TECHNICAL ADVISORY COMMITTEE MEETING

Monday, July 22, 2019
University Park, Suite 300
3300 N. IH 35, Austin, Texas 78705
2:00 p.m.

AGENDA

1. Certification of Quorum – Quorum requirement is 13 members…..….....Chair Mike Hodge

ACTION:

2. Approval of May 20, 2019 Meeting Summary .....Mr. Ashby Johnson, CAMPO
   Mr. Johnson will seek TAC approval of the May 20, 2019 meeting summary.

3. Recommendation for Adoption of MoKan/Northeast Subregional Plan
   .....Mr. Ashby Johnson, CAMPO
   Mr. Johnson will seek TAC recommendation for adoption of the MoKan/Northeast Subregional Plan.

INFORMATION:

4. Discussion on the 2045 Regional Transportation Plan (RTP) Project Submission Process
   ……...Mr. Ryan Collins, CAMPO
   Mr. Collins will initiate a discussion on the 2045 RTP project submission process.

5. Report on Transportation Planning Activities

6. TAC Chair Announcements
   - Next TAC Meeting – August 26, 2019

7. Adjournment

Capital Area Metropolitan Planning Organization
Technical Advisory Committee
Meeting Summary
May 20, 2019

1. Certification of Quorum..... Chair Mike Hodge

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:00 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Stevie Greathouse	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	Tien-Tien Chan
3.	Robert Spillar	City of Austin	N	Eric Bollich
4.	Tom Gdala	City of Cedar Park	Y	
5.	Ray Miller	City of Georgetown	N	
6.	Trey Fletcher	City of Pflugerville	Y	
7.	Gary Hudder	City of Round Rock	Y	Gerald Pohlmeyer (via phone)
8.	Laurie Moyer	City of San Marcos	Y	
9.	Julia Cleary, Vice Chair	Bastrop County	Y	
10.	Amy Miller	Bastrop County (Smaller Cities)	Y	
11.	Greg Haley	Burnet County	Y	
12.	Mike Hodge, Chair	Burnet County (Smaller Cities)	Y	
13.	BJ Westmoreland	Caldwell County	Y	(via phone)
14.	Dan Gibson	Caldwell County (Smaller Cities)	Y	
15.	Jerry Borcherding	Hays County	Y	(via phone)
16.	Howard Koontz	Hays County (Smaller Cities)	Y	

17.	Charlie Watts	Travis County	Y	Cathy Stephens
18.	Amy Pattillo	Travis County (Smaller Cities)	Y	Alex Amponsah
19.	Bob Daigh	Williamson County	Y	
20.	Sally McFeron	Williamson County (Smaller Cities)	Y (via phone)	Samuel Ray (via phone)
21.	David Marsh	CARTS	N	Ed Collins
22.	Justin Word	CTRMA	Y	
23.	Todd Hemingson	Capital Metro	N	Michelle Meaux (via phone)
24.	Marisabel Ramthun	TxDOT	Y	

Other Participants Via Phone: None

2. Approval of the Apri1 22, 2019 Meeting Summary ..... Chair Mike Hodge

The Chair entertained a motion for approval of the April 22, 2019 meeting summary, as presented.

Ms. Amy Miller moved for approval.

Mr. Justin Word seconded the motion.

The motion prevailed unanimously.

3. Recommendation for Adoption of 2020-2021 Unified Planning Work Program (UPWP) ..... Ms. Theresa Hernandez, CAMPO

Ms. Theresa Hernandez, Finance & Administration Manager presented CAMPO's final draft 2020-2021 Unified Planning Work Program (UPWP) for a recommendation for adoption by the Transportation Policy Board. Ms. Hernandez informed the Committee that there were no revisions to the document as presented at the April meeting. Ms. Hernandez also highlighted the next steps in adoption of the final document.

Vice Chair Julia Cleary later recommended changes to the language on page 7 of the draft document. Mr. Ashby Johnson, CAMPO Executive Director, recommended that Vice Chair Cleary forward the recommended changes to staff to incorporate into the final document. Question and answer with additional comments followed.

The Chair entertained a motion for adoption of the 2020-2021 UPWP with upcoming revisions as noted by the Vice Chair.

Ms. Laurie Moyer moved for approval.

Vice Chair Julia Cleary seconded the motion.

The motion prevailed unanimously.

