



**PEOPLE, PLANNING AND  
PREPARING FOR THE  
FUTURE:**

**YOUR 25 YEAR  
TRANSPORTATION PLAN**

**Draft CAMPO 2035  
Regional Transportation Plan**

Executive Summary  
March 2010



**CAPITAL AREA METROPOLIT**

# CAMPO DEVELOPS SOLUTIONS FOR REGIONAL TRANSPORTATION



**T**he process to develop our region's transportation system for the year 2035 is nearing completion and we need your help to make sure the transportation needs of Central Texas are addressed.

In this Executive Summary of the draft CAMPO 2035 Plan, you will find highlights of efforts to guide development of a comprehensive multimodal regional transportation system by the year 2035. This is a draft document, meaning that this is the time to let us know what you think about the projects and programs in this Plan.

Given the many challenges we now face as a region, such as financial uncertainty, increasing population and looming air quality issues, the policies established in this document will help to set our region on a course towards a more sustainable and productive future. Moving forward, projects selected for federal funding must be in compliance with the plan document, a fact that illustrates the importance of this process.

Please take a look at our transportation vision for the region. We will be holding several meetings in March and early April to get your feedback, and you can of course always contact us directly via [www.campotexas.org](http://www.campotexas.org).

Thank you for taking the time to work with us as a region to enhance your transportation system.

*Samuel T. Biscoe*

## TRANSPORTATION

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# VISION AND PLANNING PROCESS

**T**he planning process has been governed by a vision and goals:

“Develop a comprehensive multimodal regional transportation system that safely and efficiently addresses mobility needs over time, is economically and environmentally sustainable, and supports regional quality of life.” -- CAMPO 2035 Transportation Plan Vision Statement



1. Maintain and enhance **MOBILITY AND ACCESS** of goods and people within the region.
2. Improve **CONNECTIVITY** within and between the various transportation modes.
3. Improve the **EFFICIENCY** and performance of the transportation system.
4. Ensure that the transportation system can be **MAINTAINED** and improved over time.
5. Maximize the **ECONOMIC COMPETITIVENESS** of the region.
6. Support **ECONOMIC DEVELOPMENT** and efficient use of land.
7. Maximize the **AFFORDABILITY** of the transportation system.
8. Minimize **AIR POLLUTION, GREENHOUSE GAS EMISSIONS, and ENERGY CONSUMPTION** related to the transportation system.
9. Minimize negative impacts to **ENVIRONMENTAL RESOURCES, noise, and neighborhood character**.
10. Ensure that the benefits and impacts of the transportation system are **EQUITABLY** distributed regardless of income, age, race, or ethnicity.
11. Increase the **SAFETY** of the transportation system.
12. Increase the **SECURITY** of the transportation system and the region.

## Get Involved!

- **Fill out a survey**
- **Attend an Open House**
- **Attend the Public Hearing**

Please visit [CAMPOTexas.org](http://CAMPOTexas.org) for specific times and locations of events.

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For more detailed information, please consult the  
Regional Transportation Plan available online at [CAMPOTexas.org](http://CAMPOTexas.org)

# BRINGING IT ALL TOGETHER

**T**his document is broken into sections for clarity; however, the transportation system itself must be developed as a balanced system in order to efficiently function. The projects, programs, and policies of the CAMPO 2035 Plan are intended to work with one another to

maintain the regional transportation system between today and the year 2035.

If regional growth and revenue trends continue, we will fall considerably short of addressing the transportation needs that have been identified. (Even assuming the region works to better integrate land use and transportation by supporting centers.) The region

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*The region will need to pursue additional sources of Federal, state and local funding to build on the projects and programs identified in the Plan.*

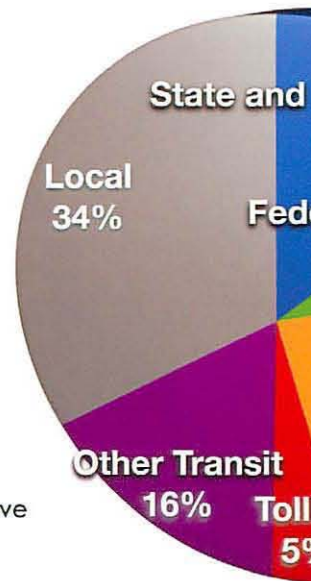
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support efficient access and mobility of goods and people throughout the Central Texas region.

*Building an Affordable System.* The region is charged with developing a long range transportation plan that can be implemented within the funding that is reasonably available over the life of the plan. CAMPO estimates that just over \$26.7 billion in Federal, State, and local revenue will be available to build, operate, and

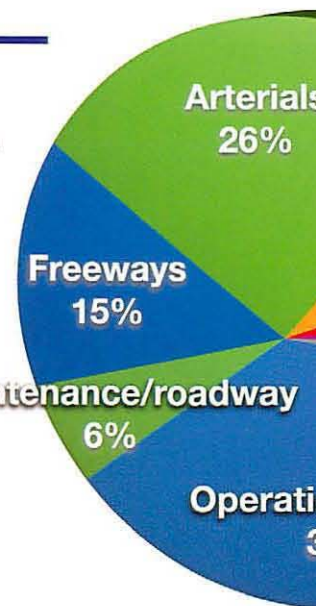
will need to pursue additional sources of Federal, state and local funding to build on the projects and programs identified in the Plan.

The CAMPO 2035 Plan identifies several major corridors where additional studies will be performed to identify transportation solutions to the needs identified.



