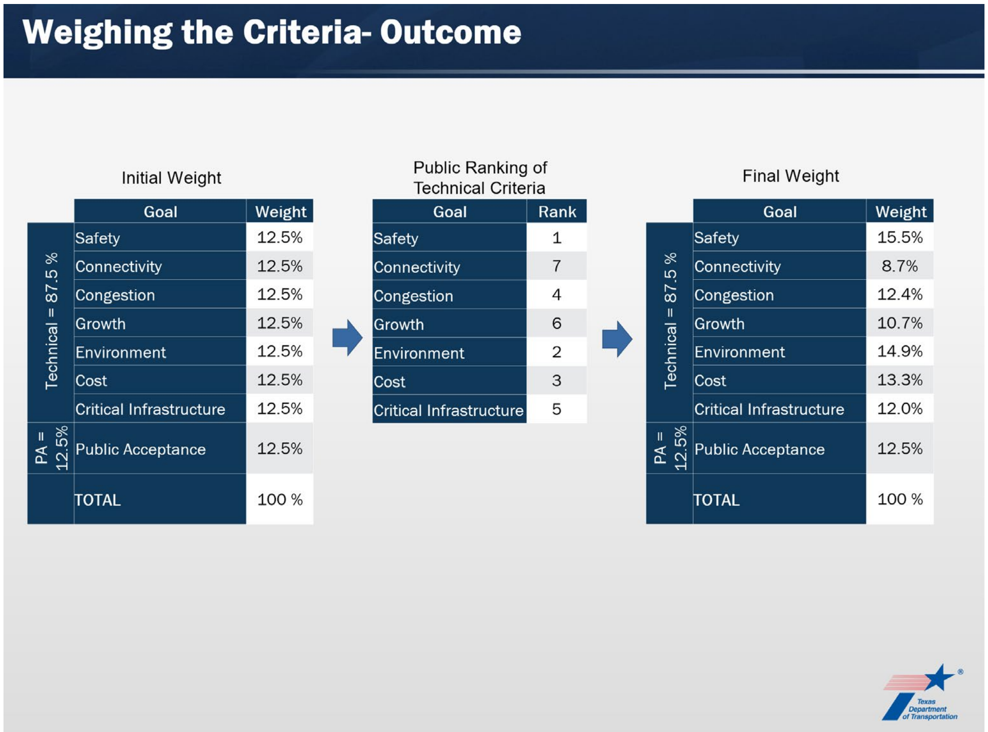
Level-2 Alternative Evaluation Criteria (Slide 14)

Level-2 Alternative Evaluation Criteria

Criterion	Description	Metric
Safety performance	Change in the number of crashes in the study area as a result of implementing the alternative	Estimated crash reduction
Connectivity improvements for all modes	Change in study area traffic and address non-motorized gaps	Regional 2050 vehicle-miles-traveled (VMT)
Congestion reduction	Change in average system speed	2050 Regional VMT/ 2050 regional vehicle hours traveled (VHT)
Support for future growth	Change in the number of roads with high volume-to-capacity (V/C) ratio in high growth areas	Mileage of roads with 2050 V/C> 0.8 in high growth areas
Protection of environment, cultural, and recreational assets	Number and/or acreage of impacted environmental, cultural, and recreational assets	Acres, #, miles of impacted resources
Cost-effectiveness of improvements	Probable cost of construction and right-of-way acquisition	Probable cost of construction
Preservation of critical infrastructure	Estimated structural loads on dams that result from traffic	2050 average daily traffic (ADT) on Belton Lake and Stillhouse Hollow Dams
Public acceptance	Indication of support of or opposition to the alternative	Normalized score

The eight preliminary alternatives were further analyzed using Level 2 evaluation criteria derived from the identified needs, goals, objectives and public feedback. These criterion included: safety performance, connectivity improvements for all travel modes, congestion reduction, support for future growth, protection of the environment, cultural, and recreational assets, the cost-effectiveness of the improvements, the preservation of critical infrastructure, and public acceptance.