4. Recommendation for Acceptance of Luling Transportation Study
..... Mr. Nirav Ved, CAMPO

Mr. Nirav Ved, Special Assistant to the CAMPO Executive Director presented the Luling Transportation Study for acceptance by the Technical Advisory Committee (TAC). Mr. Ved identified and discussed issues for mobility improvement and highlighted the Near Term and Short Term options, and next steps. Mr. Ved also highlighted the timeline for Transportation Policy Board acceptance of the Luling Transportation Study. Question and answer with comments followed.

The Chair entertained a motion for acceptance of the Luling Transportation Study.

Mr. Justin Word moved for approval.

Mr. Dan Gibson seconded the motion.

5. Discussion on Preliminary Results of Regional Arterials Study
.....Mr. Kelly Porter, CAMPO

Mr. Kelly Porter, Regional Planning Manager provided an overview of the preliminary results of the Regional Arterials Study. Mr. Porter noted an updated methodology document included in the meeting materials which highlights the purpose for the study and planning processes.

Mr. Porter provided a detailed overview of the concept plan and recent discussions of the Regional Arterials Steering Committee. Mr. Porter also discussed local government briefings and public outreach efforts in the region and next steps.

Mr. Ashby Johnson later addressed comments regarding the public comment period, Long Range Plan, and the next steps. Additional comments with question and answer followed.

6. Discussion on Preliminary Results of MoKan/Northeast Subregional Plan
.....Mr. Kelly Porter, CAMPO

Mr. Kelly Porter, Regional Planning Manager continued with an overview of the preliminary results of the MoKan/Northeast Subregional Plan. Mr. Porter informed the Committee that the MoKan/Northeast Subregional Study is a subset of the Regional Arterials Study which focuses on the northeast subregion and the MoKan Corridor. Mr. Porter identified and discussed future concepts included in the plan-study area and noted that staff will be meeting with local jurisdictions to discuss concepts of the plan. Question and answer with comments followed.

7. Discussion on Cancellation of 2021-2024 Transportation Improvement Program (TIP)
.....Mr. Ryan Collins, CAMPO

Mr. Ryan Collins, Short Range Planning Manager informed the TAC that the Transportation Policy Board unanimously approved the allocation of the remaining Category 7 and Category 2 funding to the IH 35 Congestion Relief Project. Mr. Collins noted that the 2021-2024 TIP Project Call has been canceled, as a consequence. Mr. Collins concluded with a timeline and project call schedule for the 2023-2026 TIP. Question and answer with comments followed.

8. Presentation on Existing Transportation Demand Management (TDM) Activities from City of Austin, Capital Metro, and CAPCOG ..... Mr. Chad McKeown, CAMPO

Mr. Chad McKeown, Deputy Executive Director introduced representatives from the City of Austin, Capital Metro, and CAPCOG who provided agency reports on existing TDM activities.

Mr. Cole Kitten of the City of Austin reported that the Advance Funding Agreement for the City's Smart Trips Program has not been executed. There was nothing to report.

Ms. Michelle Meaux of Capital Metro reported that the Advance Funding Agreement for the Out of Service Area expansion has not been executed. There was nothing to report

Mr. Andrew Hoekzema provided a detailed overview of the TDM activities for the CAPCOG Commute Solutions Program. Question and answer with comments followed.

9. Report on Transportation Planning Activities

Mr. Ashby Johnson reported that CAMPO was invited by Union Pacific to participate in a June workshop to discuss the importance of MPO coordination in freight planning.

10. TAC Chair Announcements

The Chair announced that the next TAC meeting is scheduled for June 24, 2019 at 2:00 p.m.

11. Adjournment

The May 20, 2019 meeting of the Technical Advisory Committee was adjourned at 4:20 p.m.

Date:	July 22, 2019
Continued From:	May 20, 2019
Action Requested:	Recommendation

To:	Technical Advisory Committee
From:	Mr. Ashby Johnson, Executive Director
Agenda Item:	3
Subject:	Recommendation for Adoption of MoKan/Northeast Subregional Plan

RECOMMENDATION

Staff requests Technical Advisory Committee recommendation to the Transportation Policy Board for adoption of the MoKan/Northeast Subregional Plan.