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# REGIONAL ROADWAY SYSTEM

CAMPO

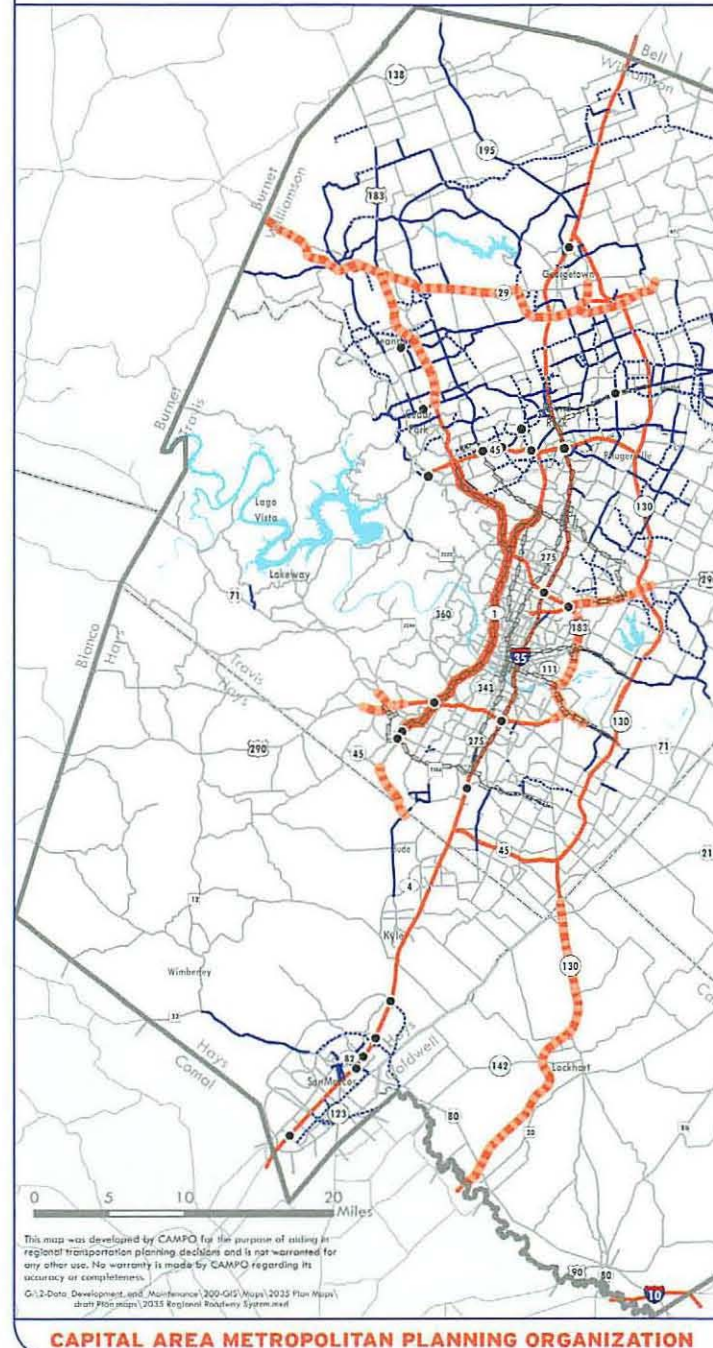
2035 R

**T**he 2035 Plan currently improves and expands the region's current system of roadways. To maximize the benefit of our investments, future roadway projects will be designed with multiple users in mind. Not only cars, but also freight, public transportation, bicycles, and pedestrians will need to be accommodated in the roadways. In some cases, it may even be appropriate to prioritize these users, through development of special express lanes and other approaches.

**IH 35.** IH 35 is a significant challenge. Providing the amount of capacity needed in this corridor is unfeasible in the short term due to cost and other factors. Within the CAMPO region, the draft CAMPO 2035 Plan includes

## *CAMPO Priorities for Improvement and Expansion of Our Roads*

- **Improving safety and security**
- **Supporting public transportation**
- **Serving expected and desired future growth in the region**
- **Relieving existing congestion**





continued improvements to ramps, frontage roads, interchanges, as well as improvements to connecting and parallel arterial roadways. The Plan also identifies the need to think creatively to encourage more efficient use of the corridor. TxDOT is currently conducting a statewide study of the corridor which could identify additional improvements within our region.

**Toll Roads and Tolle Express Lanes.** Under the draft Plan, the existing system of regional toll

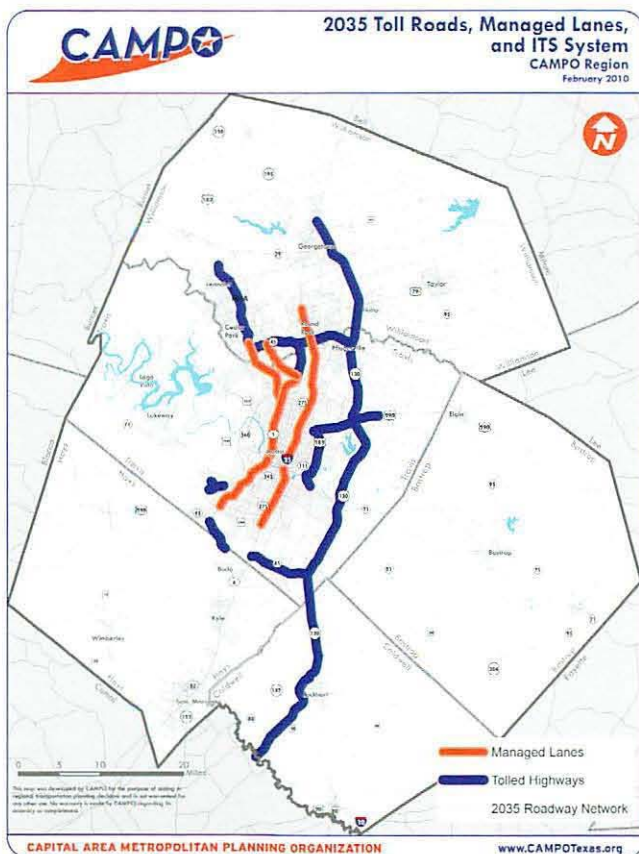
*If population growth trends continue, and we do additional transportation projects, regional congestion will be much worse in the years to come.*

roads and tolled express lanes will be expanded. Tolled express lanes can help to defray the costs of construction and maintenance of the facility, and can be used to help manage congestion by allowing priority use by high occupancy vehicles and being priced by time of day. Major road and lane projects include:

- US 290 E
- "Y" at Oak Hill
- SH 45 SW
- Loop 1 Express Lanes
- 183 A Extension
- 183 N Express Lanes
- SH 130 in Caldwell County

**Arterials.** The CAMPO 2035 Plan includes high priority expansions and extensions to the region's network of non-highway arterials, both on and off the state system. These facilities serve as the circulatory system for our region's economy, providing connectivity within and between our communities.

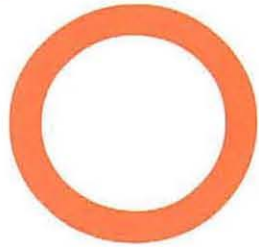
**Local Priorities.** While the focus of state and



federal funding will be significant roadways, the plan identifies numerous state roadway systems entirely with local funding. Local projects have been prioritized for potential project funding.



# DEMOGRAPHICS AND GROWTH PATTERN

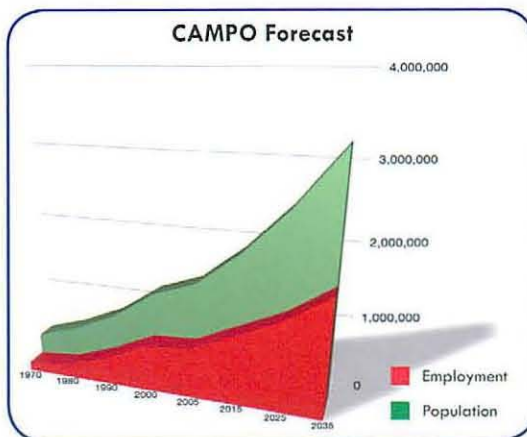


ur region has experienced decades of sustained population and employment growth. With a robust and internationally competitive economy, regional population and employment is projected

to more than double in the next 25 years. By 2035 our transportation system will need to accommodate over three million residents.

