

What is CAMPO?

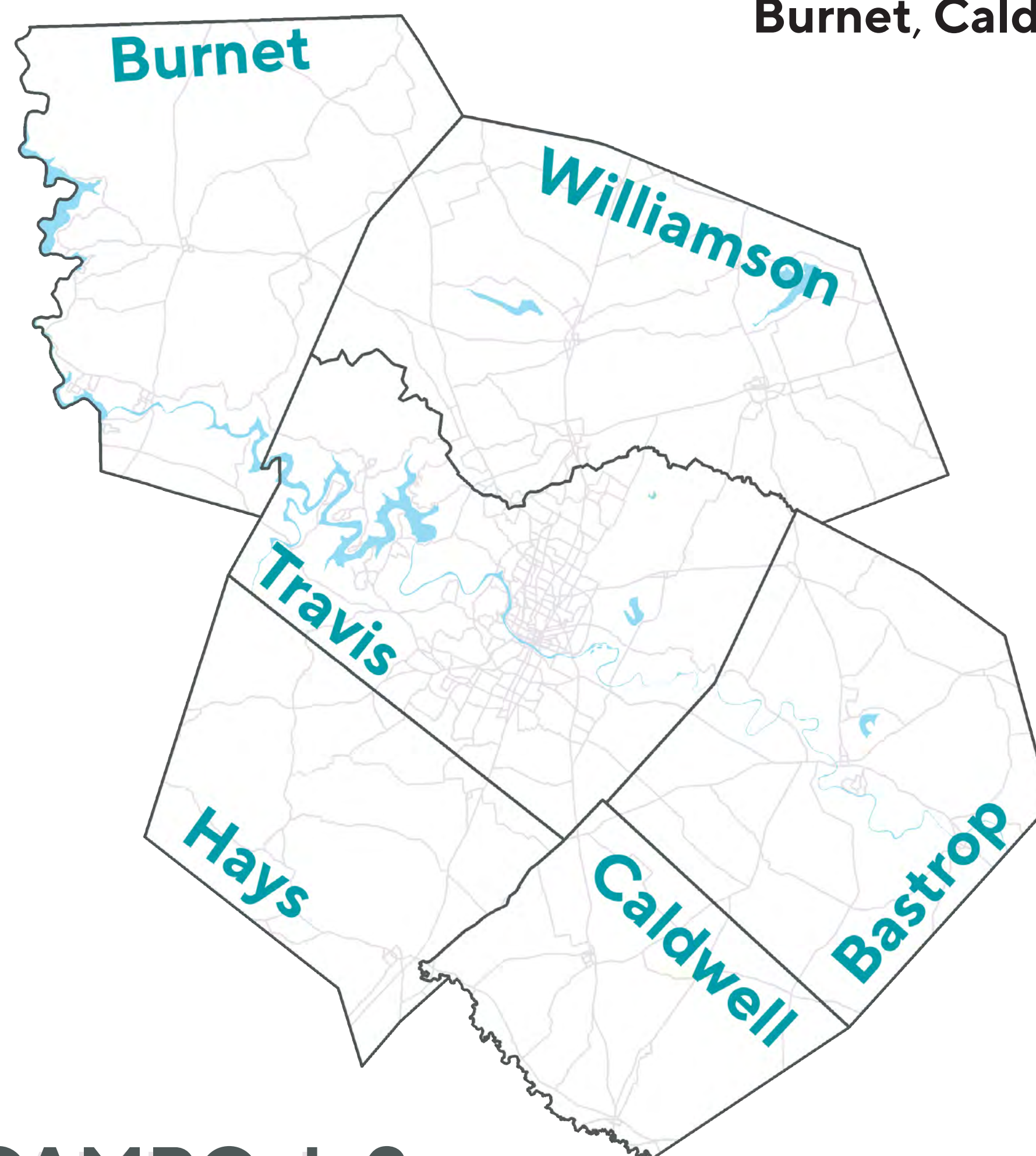
The Capital Area Metropolitan Planning Organization (CAMPO) is **the Austin region's transportation decision-making body, coordinating** regional transportation planning **between counties, local governments and transportation agencies**. The organization is made up of a **22-member Transportation Policy Board (TPB)** that makes decisions on CAMPO policy and allocates federal transportation funds for the region, a **24-member Technical Advisory Committee (TAC)** that provides technical expertise and recommendations to inform the TPB, and the **Executive Director**, who reports to the TPB and oversees the CAMPO staff.

What is an MPO?

MPO stands for metropolitan planning organization, which is **regional transportation planning entity** designated by the federal government. MPOs were introduced by the Federal-Aid Highway Act of 1962, which requires the **formation of an MPO** for any urbanized area with a **population greater than 50,000**. CAMPO is one of 25 MPOs in Texas, and one of 408 in the United States.

Where is CAMPO?

CAMPO conducts regional transportation planning work within six counties: **Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson**.



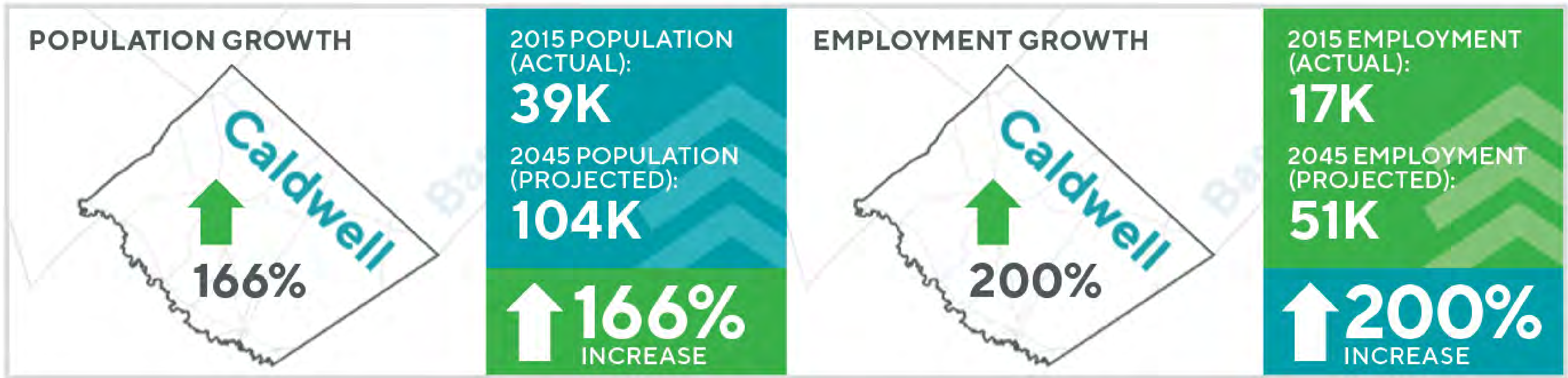
What does CAMPO do?

CAMPO **closely coordinates with local governments and transportation agencies**, such as TxDOT, Capital Metro and CARTS, in planning for regional transportation improvements. This includes working directly with local governments on technical studies related to transportation and economic development. However, **CAMPO does not construct projects** – that responsibility lies with project sponsors, such as cities, counties, and transportation agencies.

CAMPO is responsible for creating two primary regional planning documents– one **long-range** and one **short-range**:

- > the **Regional Transportation Plan (RTP)** is a 20+ year plan, which is adopted every five years, and;
- > the **Transportation Improvement Program (TIP)**, which is adopted every two years but covers a four-year window.