PURPOSE AND EXECUTIVE SUMMARY

The MoKan/Northeast Subregional Plan is a subset of the 2045 Regional Arterials Study and focuses on an area bounded by IH 35, SH 29, US 290, and SH 95. The Subregional Plan provides more details on analysis and recommendations for key corridors in the subregion including potential multi-modal elements.

The MoKan/Northeast Subregional Plan also includes detailed analysis on other subregional corridors including US 79, FM 973, SH 95, FM 1100/Pflugerville Pkwy, and FM 685/Cameron/Dessau. The plan incorporates planned network recommendations identified in the Arterials Study and analyzes performance of the subarea network. This study is a first-of-its-kind for MoKan as it analyzes the corridor in context with supporting arterial network improvements. This plan also includes recommendations on potential multi-modal uses along MoKan and the other subregional corridors as well as complementary land use and local network linkages. Five scenarios to better understand network performance have been developed. Each scenario focuses on the subregional area and is a subset from the Regional Arterial Study. All scenarios in this plan include the MoKan corridor:

- Baseline/Current: 2020 Network with 2020 Demographics
- Scenario Z – No-Build: 2020 Network with 2040 Demographics
- Scenario A – Regional Connectors: Capacity, operational, and connectivity improvements applied to only key principal arterials and limited access routes
- Scenario B – HOV and Diamond Lanes (off-model): Calculates potential "people through-put" on the Regional Connector network if certain lanes along these facilities were reserved for flexible uses during certain times of day for high-occupancy vehicles, transit, motorcycles, etc.
- Scenario C – Combined Ideas: Models all planned and identified improvements to the network garnered through this process. Includes all Regional Connector facilities and ultimate build-out of other minor arterials and supporting facilities.
- Scenario D – Safety/Redundancy, Supporting and Regional Connectors: Includes all Regional Connector facilities as well as facilities from Scenario C that had a V/C ratio higher than the regional average of 0.45 and other corridors identified for safety and network redundancy.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Scenario results were discussed at the May 20, 2019, Technical Advisory Committee meeting and the Draft MoKan/Northeast Subregional Plan was taken to the public for comment, which included four community open house meetings and an online open house (June 10-July 15th). The open house meetings were held in Elgin (Thursday, June 13th), the Project Connect Office in Austin (Friday, June 14th), Round Rock (Monday, June 17th), and Pflugerville (Thursday, June 20th). There have also been three Steering Committee meetings, a Steering Committee bus tour of the subregion, and information meetings with the City of Pflugerville and Williamson County.

The study was also presented to the Transportation Policy Board at its June 2019 meeting as an information item. State Representative Celia Israel spoke in support of the concepts developed as part of the Mokan/Northeast Subregional Plan and asked that the TPB subcommittee related to Mokan meet again after the TPB adopts the Mokan/Northeast Subregional Plan so that she can assist in getting the implementation phases underway on some of the concepts.

The Transportation Policy Board will be asked to take action on the plan at their September 2019 meeting.

SUPPORTING DOCUMENTS

Attachment A – MoKan/Northeast Subregional Plan Report
Attachment B – Public Outreach Comments

MOKAN/ NORTHEAST SUBREGIONAL PLAN

WORKING DRAFT
Not for Distribution

DRAFT
JULY 07, 2019

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Acknowledgments

CAMPO Transportation Policy Board

The Capital Area Metropolitan Planning Organization (CAMPO) is governed by a 21-member Transportation Policy Board, made up of elected officials, a representative from Texas Department of Transportation (TxDOT), and a representative from the Capital Metropolitan Transportation Authority (Capital Metro). The 2019 Transportation Policy Board members are listed below and acknowledged for their project support.

Steve Adler
Chair, City of Austin Mayor
Cynthia Long
Vice Chair, Williamson County Commissioner Precinct 2
Alison Alter
City of Austin Council Member District 10
Clara Beckett
Bastrop County Commissioner Precinct 2
Gerald Daugherty
Travis County Commissioner Precinct 3
Sarah Eckhardt
Travis County Judge
Jimmy Flannigan
City of Austin Council Member District 6
Victor Gonzales
City of Pflugerville Mayor
Mark Jones
Hays County Commissioner Precinct 2
Ann Kitchen
City of Austin Council Member District 5
Terry McCoy
TxDOT District Engineer
Terry Mitchell
Capital Metro Representative
Craig Morgan
City of Round Rock Mayor
James Oakley
Burnet County Judge
Dale Ross
City of Georgetown Mayor
Brigid Shea
Travis County Commissioner Precinct 2
Edward Theriot
Caldwell County Commissioner Precinct 3
Jane Hughson
City of San Marcos Mayor
Jeff Travillion
Travis County Commissioner Precinct 1
Corbin Van Arsdale
City of Cedar Park Mayor