In the past, CAMPO has developed long-range transportation plans based on past growth trends. We have taken a different approach for the current plan. This plan has been developed with the assumption that we may no longer be able to

*The doubling of population and employment will cause increased demand on the region's transportation facilities; however, the level of impact will depend on many factors.*

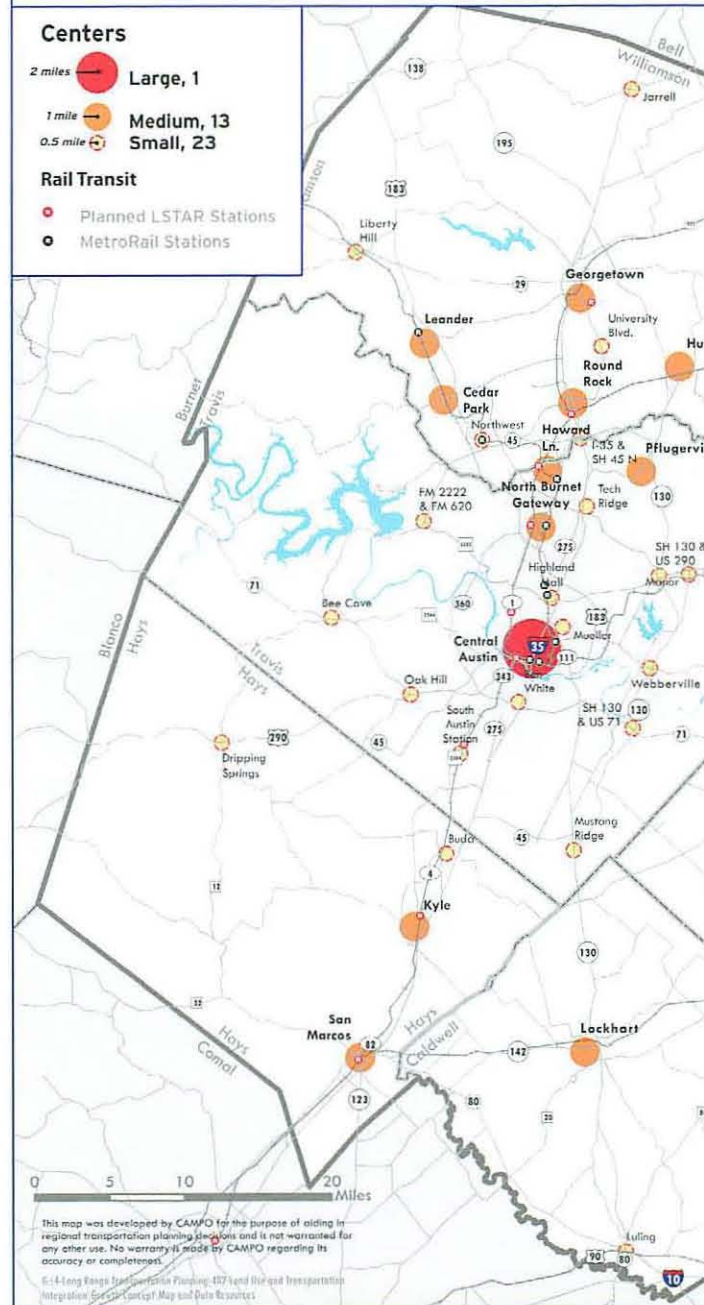


## Centers

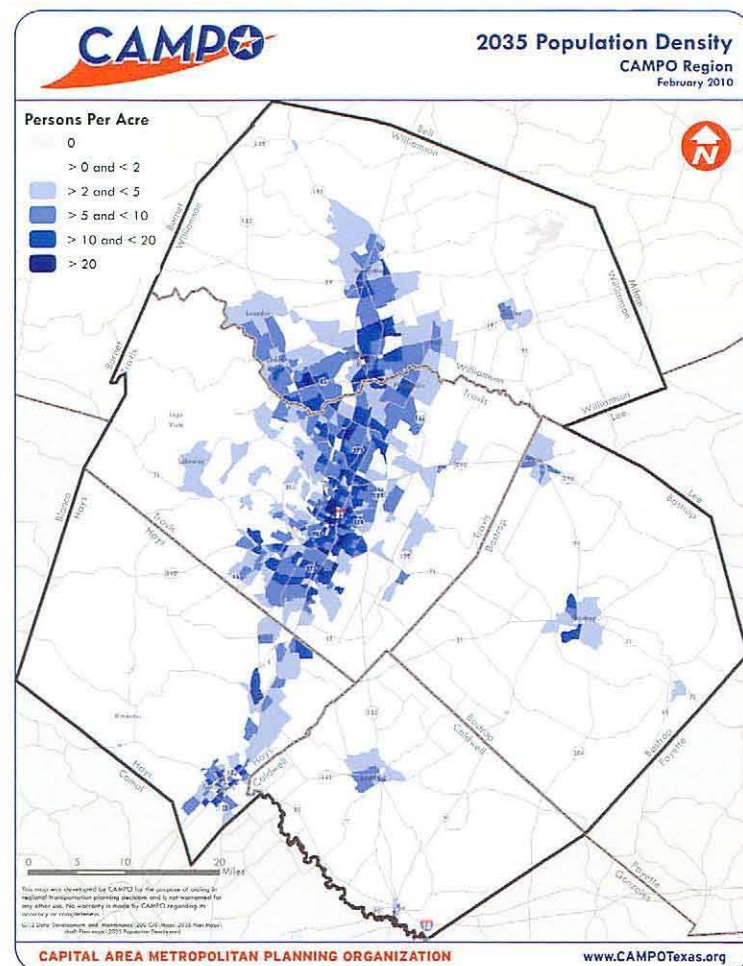
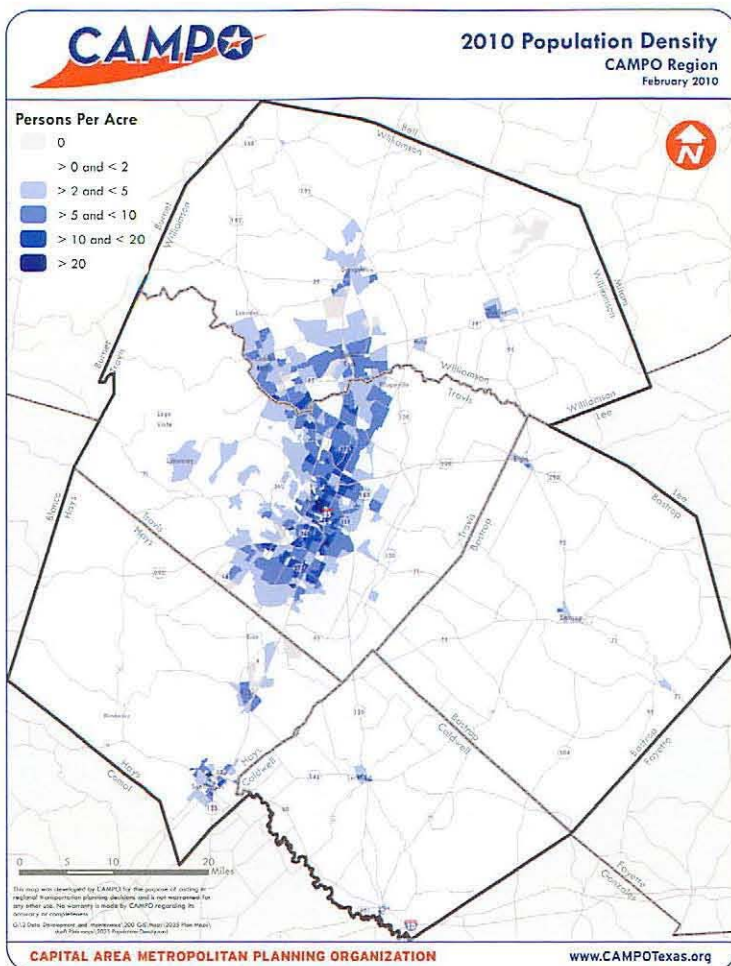
- 2 miles ● Large, 1
- 1 mile ● Medium, 13
- 0.5 mile ● Small, 23

