

# RM 620 Improvement Study Sections 1, 2, 3

## Four Points Area Study Recommendations

FOUR POINTS NEIGHBORHOOD COALITION

FOUR POINTS CHAMBER OF COMMERCE

4Q, 2015

CANYON CREEK  
COLINA VISTA  
COMANCHE TRAIL  
GLEN LAKE  
GRANDVIEW HILLS  
RIVER PLACE  
STEINER RANCH N.A.  
VERSANTE CANYON  
WESTMINSTER GLEN

# Summary

- ▶ A full set of improvements for RM 620 including expansion of lanes and elevated lanes should be pursued aggressively from US 183 through FM 2222
  - ▶ We already have severe traffic bottlenecks today and the traffic forecast is dismal
  - ▶ Construction of so-called “mid-term” (widening) and “long-term” (elevated lane) improvements should be simultaneous in order to align with 2035 needs

# Major Questions / Comebacks

- ▶ Incorporate FM 2222 from RM 620 through River Place Blvd. / McNeil into plans
  - ▶ RM 620 solutions are incomplete without considering this critical section
  - ▶ Include grade separation options at River Place Blvd.
    - ▶ Does removing split signal (two directions left concurrently) mitigate backup risk significantly beyond what is projected currently
    - ▶ What alignments are viable to support grade separation and be compatible with community along FM 2222; e.g. number of lanes each direction; location of elevated lane, etc.
    - ▶ Which directions can access RM 620 and/or River Place overpasses; e.g. left onto FM 2222 heading West access RM 620; e.g. “bypass” commuter traffic from RM 620 access overpass at River Place
- ▶ Integrate FM 2222 grade separation and connection prerequisites into “620 Bypass / 2222 Widening” Plan
  - ▶ 620 Bypass is critical for implementation ASAP
  - ▶ Want to ensure benefits and implementation of bypass will be compatible; want to design for the future; e.g. set aside room for grade separation access, etc.

# Major Questions / Comebacks

- ▶ Incorporate a “straw-man” set of access points to elevated freeway
  - ▶ Minimum is likely bi-directional access to elevated lanes just south of Anderson Mill and FM 2222
  
- ▶ Provide adaptive signaling ASAP
  - ▶ Evaluate expediting implementation for specific segments
  - ▶ Enable imbalances to resolve quickly
  - ▶ Shorten effective time of rush hour and off-peak slow downs

# Additional Questions / Comebacks

- ▶ Shoulders vs. curbs
  - ▶ Clarify value of curbs – are they needed
  - ▶ Maintain shoulders on 4 lane sections
  - ▶ Maintain shoulders on portions of 6 lane sections
    - ▶ Allow for improved flow after breakdown / accident
    - ▶ In sections where ROW allows
- ▶ Provide visuals / examples of comparable “best of breed” elevated sections / aesthetics / noise control
  - ▶ Design of elevated sections must be as compatible as possible with the community
- ▶ Are there any other studies pending/required before hardening a plan for RM 620; e.g. will CAMPO run separate study or is this study the ultimate
- ▶ What is thinking for cyclists / pedestrians
- ▶ Buses – would bus stops be located to not halt traffic; e.g. off main road