<u>Weighing the Criteria-Outcome</u> (Slide 15)



Weighing the Criteria- Outcome

Initial Weight

	Goal	Weight
Technical = 87.5 %	Safety	12.5%
	Connectivity	12.5%
	Congestion	12.5%
	Growth	12.5%
	Environment	12.5%
	Cost	12.5%
	Critical Infrastructure	12.5%
PA = 12.5%	Public Acceptance	12.5%
	TOTAL	100 %

Public Ranking of Technical Criteria

Goal	Rank
Safety	1
Connectivity	7
Congestion	4
Growth	6
Environment	2
Cost	3
Critical Infrastructure	5

Final Weight

	Goal	Weight
Technical = 87.5 %	Safety	15.5%
	Connectivity	8.7%
	Congestion	12.4%
	Growth	10.7%
	Environment	14.9%
	Cost	13.3%
	Critical Infrastructure	12.0%
PA = 12.5%	Public Acceptance	12.5%
	TOTAL	100 %

In addition to providing feedback on the Preliminary Alternatives during the Nov. 15, 2021, public meeting, attendees were asked to rank seven-evaluation criterion in order of importance. This feedback was used to develop weights for the Level 2 evaluation criteria. Each of the criterion started with an equal weight of 12.5%. The results of the public's ranking of the technical criteria were then used to adjust the weights. Technical criteria ranked as more important were adjusted to have a greater weight. Technical criteria ranked as less important received lower weight. The public acceptance criterion weight was held constant at 12.5%. The Final Weight criteria is displayed on the far right on this graphic.

<u>Level 2 Evaluation: Outcome</u> (Slide 16)