STUDY NEED



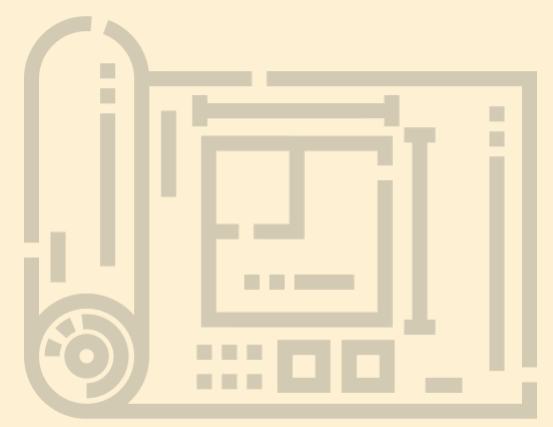
Caldwell County Growth

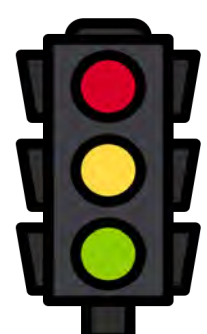
Caldwell County and the surrounding areas are experiencing rapid growth and increased traffic congestion on area roads. With more people moving to the area, it's important to begin planning today for future transportation needs. With increased population and employment in the region, more residents are traveling between counties, so this study is focusing on travel within western Caldwell County while also considering travel into and out of the county.

STUDY GOALS & PURPOSE

1 
Assess current and projected traffic

2 
Outline anticipated development and area growth

3 
Recommend preliminary configurations for future transportation solutions



Caldwell County will be responsible for moving forward with any recommendations from this study, including further studies, additional public input, construction of any recommendations, and securing funding for all additional steps.



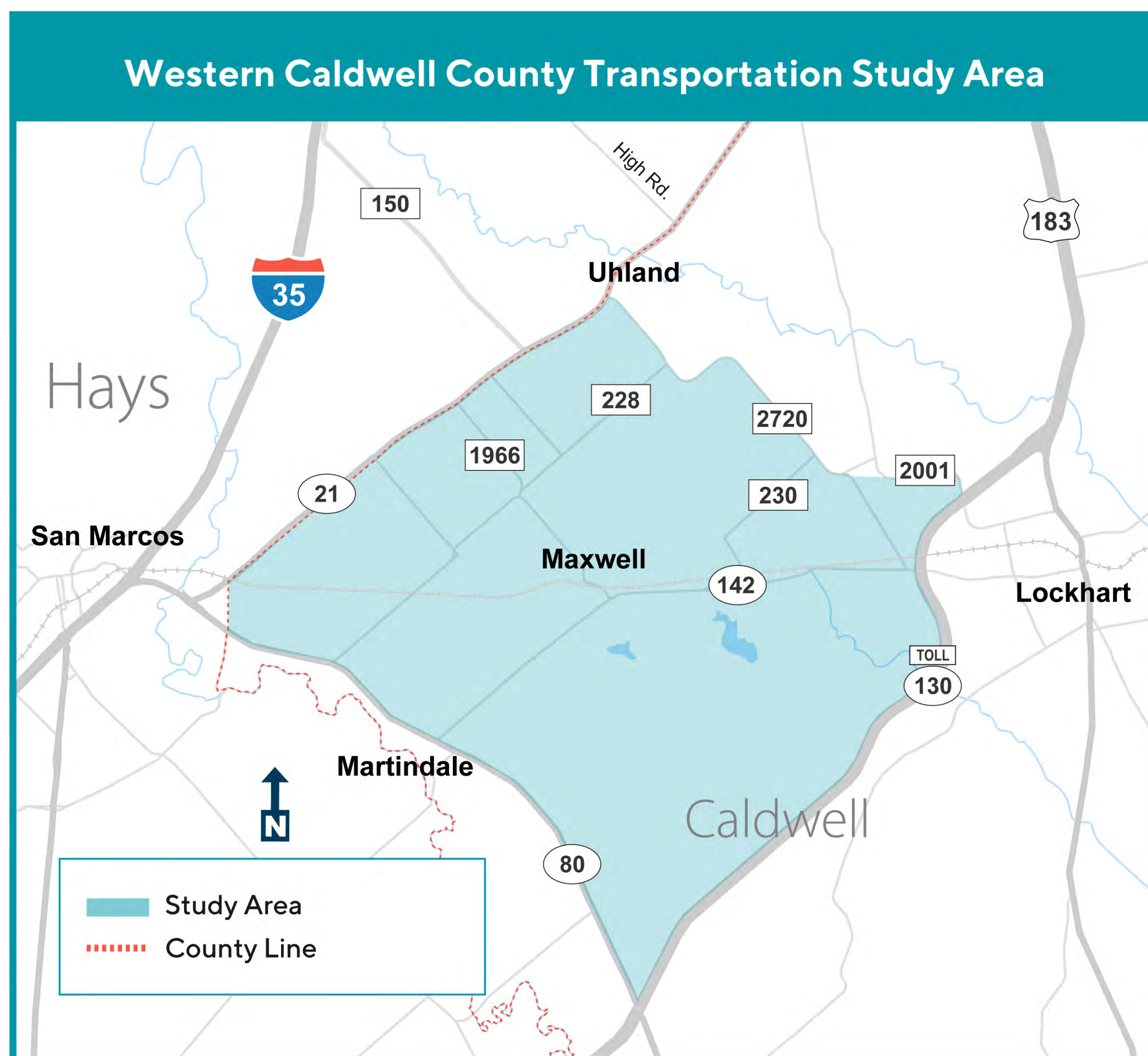


OPEN HOUSE PURPOSE

LEARN ABOUT THE STUDY

Western Caldwell County Transportation Study

This study explores potential options for additional east-west connections between major highways in western Caldwell County.



SHARE YOUR THOUGHTS



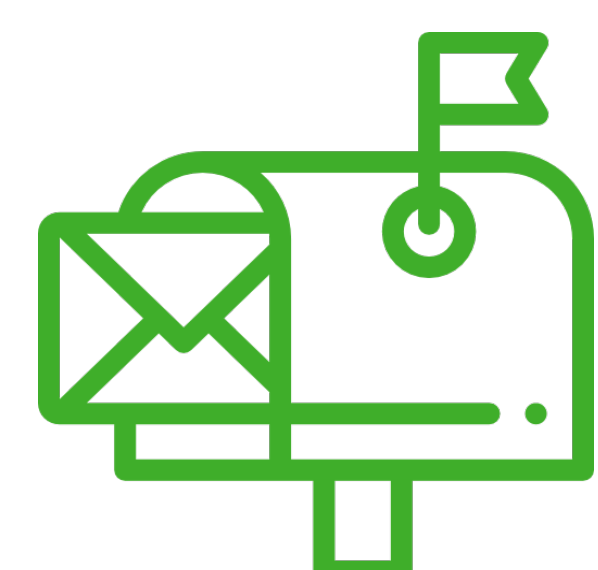
Complete a **survey**



Review **potential options** and leave comments on an **interactive map**



Email comments to **comments@campotexas.org**



Mail comments to **Attn: WCCTS**
PO Box 5459
Austin, TX 78763

ALL COMMENTS MUST BE SUBMITTED BY
FRIDAY, DECEMBER 10, 2021

FALL 2020

Establish Purpose and Need



1

- » Examine the study area’s current roads, connections, travel patterns, and traffic numbers
- » Identify environmental and other planning features using information from previous plans and studies, local governments, businesses, property owners, and the public
- » Gather feedback from elected officials, local government representatives, property owners, and the public on the area’s transportation needs, environmental and planned features, and the draft purpose and need