## Rail Transit

- Planned LSTAR Stations
- MetroRail Stations



**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**



afford to invest in major regional infrastructure as we have in the past.

The CAMPO 2035 Plan assumes that the region will work toward implementation of a network of centers oriented around the transportation investments included in the Plan.

The Centers concept is intended to serve as an

aspirational guide for where transportation investments and planning resources could be targeted to encourage development of a connected regional network of high density, mixed use activity centers that would allow us to get more out of our transportation system

## Population and Employment

### Current

Population Accommodation

16% of regional population with designated centers

Employment Accommodation

36% of regional employment with designated centers



# PUBLIC TRANSPORTATION SYSTEM

**P**ublic transportation is critical to the region's productivity and economic development. In addition to providing a lifeline for area residents who do not have access to cars, public transportation can reduce congestion, improve environmental quality and encourage a more sustainable pattern of development. While our region relies on a transportation system today that is dominated by the private automobile, the future may be a different place. Travel patterns, increasing congestion, environmental concerns, as well as the age and other changing demographic characteristics of our population, will mean that by 2035 we will need to implement a robust public transportation system.

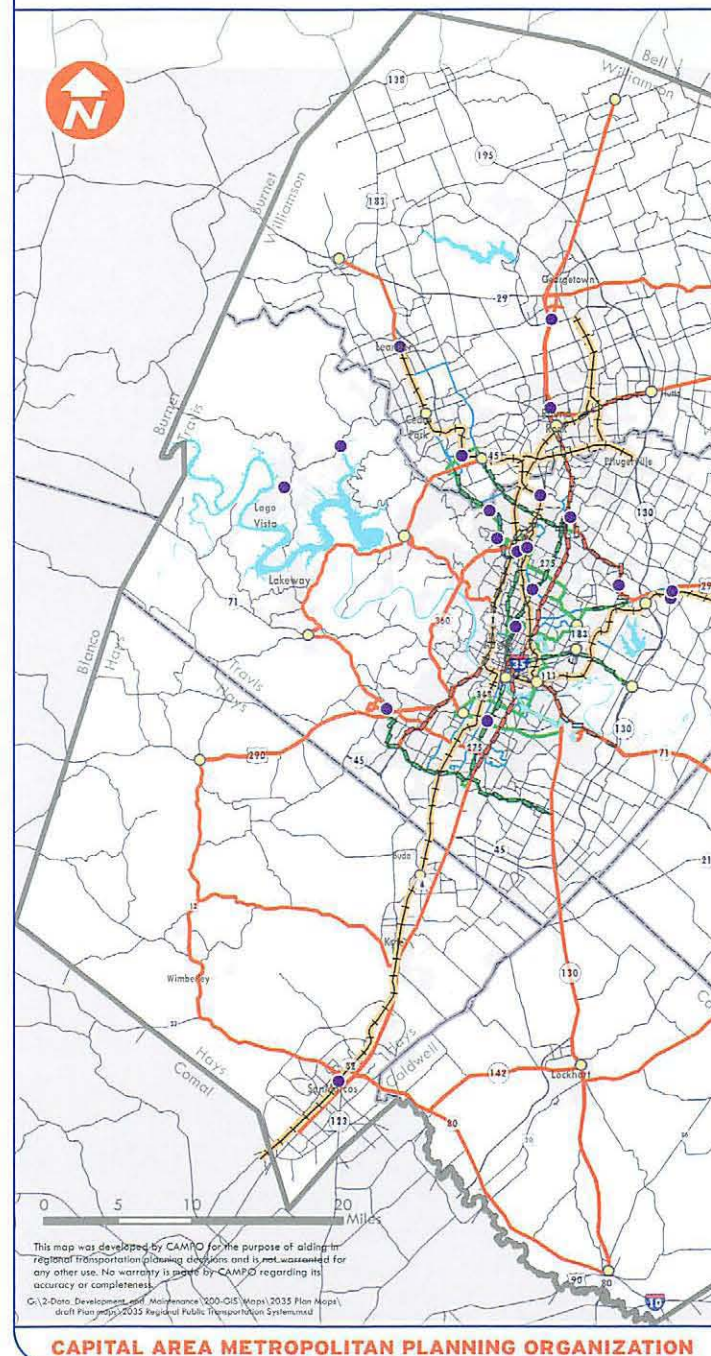
CAMPO has worked to develop a regional vision for major transit investments that goes

## *Addressing Challenges Facing Public Transportation*

- **Meet increasing demand**
- **Maintain affordability**
- **Coordinate across multiple boundaries and service providers**
- **Identify regional funding mechanisms**
- **Improve land use patterns and roadway designs to support transit**

**CAMPO**

2035 Regional Plan





beyond the existing Capital Metro Service area. The vision incorporates the major regional transit corridors identified in All Systems Go! while creating a broader geographic framework for a comprehensive network of high capacity regional transit lines serving the five-county area. The future regional system will include:

- **Commuter Rail.**

The commuter rail service being proposed would build on Capital Metro's Leander-Downtown Austin MetroRail line, by increasing capacity along that line, and extending commuter rail service to Round Rock, Pflugerville and Elgin. The plan also calls for commuter rail service operated by the Lone Star Rail District to connect Georgetown to San Antonio.