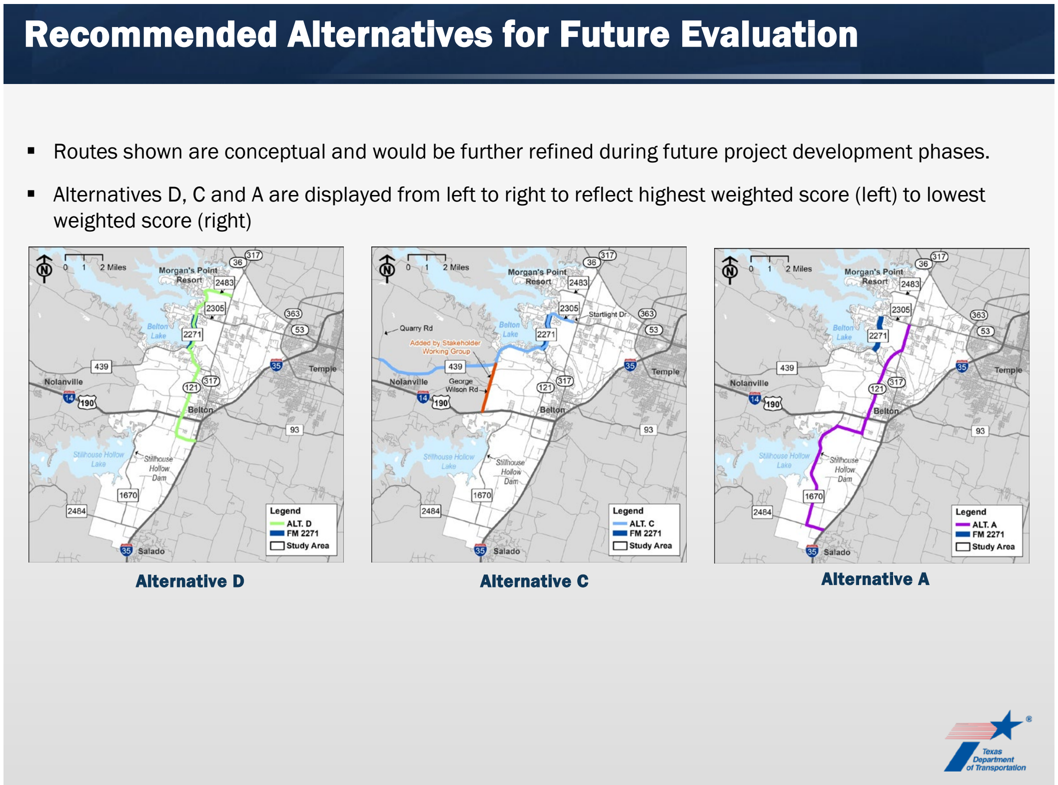
Level 2 Evaluation: Outcome

Criteria	Preliminary Alternative Weighted Scores							Weight
	A	B	C	C1	D	E	F	(Σ/1,000)
Safety performance	2,192	2,208	2,128	**2,263**	**2,263**	2,215	2,231	15.5%
Connectivity improvements for all modes	**1,244**	1,243	1,243	1,242	1,242	1,243	1,243	8.7%
Congestion reduction	**1,768**	1,762	1,774	**1,786**	**1,768**	1,774	**1,768**	12.4%
Support for future growth	1,501	1,526	1,515	1,504	1,513	1,512	**1,629**	10.7%
Protection of environment, cultural & recreational assets	2,461	2,748	1,908	1,697	**2,968**	2,643	475	14.9%
Cost-effectiveness of improvements	2,442	**2,457**	1,872	2,048	2,388	2,093	0*	13.3%
Preservation of critical infrastructure	1,087	809	2,692	1,169	**2,701**	2,635	907	12.0%
Public acceptance	**2,341**	1,103	2,128	2,128	1,859	677	2,264	12.5%
TOTAL WEIGHTED SCORE (Higher Better)	<u>15,036</u>	13,856	<u>15,260</u>	13,837	<u>16,702</u>	14,792	10,517	100%

*Due to its outsized relative cost alternative F received zero points for the cost criterion.

These final weights were then applied to the Level 2 analysis completed for each of the seven preliminary alternatives. This matrix summarizes the results of the analysis for each of the alternatives. Numbers shown in red indicate alternatives that scored poorly in a particular category. Numbers shown in green indicate alternatives that scored highly. Numbers in bold outline show the three highest weighted scores of the three recommended alternatives.

Recommended Alternatives for Future Evaluation (Slide 17)

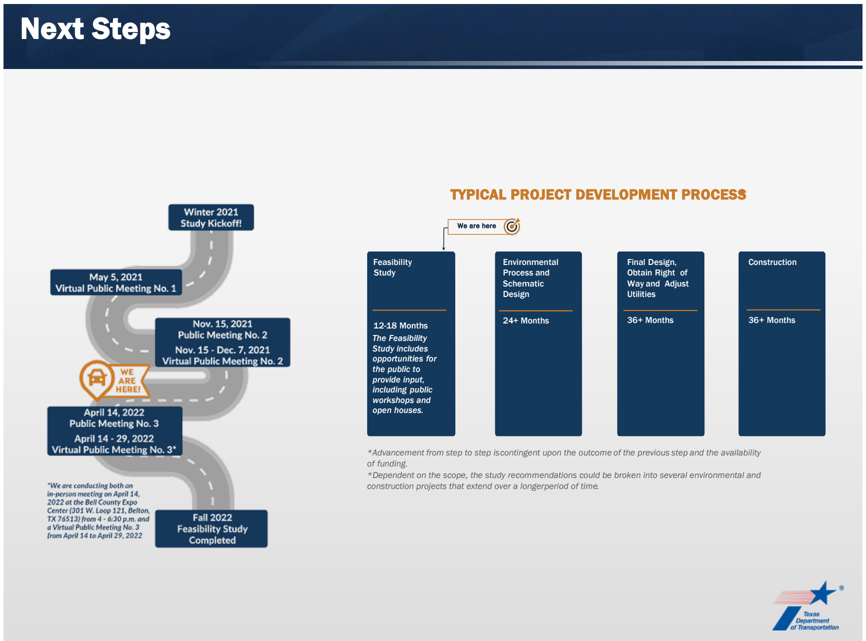


Based on these results, TxDOT is recommending that three conceptual alternatives move forward for further analysis as part of a future project development phase. These include, in order from highest to lowest scores, Alternatives D, C and A.