CAMPO Project Team

CAMPO is the Metropolitan Planning Organization for Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties. CAMPO is committed to addressing the needs and concerns of stakeholders and ensuring the benefits of the ever-expanding and evolving transportation network are felt equally across rural, urban, and suburban areas. CAMPO staff members are listed below and acknowledged for their leadership in developing the MoKan/Northeast Subregional Plan.

Ashby Johnson
Executive Director
Kelly Porter, AICP (Project Manager)
Regional Planning Manager and Project Manager
Doise Miers
Community Outreach Manager
Nicholas Samuel
Regional Planner
Zachary Lofton
Regional Planner
Greg Lancaster
GIS/Data Manager
Lena Reese
GIS and Data Analyst

Subregional Plan Steering Committee

The MoKan/Northeast Subregional Plan Committee is comprised of staff from local jurisdictions throughout the MoKan/Northeast Subregional Plan area. Their objective was to provide input on the approach and outcomes. The Government Steering Committee consisted of elected officials and staff from local, state, and regional entities in the Plan area. CAMPO also recognizes the cooperation and involvement of various staff, municipalities, and members of the public that helped to host local open houses and participate in meetings. Members of the MoKan/Northeast Subregional Plan Committee include:

Heather Ashley-Ngyuen
Texas Department of Transportation (TxDOT)

Emily Barron
City of Pflugerville

Tom Bolt
City of Manor

Jacob Calhoun
Capital Metro

Bob Daigh
Williamson County

Gary Hudder
City of Round Rock

Cole Kitten
City of Austin

Dave Marsh
Capital Area Rural Transportation System (CARTS)

Amy Miller
City of Elgin

Justin Perez
Texas House of Representatives, Representative Israel

Helen Ramirez
City of Hutto

Isaac Turner
City of Taylor

Charlie Watts
Travis County

Justin Word
Central Texas Regional Mobility Authority (CTRMA)

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Introduction

The MoKan/Northeast Subregional Plan area (or Plan area) is a subset of the CAMPO six-county region, and stretches across approximately 350 square-miles of land in northeastern Travis County and southeastern Williamson County as seen on Figure 1. The Plan area is roughly split in the middle by the Williamson and Travis County line. Four highway facilities outline the Plan area, including State Highway (SH) 29 on the north, SH 95 on the east, US Highway (US) 290 on the south, and Interstate Highway (IH)-35 on the west. These four highway facilities also service the Plan area as major transportation corridors to and through the CAMPO six-county region.

The Plan area is both a "to" destination for housing, commercial businesses, agriculture, and recreational tourism, while also serving as a "through" area for intra-regional connections in the greater CAMPO region. The Plan area has experienced and continues to experience high growth and development. As a developing subregion, the transportation corridors must serve their purpose of providing safe and reliable travel for a growing area. The character of the Plan area is a mix of rural, suburban, and urban uses. As urbanization has taken place throughout the Plan area, communities and their downtown networks have begun expanding and revitalizing while suburban neighborhood networks surround. Rural gaps between communities exist, with most of the eastern portion of the Plan area undeveloped.

The CAMPO Platinum Planning Program guided the development of the MoKan/Northeast Subregional Plan, which is a locally-driven approach towards the long-range planning process. Recommendations that are a result of efforts completed through the Platinum Planning Program may be eligible for future CAMPO-allocated Federal funding, as well as, inclusion in CAMPO's Regional Transportation Plan.

This Plan incorporates previous CAMPO plans, local community transportation plans, TxDOT projects, and local transit plans from the Capital Metropolitan Transportation Authority and the Capital Area Rural Transportation System (CARTS). Past plans and policies are further described in a later section. Based on these previous plans, the MoKan/Northeast Subregional Plan recommends policy and planning concepts, as well as an implementation toolbox to address mobility and safety needs while enhancing livability throughout the Plan area.