WINTER 2020

Identify Potential Routes and Options



2

- » Use input from step one to identify potential routes and options that meet the purpose and need
- » Establish evaluation criteria for potential routes and options
- » Assess potential routes and options against planned development, adjacent roads, environmental features and impacts to structures
- » Gather feedback from elected officials, local government representatives, property owners, and the public on potential routes and options

SPRING 2021

Evaluate and Refine Potential Routes and Options



3

- » Use input from step two to evaluate and refine potential routes and options
- » Quantify impacts and cost estimate/benefit of potential routes, options, and no-build
- » Gather feedback from elected officials, local government representatives, property owners, and the public on preferred potential routes and options, including the no-build option

FALL 2021

Recommend and Develop Potential Routes and Options



4

- » Use input from step three to recommend potential route(s) and option(s) or the no-build option
- » Develop draft design schematics of recommended potential route(s) and option(s) if something other than no-build is recommended
- » Present recommendations to Caldwell County, regional transportation agencies, elected officials, local government representatives, property owners, and the public



WESTERN CALDWELL COUNTY TRANSPORTATION STUDY

What We Heard: Public Involvement Round 2

Western Caldwell County Transportation Study Area Preliminary Alignments

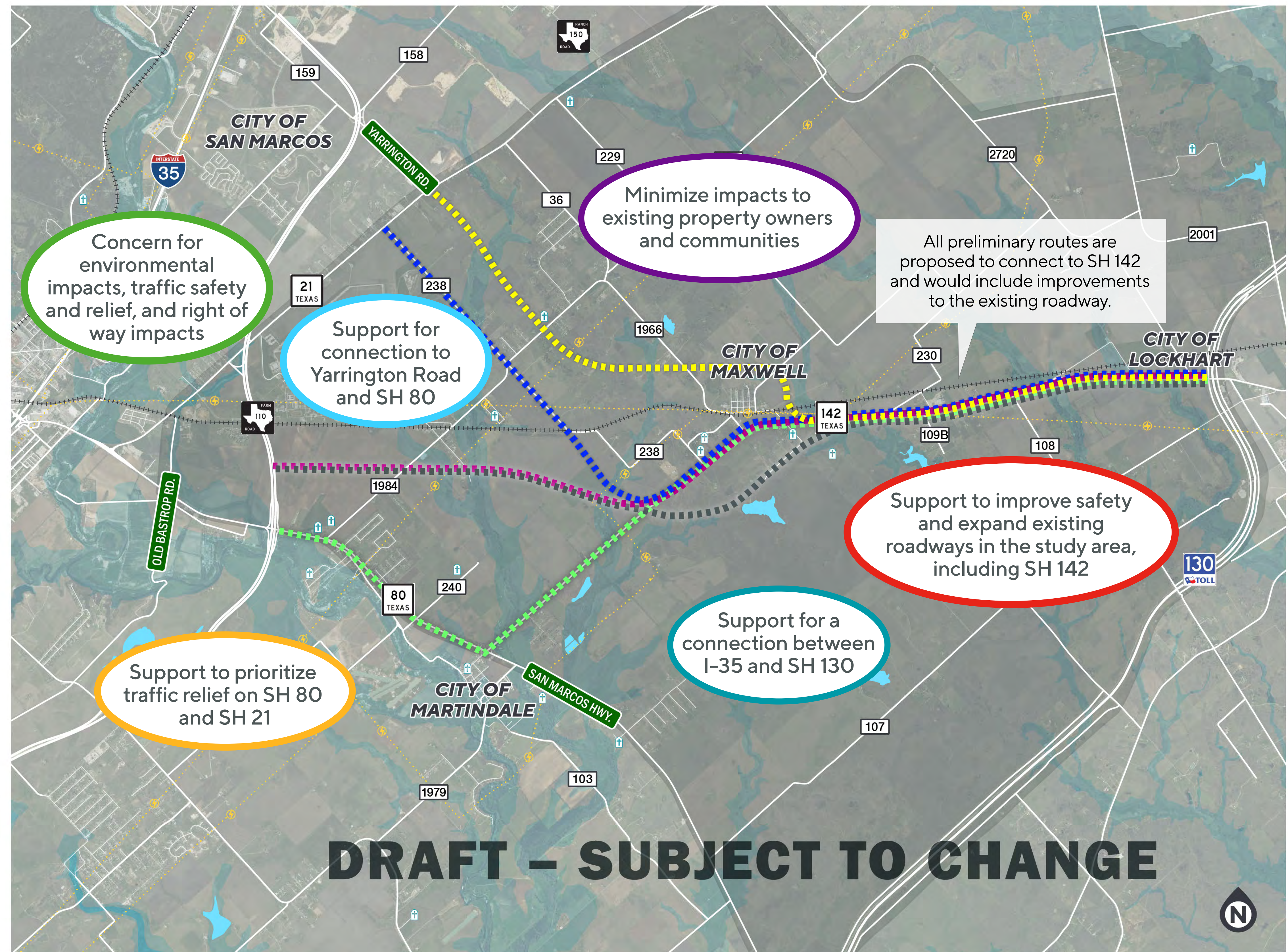
LEGEND

PRELIMINARY ROUTES

- Yellow
- Purple
- Green
- Blue
- Gray
- Cemeteries
- Airport
- Railroad
- Transmission Line
- Study Area
- FEMA Floodplain



These route options were presented for community input during the second Online Open House from April 19 - June 1, 2021.

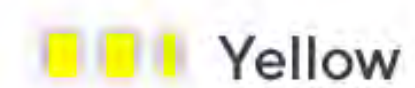




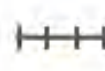
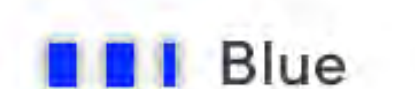