- **Streetcar.** The 2035 Plan includes a streetcar rail line that would serve downtown Austin and eventually connect to the Mueller redevelopment and to Austin Bergstrom International Airport. The streetcar service being proposed is anticipated to operate at higher operating speeds in exclusive right of way along some portions of its route.

- **Intercity Bus Service.** CARTS currently



## Percentage of persons currently using transit in the region : <3%

operates several intercity bus routes in the region which tie in with the national intercity network. The 2035 Plan calls for this

system to be expanded with connections to outlying communities that have been identified as future Centers.

- **Express Bus and Commuter Bus.** Capital Metro, CARTS, and TxTRAM currently operate express bus and/or commuter bus service. Express buses and commuter buses provide high-speed, non-stop service between suburban or rural communities and the central busi-

ness district or a regional intermodal station. The 2035 Plan calls for this system to be expanded to serve additional communities.

- **Rapid Bus.** A form of semi-rapid, limited stop service using rubber-tired vehicles on existing city streets in combination with intelligent transportation system (ITS) to speed up buses through congested locations and provide real time trip information and better amenities at bus stops. Funding has been committed toward Capital Metro Rapid Line that would serve North Lamar/South Congress. The 2035 Plan calls for imple-

## Percentage be willing to train if condi

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- **Local Bus, P** carpools. The improvements of local buses, lic transportation currently opera Metro in the re

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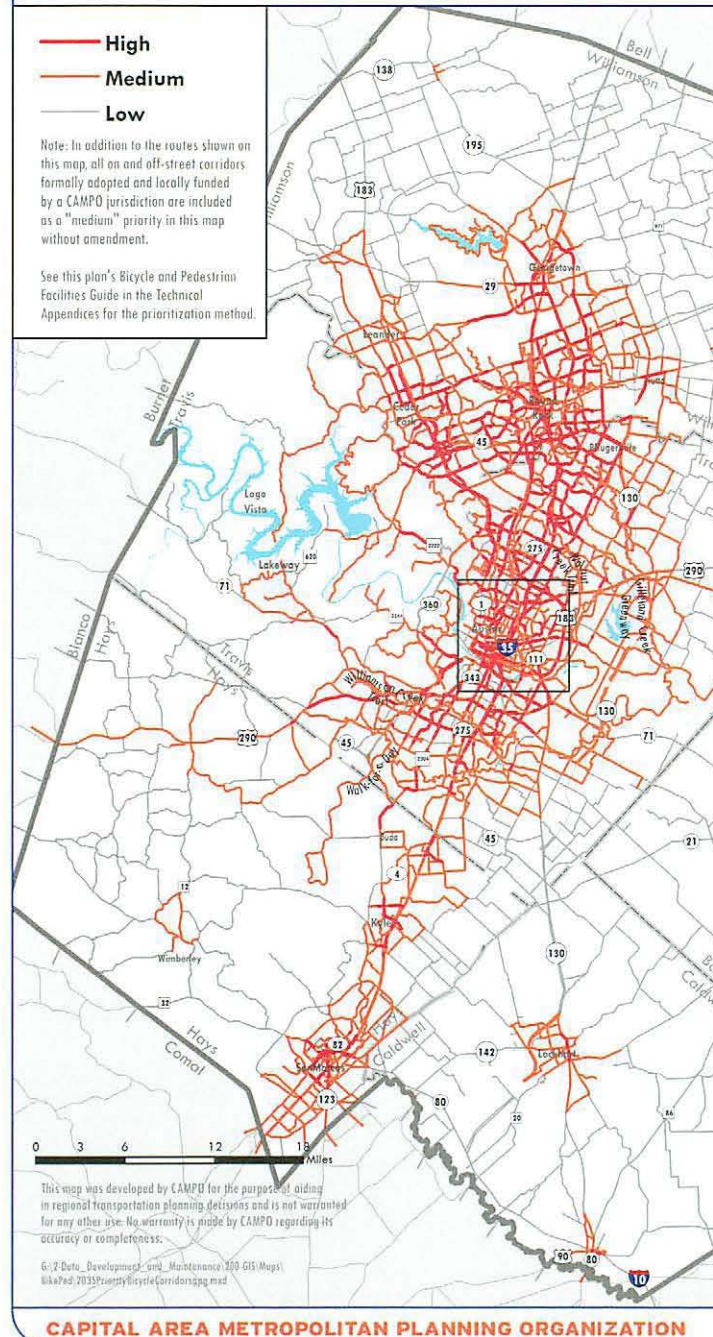


# BICYCLE AND PEDESTRIAN SYSTEM

A small fraction of the region's population currently walk or bike to work, but roughly 15 to 20 percent of the population would walk or bike to work if the conditions were right (Central Texas Sustainability Indicators Project, 2008). The regions' cities have made considerable infrastructure improvements in recent years, but much still needs to be done to ensure adequate facilities for these basic modes of transportation. CAMPO requires new roadways that are constructed to include appropriate accommodation for bicycles and pedestrians.