Figure 1: MoKan/Northeast Subregional Plan Area

Background

The Plan area has been identified as a rapid growth area in the CAMPO six-county region. According to the U.S. Census Bureau, the population in this area has been increasing over the last 50 years. On average, the population in Travis County increased approximately 36% each decade from 1960 to 2010, while in Williamson County the population increased, on average, approximately 68% each decade from 1960 to 2010. For most of the 19th and 20th centuries, Williamson County was an agrarian community where cotton was the dominant crop and cattle the main livestock. Travis County has historically been a center for state government, as it is home to the Texas State Capital in Austin. A major historical aspect of the MoKan/Northeast Subregional Plan is the Chisolm Trail, a cattle trail that ran from Texas to the rail centers in Kansas and Missouri. The Chisolm Trail ran through both Round Rock and Georgetown, generally paralleled IH-35 to the east.

The Plan area contains three active rail lines, including the International-Great Northern Railroad, now owned by Union Pacific that parallels US 79, a Union Pacific mainline running north/south paralleling SH 95, and the Georgetown Railroad between Georgetown and Granger. The Plan area also contains one out-of-service line known as the Missouri-Kansas-Texas Railroad or MoKan. In the 19th and 20th centuries these railroads were mainly used to transport cotton and cattle throughout the region. When modern businesses and services began to move into the Plan area, agriculture began to decline. However, in some areas such as Hutto and Taylor, cotton is still a significant contribution to the local economy. Growth in the Plan area can also be attributed to the arrival of industries relating to semiconductors, software engineering, and healthcare. The largest employer in Travis County is the State of Texas, mostly located in Austin. The largest employer in Williamson County is Dell Technologies, Inc. located in Round Rock.

Many of the communities in the Plan area have become much less dependent on commercial businesses in the City of Austin, and have transitioned into more dynamic, self-sustaining entities. Sizable commercial retail centers, such as the Round Rock Premium Outlets, the Shops at Tech Ridge, and the Stone Hill Town Center have been developed in the Plan area reducing the need to travel into Austin for necessities. Emerging transportation facilities have also been a vital factor impacting growth and movement throughout Williamson and Travis Counties. With the opening of SH 45 and SH 130, traveling to and through the Plan area has become much more accessible. Specifically, throughout the Plan area, IH-35, SH 130, SH 95, SH 29, US 79 and US 290 have been the most used corridors for traveling in and out of the Plan area. While the City of Austin continues to experience sizeable population growth each decade, it is expected that the surrounding communities will experience much of the same residual growth creating the need to build upon past development.

Plan Purpose

CAMPO is developing this Plan to evaluate future mobility options for the 2045 planning horizon. While roadway improvements are currently planned for IH-35, SH 130, and portions of US 79, these improvements will not adequately address all the anticipated growth by themselves; thus, the need to analyze other transportation corridors in the Plan area to address this growth is becoming more important. The development of policies, goals, strategies, and/or multimodal transportation concepts are intended to preserve, enhance, and facilitate sustainable communities. Corridor enhancements are needed to address mobility and quality of life concerns, as well as tackle growth issues. The Plan will enable a balanced approach to analyzing transportation corridors regarding future development.

The Plan will consider how and where added connectivity and capacity are needed as the area manages rapid growth and increasing development pressure. The purpose of the Plan is to provide a planning tool that will support the future project development process and can evolve over time as context changes. Plan outputs include:

- An Existing Conditions Report that provides an understanding of where the Plan area is now and the need for enhancing mobility.
- A Concept Plan that uses peer-based case studies to assist with the development of a pattern book to define a set of roadway typologies that are responsive to growth.
- A Final Report that summarizes the implementation and use of the tools for execution by CAMPO.

The MoKan/Northeast Subregional Plan focuses on a portion of the six-county region, and across jurisdictional boundaries and travel sheds. This Plan has been developed to be consistent with CAMPO's Platinum Planning Program. Figure 2 below illustrates how the Plan supports the mission of CAMPO as a building block of regional planning in the six-county region.

Vision

The MoKan/Northeast Subregional Plan follows the Vision and Goals of the Regional Arterials Study and serves as a case study to identify local arterial needs and develop a plan that incorporates jurisdictional needs, reflects community values, enhances opportunities for economic development, and promotes regional mobility. The vision statement for the MoKan/Northeast Subregional Plan is:

"To facilitate a framework of a broad set of mobility choices that are safe, convenient, reliable, resilient, and efficient and that promote equitable prosperity, region-wide connectivity, economic development, and healthy communities."