Western Caldwell County Transportation Study Area

Preliminary Alignments

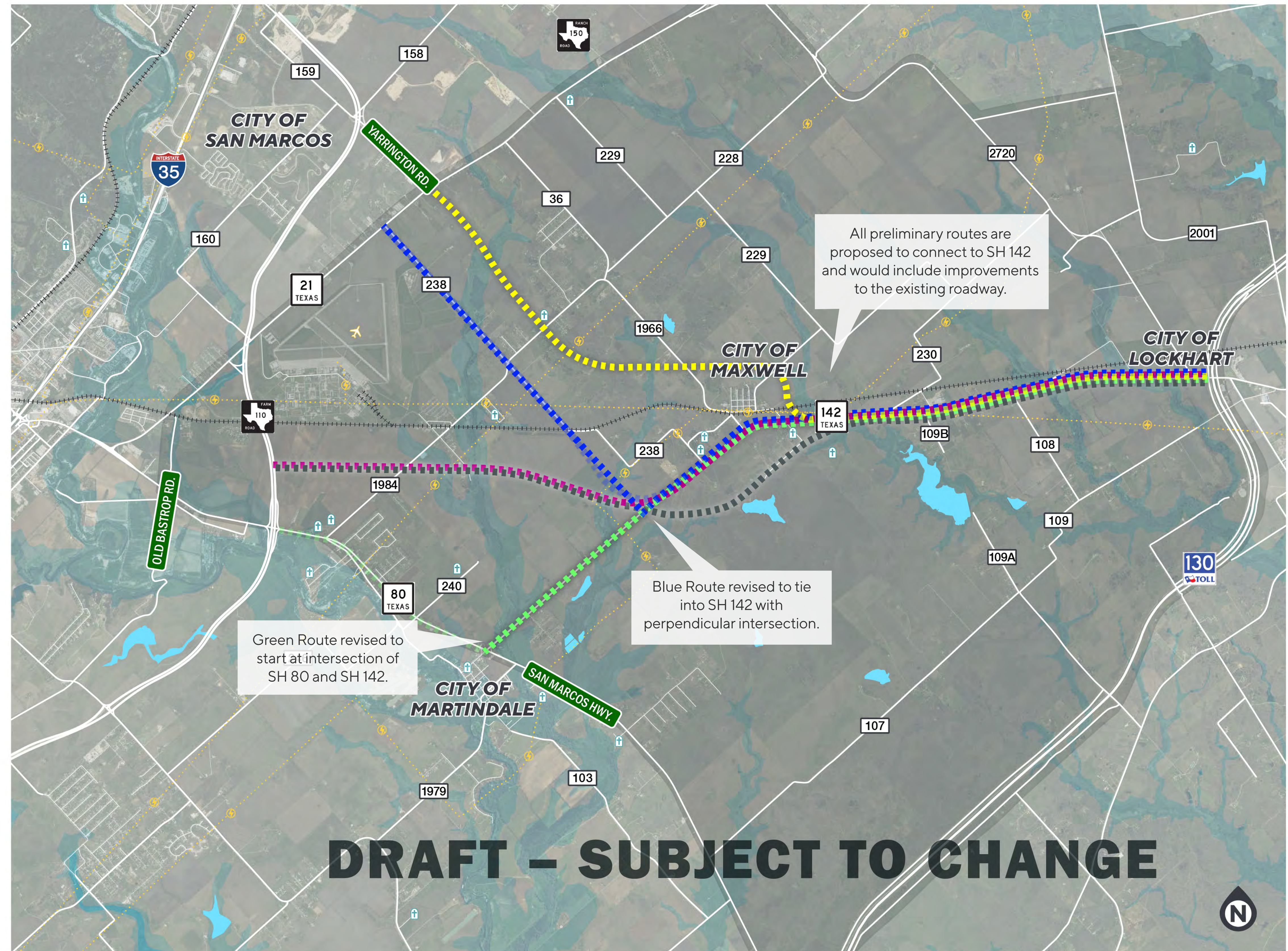
LEGEND

PRELIMINARY ROUTES

- | | |
|--|---|
|  Yellow |  Cemeteries |
|  Purple |  Airport |
|  Green |  Railroad |
|  Blue |  Transmission Line |
|  Gray |  Study Area |
| |  FEMA Floodplain |



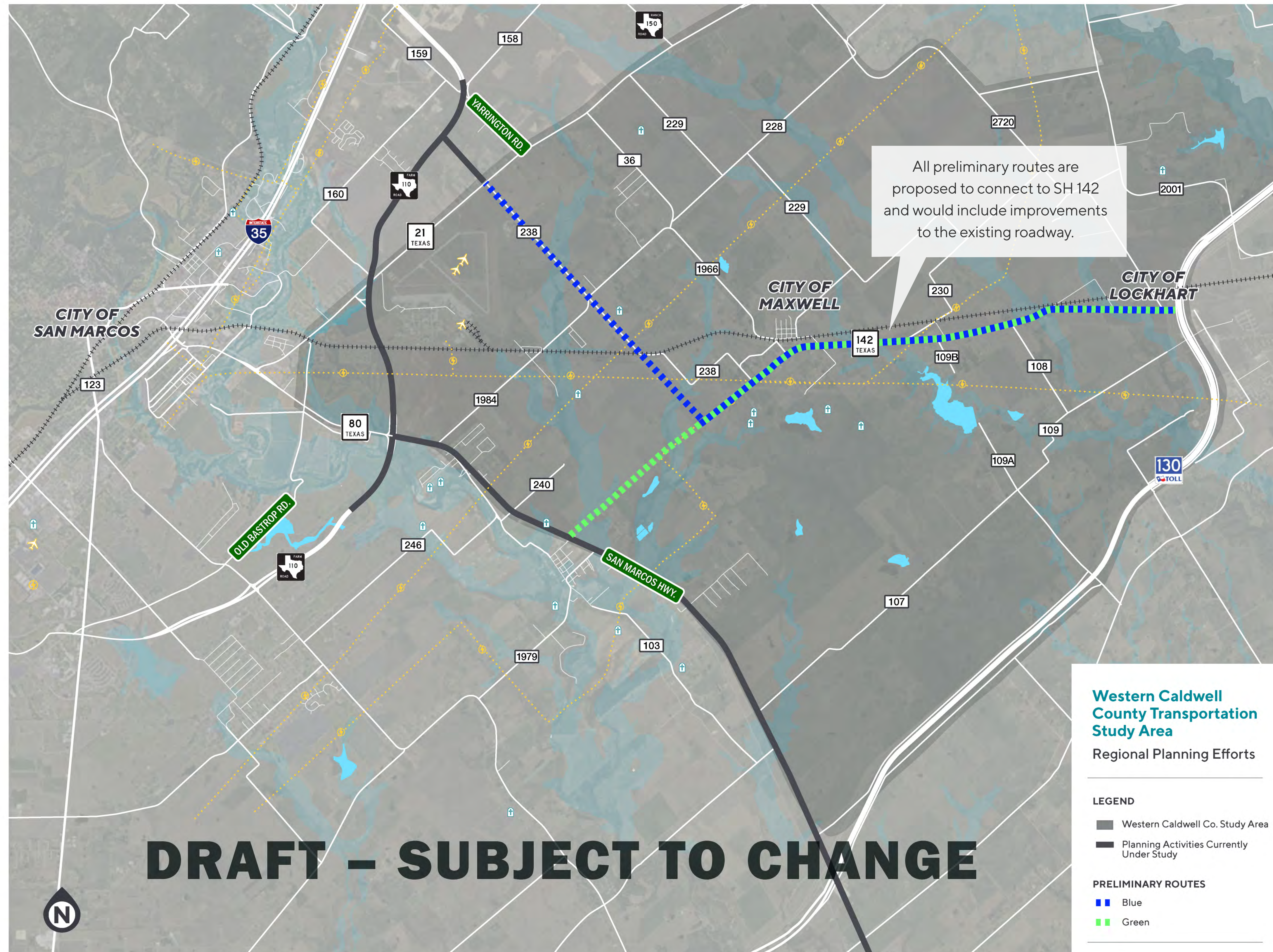
Route options were modified based on community input and technical evaluations.