Each of these conceptual alternatives can be reviewed in greater detail by clicking on the links provided on the virtual public meeting webpage to download the exhibits.

Next Steps

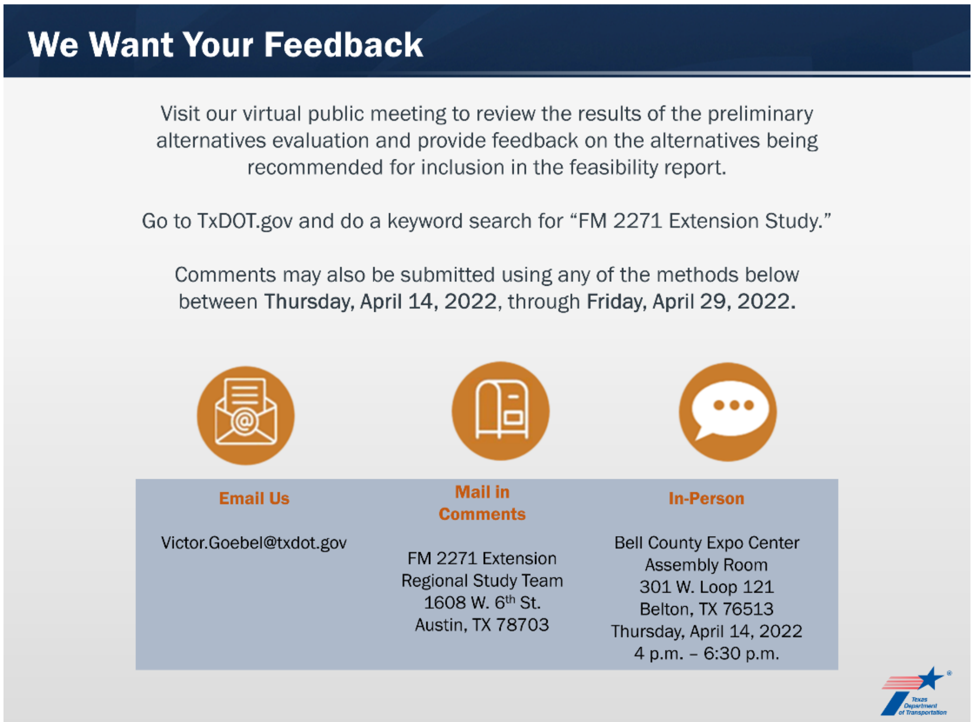
Next Steps (Slide 18)



At the conclusion of the public meeting comment period, TxDOT will review and consider the feedback it received in its decision-making process. The study team will develop a feasibility study report documenting the planning process and findings from the study. The feasibility study will conclude in October of this year.

We Want Your Feedback

Preliminary Alternatives (Slide 19)



Before you leave, we hope you will provide input on what you've seen today. Comments may be submitted by email to Victor.Goebel@TxDOT.gov or by mail to FM 2271 Extension Regional Study Team, 1608 W. 6th St., Austin, TX 78703.

Your comments must be received by Friday, April 29, 2022, to be included in the official summary of this public meeting.

To stay up to date on this study and future project development phases, visit www.TxDOT.gov and do a keyword search for, "FM 2271 Extension Study". While you're there, you will have the opportunity to sign up to receive updates. You may also reach out to Victor Goebel at Victor.Goebel@TxDOT.gov or (254) 867-2700.

This concludes the presentation for the third public meeting. We greatly appreciate your interest and participation in the FM 2271 Extension Regional Feasibility Study.