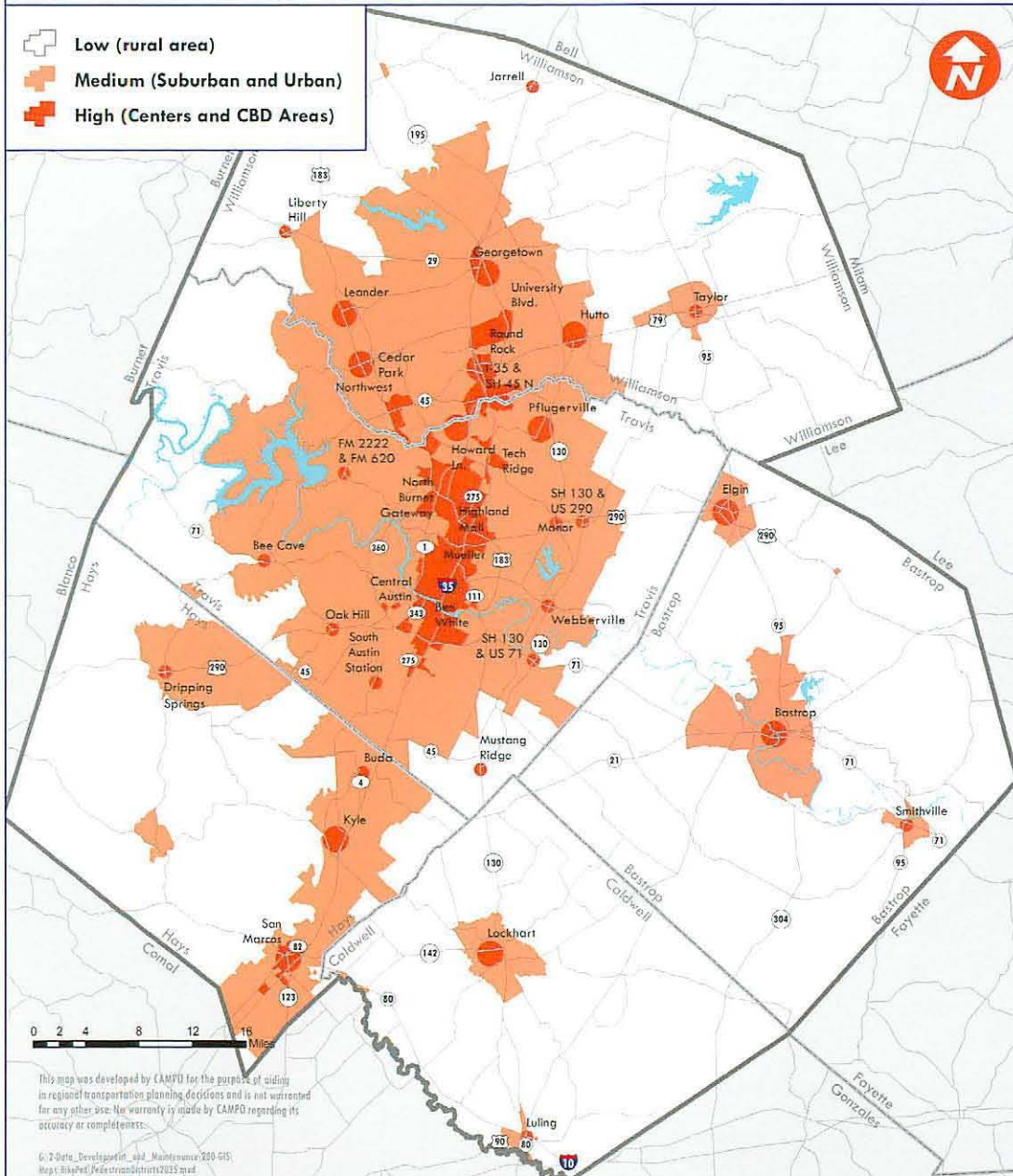
## *Bicycle and Pedestrian Improvement Focus Areas*

- **New and expanded arterial facilities as complete streets**
- **Intermodal transit facilities connected to the roadway system**
- **Connecting to recreation facilities**
- **Enhancing facilities in mixed-use areas**





-  Low (rural area)
-  Medium (Suburban and Urban)
-  High (Centers and CBD Areas)



All roadways in the region currently lack pedestrian facilities, except for limited access, such as the upper deck of the bridge. The bicycle and pedestrian system is a key component to the overall transportation system and contributor to the region's economic growth. Pedestrian facilities at all levels are needed to encourage walking throughout the region.

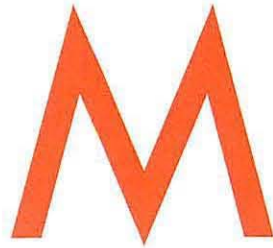
The planning needs of effective pedestrian facilities are similar, though somewhat different from those of automobiles and transit. Pedestrians, as possible, meeting project goals for a wide range of users. Specific needs of bicyclists include bike lanes and outside lanes.

## 2035 PLAN FOR BICYCLE AND PEDESTRIAN FACILITIES

- Maintaining existing pedestrian facilities
- Ensuring bicycle facilities are developed in conjunction with roadway projects
- Using discretionary funding at the regional level to support projects in urban areas, and to provide for projects with no other funding



# FREIGHT MOVEMENT, OPERATIONS, SAFETY AND SECURITY



ovement of goods using a variety of modes is extremely important to the economic development and growth opportunities of any metropolitan area. Properly planned accommodations for freight movement can drive economic opportunity in a region without undermining quality of life and environmental considerations. Though several other major intermodal freight hubs in Texas exist or are being expanded, opportunities to expand or build new facilities exist in the CAMPO region to better serve growing freight needs.

**Operations.** Traffic congestion has become an increasing concern. The region has been challenged with growth

**Regional Freight Tonnage (Annual)**

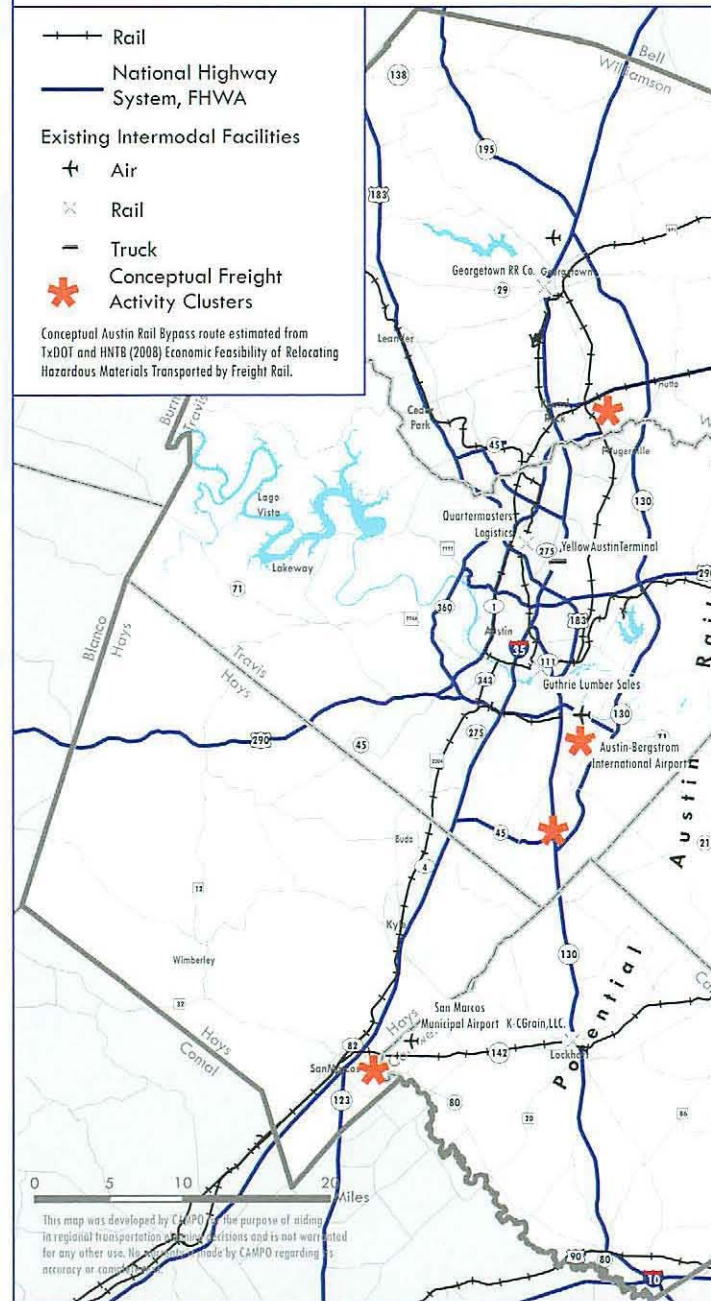
	Origin					Total
	Bastrop	Caldwell	Hays	Travis	Williamson	
Bastrop	25,534	37,842	5,797	224,385	16,017	309,575
Caldwell	10,343	30,273	14,221	80,388	6,619	141,844
Hays	4,167	35,786	80,873	477,759	316,167	916,752
Travis	321,278	39,628	156,133	9,401,036	5,411,341	15,329,416
Williamson	1,317	1,925	62,689	291,011	1,227,940	1,584,882
Total	362,639	145,454	319,713	10,474,579	6,980,084	18,282,469