DRAFT - SUBJECT TO CHANGE

WESTERN CALDWELL COUNTY TRANSPORTATION STUDY

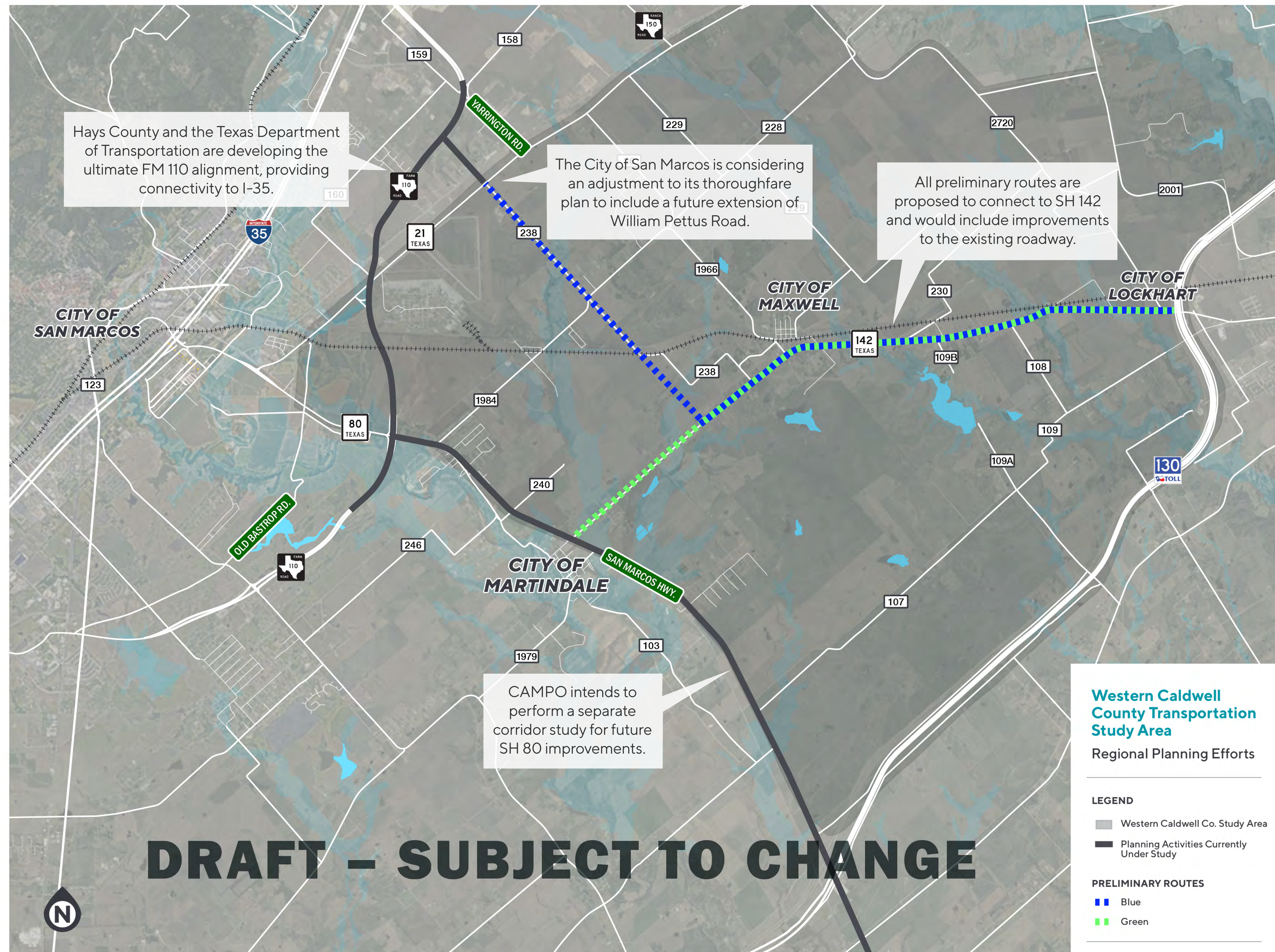
Combined Blue and Green Routes



BENEFITS OF TWO RECOMMENDED ROADWAY ALIGNMENTS:

- »»» Public shared need for connection to SH 80
- »»» Allows flexibility for making improvements in a phased approach, if necessary
- »»» Improves level of service at several key intersections
- »»» Traffic is distributed across multiple east-west routes

The blue and green alignments were revised and selected based on community input and technical evaluations.



DRAFT – SUBJECT TO CHANGE

With a quickly growing and changing region, two studies adjacent to the **Western Caldwell County Study area** are underway or will be soon. **Regional coordination of these studies and consideration of public input played a role in the recommended alternatives for the Western Caldwell County Transportation Study.**

- 1. William Pettus Road Extension:** The City of San Marcos is considering an adjustment to its thoroughfare plan to include a future extension of William Pettus Road, which could provide a connection point for the proposed blue route.
- 2. SH 80:** CAMPO intends to begin a corridor study of SH 80 through Caldwell County in the next year, which will result in independent recommendations for improvement of this corridor.







WESTERN CALDWELL COUNTY TRANSPORTATION STUDY

Modified Blue Route

Western Caldwell County Transportation Study Area

Preliminary Alignments

LEGEND

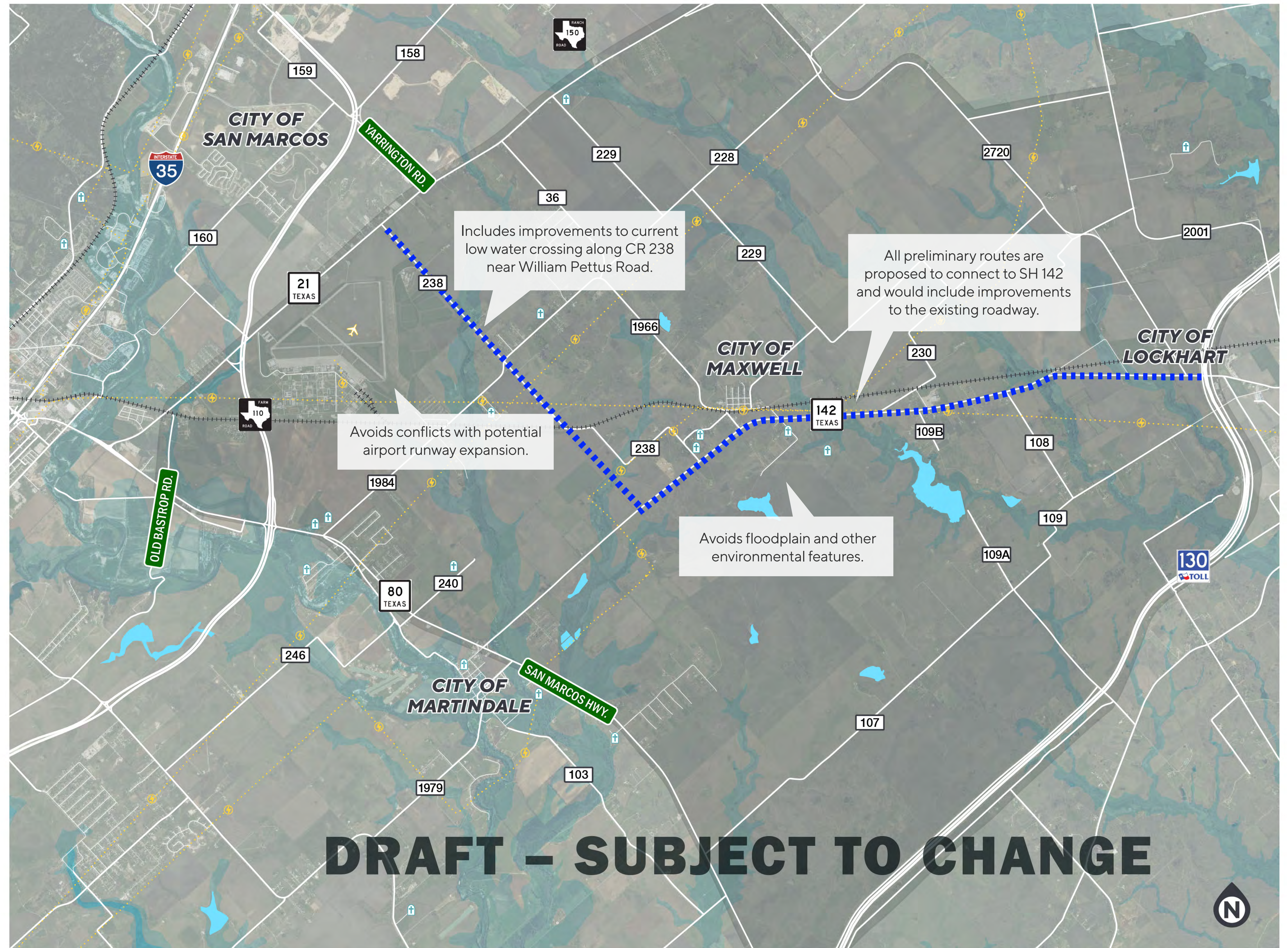
-  Cemeteries
-  Airport
-  Railroad
-  Transmission Line
-  Study Area
-  FEMA Floodplain

PRELIMINARY ROUTE

-  Blue



The blue and green alignments were revised and selected based on community input and technical evaluations.