Goals and Objectives

Goals for the Plan area guided the development of recommendations as the study progressed. The development of these goals involved stakeholder input and CAMPO's Platinum Planning Program. Consistent with the purpose statement, the focus was to incorporate safety, reliable traffic operations, a network safe for all modes of travel, efficient land use, community needs, and the future population and economic growth of the MoKan/Northeast Subregional Plan area.

Goal 1: Safety – Improve safety for arterial road users.

Objectives

- Reduce severity and number of crashes for all modes to assist local governments and other transportation agencies in implementing vision zero metrics
- Reduce emergency response times.
- Enhance evacuation routes.

Goal 2: Mobility – Improve network efficiency and flexibility to reduce travel times and distance.

Objectives

- Expand the network to reduce congestion.
- Decrease network gaps to add connectivity, reduce bottlenecks, and remove barriers.
- Improve network redundancy to reduce reliance on the limited access roadway network for short trips.
- Unlock economic development/redevelopment potential by allowing for opportunities to live, work and play near.
- Utilize improved technology to increase efficiency of travel.

Goal 3: Growth – Plan for growth more effectively.

Objectives

- Plan for and leverage growth through a more comprehensive network to accommodates different development types.
  Prepare for future land use and development opportunities.
- Identify right-of-way (ROW), preservation and for future or redeveloping corridors.
- Use available policy tools creatively to achieve community objectives.
- Promote a network that supports a wide range of housing choice near employment.

Goal 4: Multimodal – Design multimodally to provide more transportation choices to move people and goods.

Objectives

- Design the roadway network for all modes.
- Design arterials for all ages and abilities.
- Design the network with flexibility for all modes.
- Design arterials that are freight and transit supportive.

Goal 5: Environment – Protect and preserve the environment.

Objectives

- Develop roadway design that limits negative impacts to water and air quality.
- Consider design elements and aesthetic treatments that are context appropriate.
- Consider environmental factors and the impacts of materials on the environment and roadway lifecycle costs.
- Consider environmental challenges such as soil plasticity with future on-going roadway maintenance.

Goal 6: Economy, Equity, and Health – Foster a system that promotes prosperity and vitality for our communities.

Objectives

- Align road functionality with evolving road character and design to community and environmental standards.
- Consider freight and delivery needs.
- Provide equitable access to support economic development.
- Improve public health outcomes through air quality, activity mobility, and enhanced quality of life.

Figure 2: CAMPO Platinum Planning Pyramid

Plan Process

The Plan was guided by CAMPO's Platinum Planning Program, which is a locally driven approach to multimodal transportation planning that seeks to generate regionally significant benefits through projects and policies. The Program aligns local and regional planning efforts through a progressive, integrated, and inclusive process that examines transportation, land use, and other planning areas. Plans completed as part of this Program meet shared goals and are inclusive of state of the practice elements consistent with the Regional Transportation Plan. The Platinum Planning Program emphasizes the following elements:

Multimodal and Mixed Use — Create connections to housing, jobs, and services through the establishment of dynamic mixed-use environments, well-connected street grids, high-quality transit options, as well as safe and useful pedestrian/bicycle accommodations.

Housing — Develop a mix of housing types and price points appropriate for the study area context that provides living options that can accommodate a variety of incomes, abilities, and familial types.

Environment — Create a healthy environment that proactively protects and enhances air, water, land, and people.

Economic Development — Promote the economic competitiveness of the study area to yield positive impacts on the local tax base, high-quality jobs, and community services.

Equity — Create positive social, economic, and environmental outcomes for all residents and stakeholders in the study area while minimizing adverse impacts.

Approach

Development of the Plan started with the creation of an outreach program, collecting data, evaluating the existing conditions, draw from the 2045 Regional Arterials Study's analysis of peer-based case studies, and pattern book that defines a set of roadway typologies with a framework for understanding and improving the integration of land use and transportation, all of which is summarized into a final report.