-- Austin Area Freight Transportation Study, 2009

**CAMPO**

- +— Rail
- National Highway System, FHWA
- Existing Intermodal Facilities
  - + Air
  - × Rail
  - Truck
- ★ Conceptual Freight Activity Clusters

Conceptual Austin Rail Bypass route estimated from TxDOT and HNTB (2008) Economic Feasibility of Relocating Hazardous Materials Transported by Freight Rail.



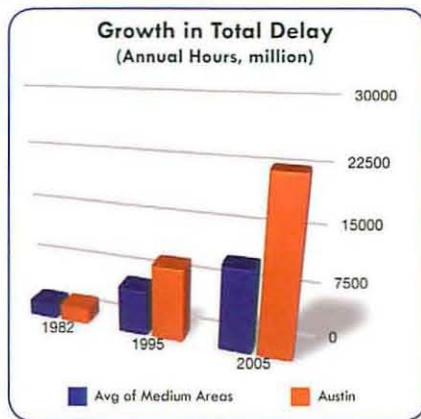
This map was developed by CAMPO for the purpose of aiding in regional transportation planning decisions and is not warranted for any other use. No responsibility is made by CAMPO regarding its accuracy or completeness.

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**



and the realization that adding capacity to the system may not always provide the needed solution. This realization drives the recognition that the transportation network must run more efficiently to provide a safe, secure, and reliable system.

*Austin is the most congested mid-sized city in the country, and the section of Interstate 35 crossing Lady Bird Lake in downtown Austin was recently ranked the 4th worst bottleneck in the U.S.*



-- Urban Mobility Report, Texas Transportation Institute

**Intelligent Transportation Systems (ITS).** On some regional freeways, ITS cameras, dynamic message systems, lane control signs and electronic toll collection are used. Additionally, the region uses ITS technologies on arterial streets. These technologies include closed circuit television cameras, dynamic message systems, radio systems, flood detectors, and signal systems. This system allows for better management of traffic to alleviate routine and incident-related congestion. The CAMPO 2035 Plan calls for expansion of the ITS system.

**Tolling, Managed Lanes, and Congestion Pricing.** Congestion pricing, also called value pricing, is

an approach where the charged toll varies based on traffic volumes. During peak periods, when demand is at its highest, the cost of using a tolled facility increases. During off-peak hours, when demand has decreased, the cost of using toll lanes also

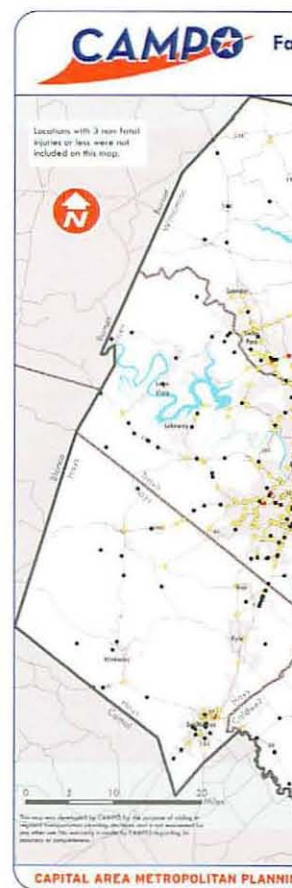
decreases. Based on the theory of supply-and-demand, peak period users are motivated to use other modes, such as transit, or to shift their travel time to off-peak hours. By removing some vehicles from a congested roadway with economic incentives, pricing enables the system to flow much more efficiently.

Congestion pricing is not currently in use on toll roads, but could be used on area toll roads and managed express lanes

in the future to manage traffic congestion.

**Safety.** Data on locations, causes, and numbers of crashes is important in the transportation planning process. The data allows transportation planners to focus on changing the causes of the crashes, whether human behavior or the transportation system, to ultimately reduce the number of crashes. The future transportation system will be planned with three major safety objectives in mind: minimizing exposure to crashes, minimizing the risk of crashes, and minimizing the consequences of crashes.

**Security.** Concern over the security of the trans-



portation system has responded to increased demand and natural disasters. The system calls for:

- Improved coordination
- Security-focused protection
- Increased emergency response