DRAFT – SUBJECT TO CHANGE

Western Caldwell County Transportation Study Area

Preliminary Alignments

LEGEND

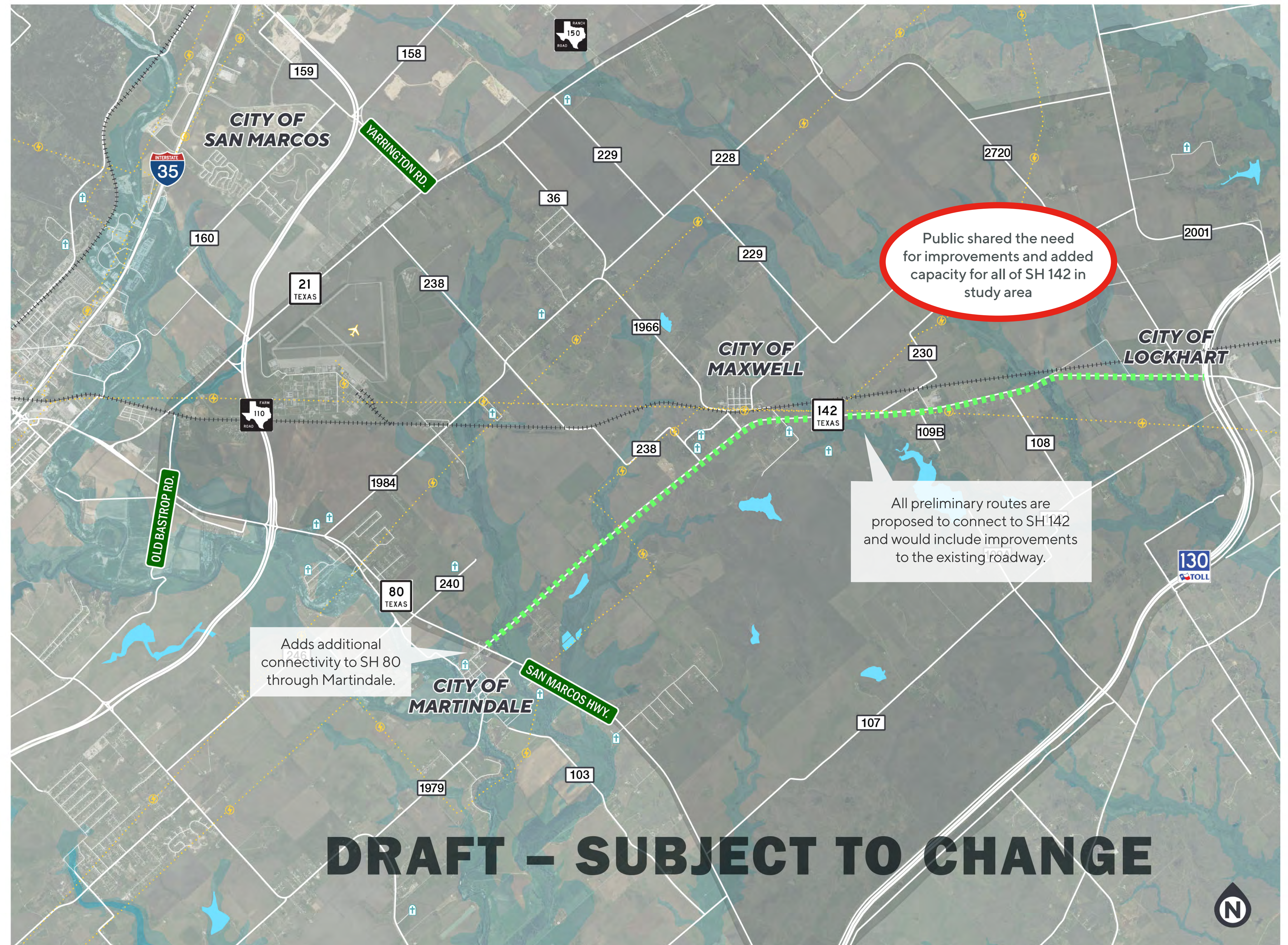
-  Cemeteries
-  Airport
-  Railroad
-  Transmission Line
-  Study Area
-  FEMA Floodplain

PRELIMINARY ROUTE

-  Green



The blue and green alignments were revised and selected based on community input and technical evaluations.



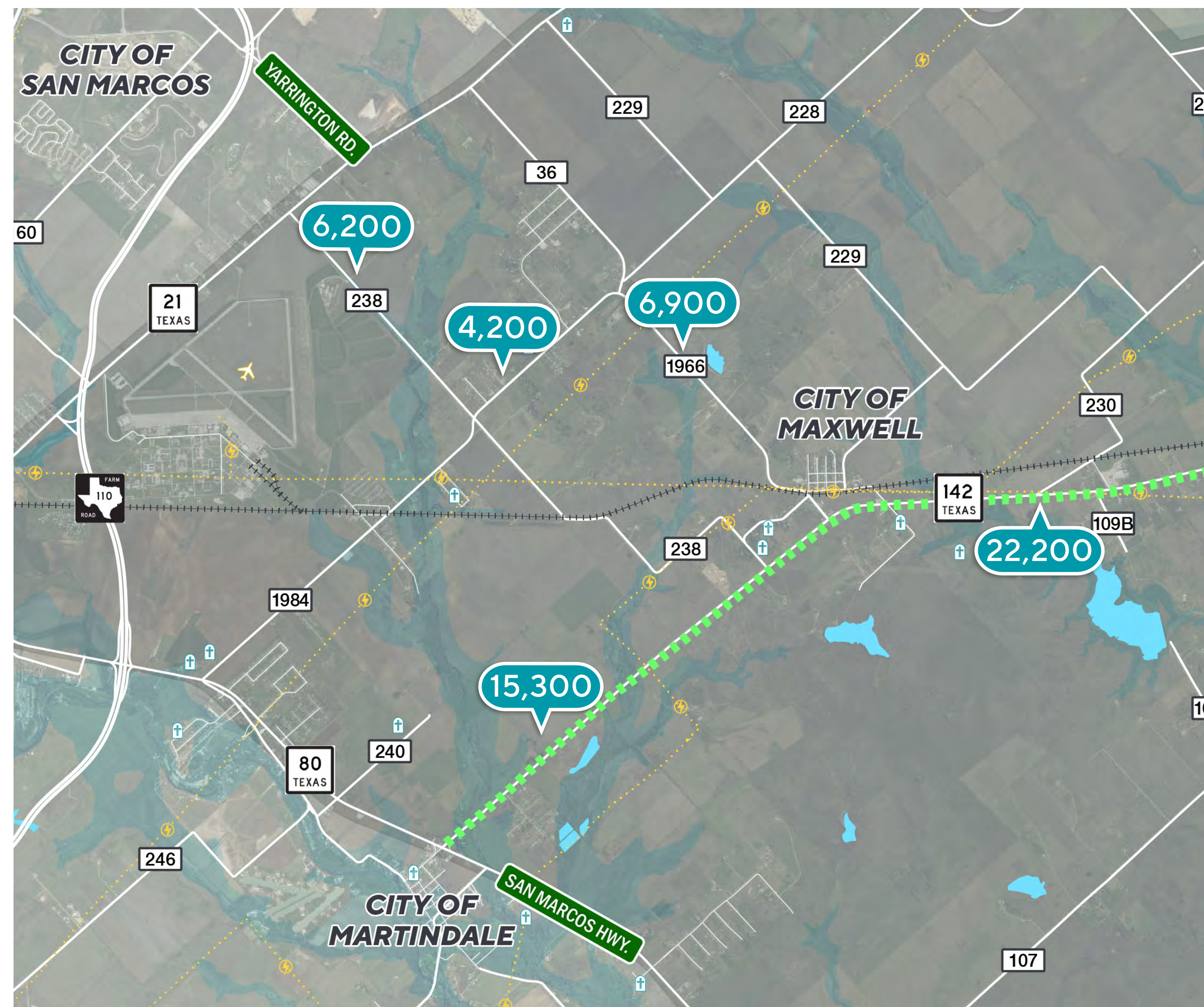
DRAFT – SUBJECT TO CHANGE



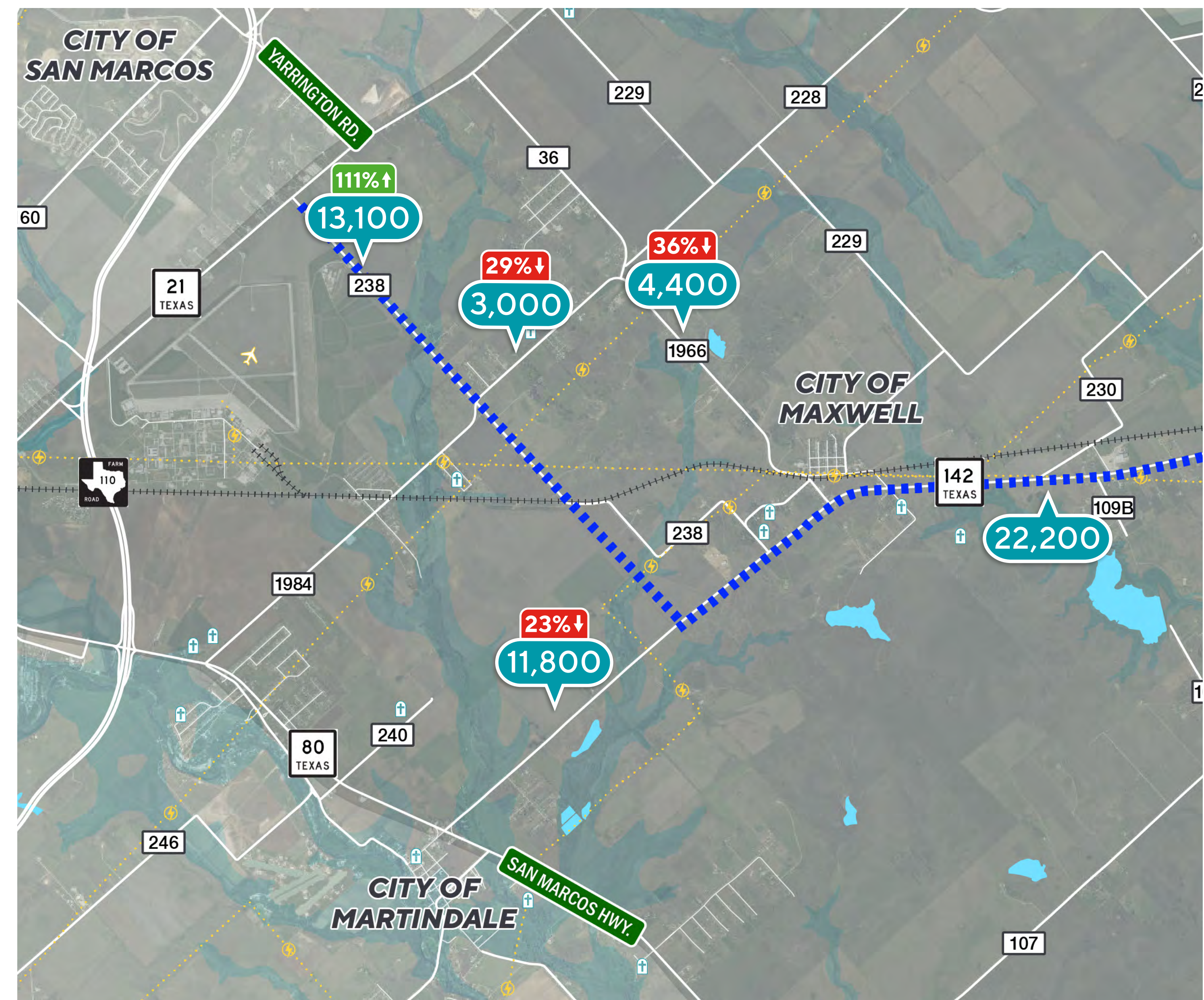
WESTERN CALDWELL COUNTY TRANSPORTATION STUDY

Projected Local Network Traffic

2045 AVERAGE DAILY TRAFFIC PROJECTIONS:
Green Route Only



2045 AVERAGE DAILY TRAFFIC PROJECTIONS:
Combined Blue and Green Routes



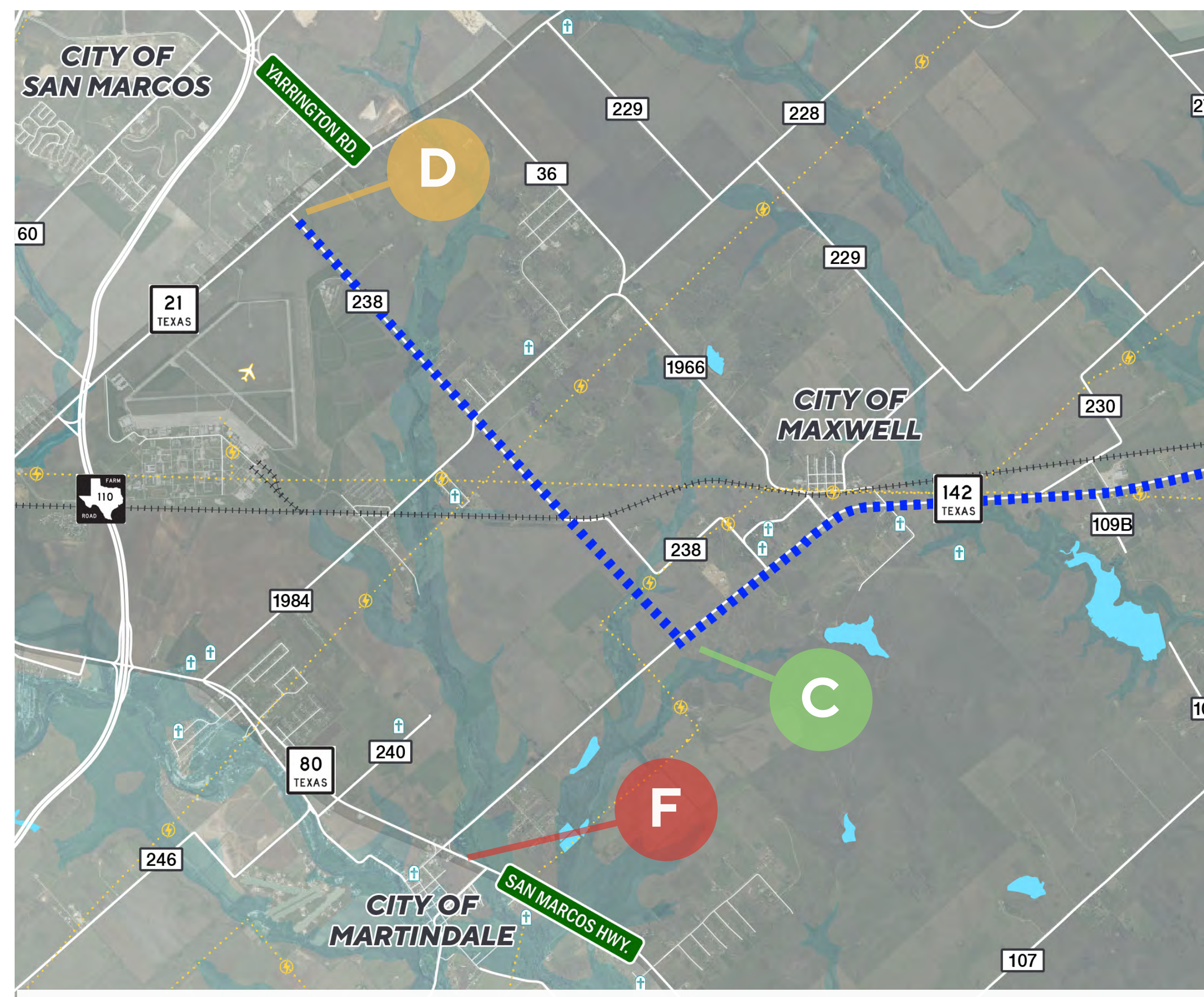
Average daily traffic reflects the projected traffic volume per day on each roadway in the study area. With the blue and green routes in combination, traffic is distributed across multiple east-west routes in the network and provides options to drivers for destinations to the northwest and southwest.

WESTERN CALDWELL COUNTY TRANSPORTATION STUDY

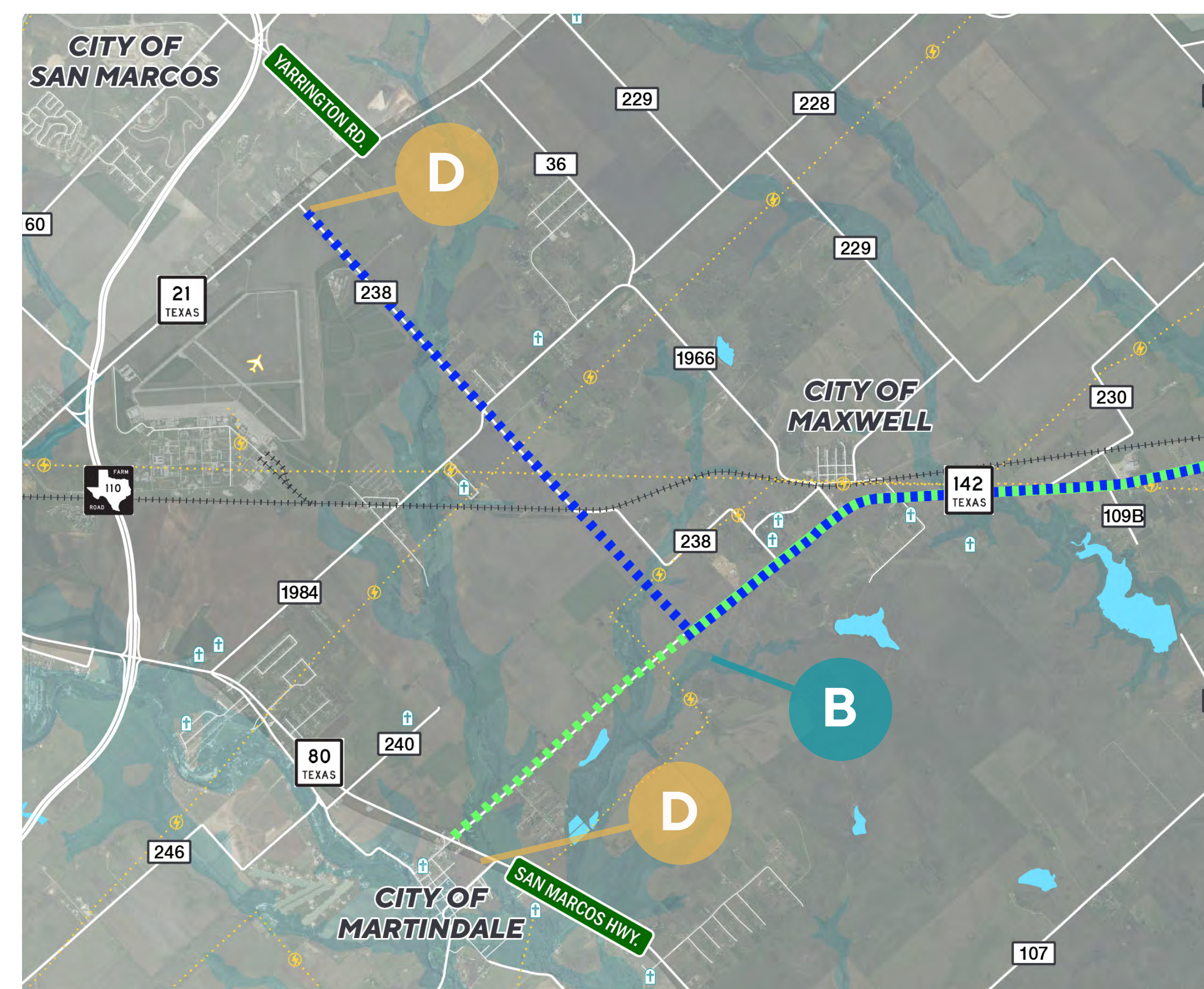
Intersection Level of Service

Intersection level of service reflects vehicle delay at an intersection. The blue route introduces one new intersection, the intersection of the blue route and SH 142. The blue and green routes in combination improve level of service at the existing intersection of SH 142 and SH 80, and the new intersection at SH 142.

BLUE ROUTE ONLY



BLUE AND GREEN ROUTES



LEGEND

- **Level A**
Free Flow Traffic – No Delays
- **Level C**
Stable Flow – Minimal Delays
- **Level E**
Traffic at Capacity – Significant Delays
- **Level B**
Reasonably Free Flow – No Delays
- **Level D**
Speed Begins to Decline – Minimal Delays
- **Level F**
Heaviest Congestion – Considerable Delays



HOW TO COMMENT

REVIEW MATERIALS

ASK QUESTIONS

SHARE YOUR THOUGHTS



Leave comments on an **interactive map**



Email comments to **comments@campotexas.org**



Complete a **survey**



Mail comments to
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ALL COMMENTS MUST BE SUBMITTED BY
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Click on the map and follow the prompts to provide comments on specific locations within the study area

Interactive map not supported in Internet Explorer.