# ENVIRONMENT, AIR QUALITY, AND EQUITY

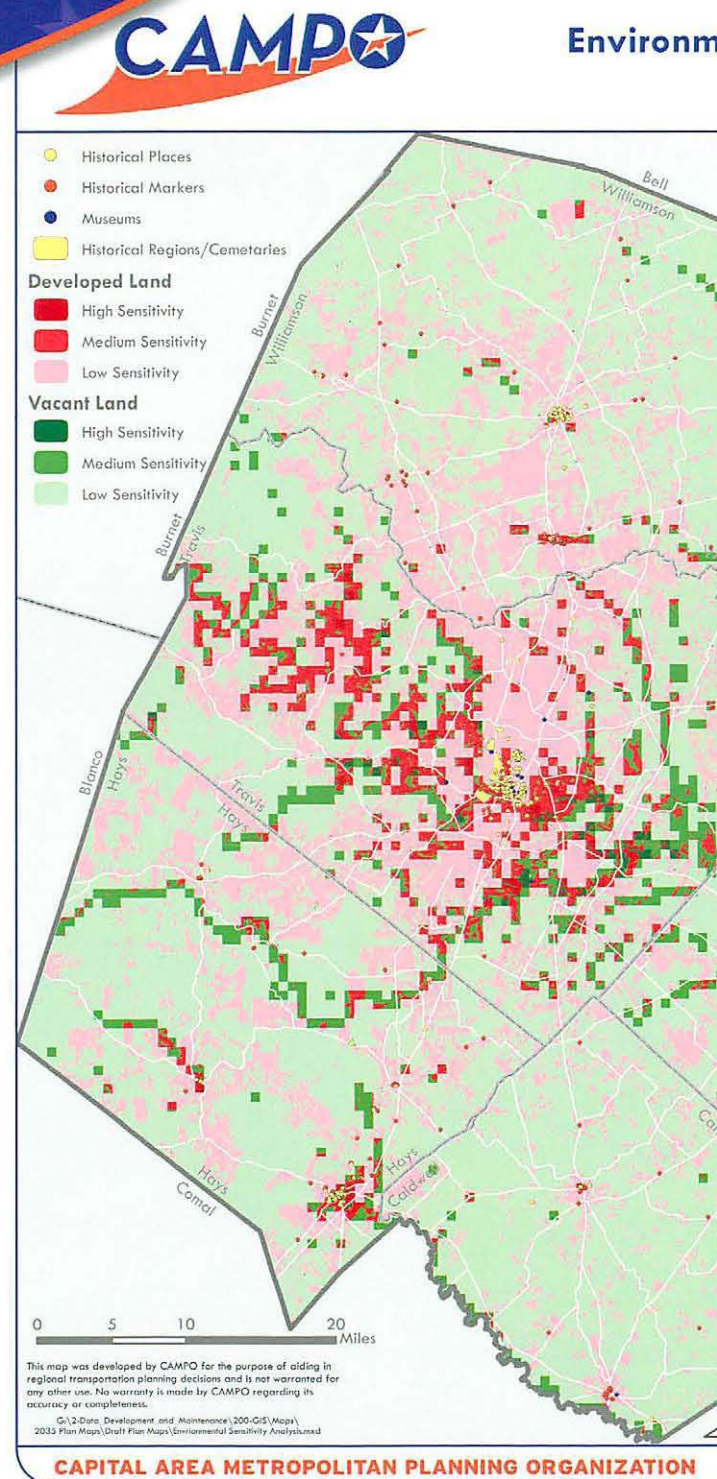
**F**ederal law requires CAMPO's planning process include consideration and implementation of projects, strategies and services that promote energy conservation.

CAMPO works with its regional partners to reduce greenhouse gas emissions and energy consumption. In 2007, transportation contributed 40 percent of Travis County's greenhouse gas emissions. Indeed, conservation is one of our largest and least expensive energy resources.

Ozone is the primary local air pollutant of concern in Cen-

## *Energy Conservation Efforts*

- **Affect travel demand through promotion of alternative commutes;**
- **Reduce vehicle delay and wasted energy through improved system efficiency,**
- **Increase availability of transportation infrastructure that supports energy efficient modes of transportation, and**
- **Support cross-jurisdictional conservation and efficiency commitments in the region**





tral Texas. High levels of ozone are particularly problematic for vulnerable populations such as children, seniors and people who suffer from respiratory illnesses. Even healthy adults working or exercising outdoors can be affected.

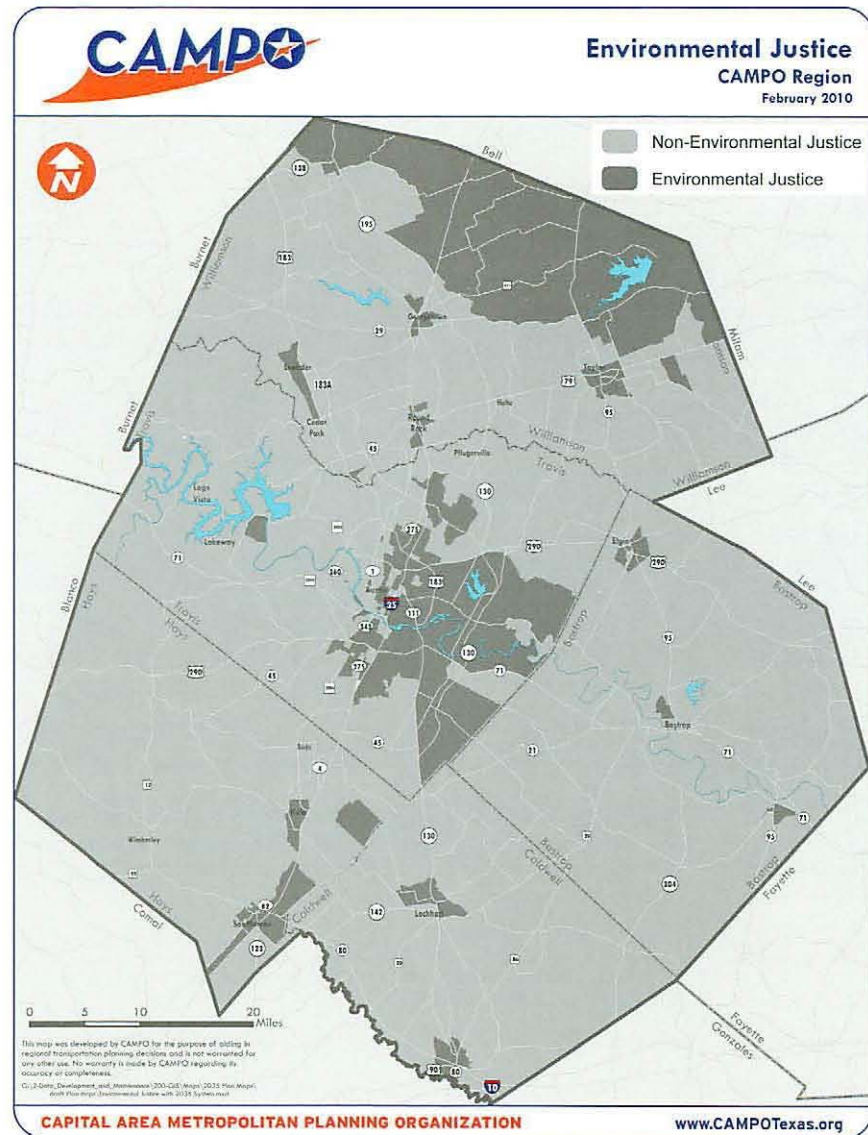
The Austin area has long been on the near edge of nonattainment for ozone, but has worked hard to restore its air quality and has never been formally designated a nonattainment area by EPA. With the range of values EPA is proposing for the revised, more protective National Air Quality Standards, the area anticipates a nonattainment designation. This brings with it a strict, federally prescribed protocol and timeline for regaining compliance.

When developing a transportation system, it is important to try to avoid or mitigate potential negative impacts on natural features, wildlife habitat, historic and archeological resources, neighborhood character, water quality, and other resources that contribute to the quality of life and environmental sustainability of our region.

The 2035 Plan includes a discussion of potential environmental mitigation activities and identifies potential areas to carry out these activities. The 2035 Plan has been developed

in consultation with federal, state, and tribal wildlife, land management and regulatory agencies.

ethnic minorities or groups are involved in decision-making and the development of the



Through its environmental justice program, CAMPO works to ensure that traditionally under-represented groups, such as racial and

in the 2035 Trans process.