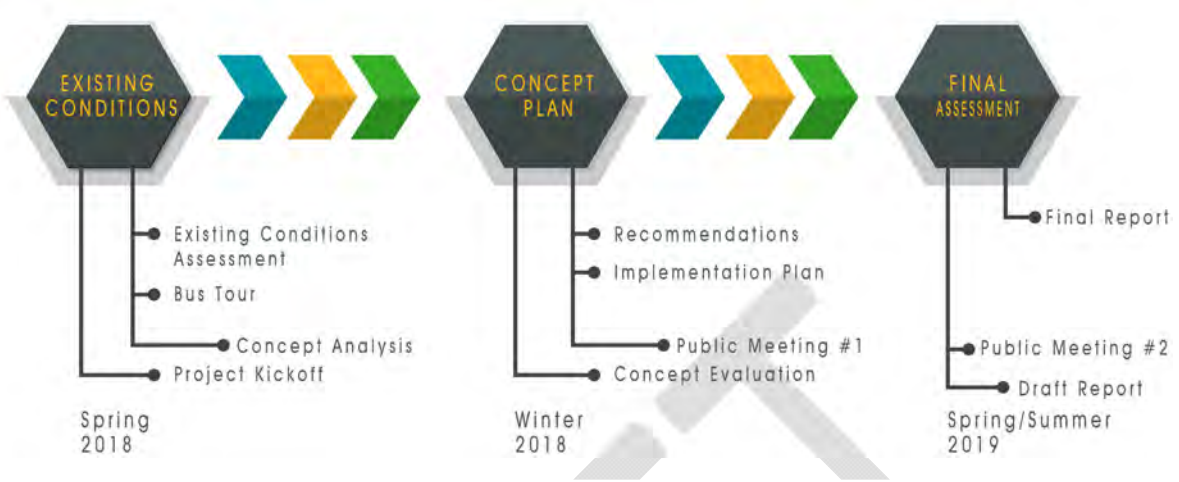
The subregion concept focuses on large areas across jurisdictional boundaries and travel sheds and emphasizes the development of multimodal transportation network scenarios that yield a shared vision across communities. Additionally, this concept can be inclusive of analysis and recommendations for multiple corridors and centers, as described below.

The corridor concept addresses transportation performance, streetscape and character, and connectivity to provide a vital corridor in a growing region and includes recommended typical sections; critical intersection treatments; enhancements to the secondary and tertiary road network, if needed; and recommended supportive policies, such as parking, transportation demand management strategies, and access management guidelines.

Schedule

The Plan timeline is outlined for reference on Figure 3. The Plan began with an existing conditions assessment in Spring 2018, followed by the Concept Plan in Winter/Spring 2019, concluding with a Final Assessment in Summer 2019. CAMPO worked closely with the Steering Committee to guide the planning process through regular meetings and presentations. Extensive outreach was conducted with local government officials and the public through a series of formal and informal discussions. Analysis was conducted and shared with practitioners and the stakeholders to seek input and each phase of the project.

Figure 3: CAMPO Platinum Planning Pyramid



Relationship to Regional Arterials Study

The MoKan/Northeast Subregional Plan is just one subregion within the CAMPO six-county region, and its rapid growth requires the need to study new and existing transportation opportunities, as well as identify constraints. See Figure 4.

In accordance with the CAMPO Platinum Planning Program and the Regional Arterials Study, this Plan aims to understand, assess, and promote regional connectivity and mobility. The MoKan/Northeast Subregional Plan serves to:

- Understand the existing role and function of the region's major arterial corridors and to define their future role and function by mode;
- Assess current operations and recommend conceptual operational improvement alternatives;
- Understand the balance of modes and traffic distribution throughout the network;
- Provide a tool for local plan overlays and project compatibility between member jurisdictions;
- Provide an objective basis for regional arterial project selection for implementation;
- Provide a basis for prioritization of short- and long-term improvements to attract funding and coordinate policies and strategies between all levels of government.

The Regional Arterials Study includes an updated network of roadway facilities located within the CAMPO region as part of the Travel Demand Model, a review of current regional policies and plans, and a plan for implementation while aligning with the in-progress CAMPO 2045 Regional Arterials Study vision. The Regional Arterials Study will complement CAMPO 2045 by addressing connectivity constraints, land use, traffic modeling and connectivity to centers in a region experiencing rapid population and employment growth. The Regional Arterials Study provides a detailed description of its alignment with the CAMPO 2045 vision. The Regional Arterials Study is the first regional arterial study for the CAMPO six-county region.

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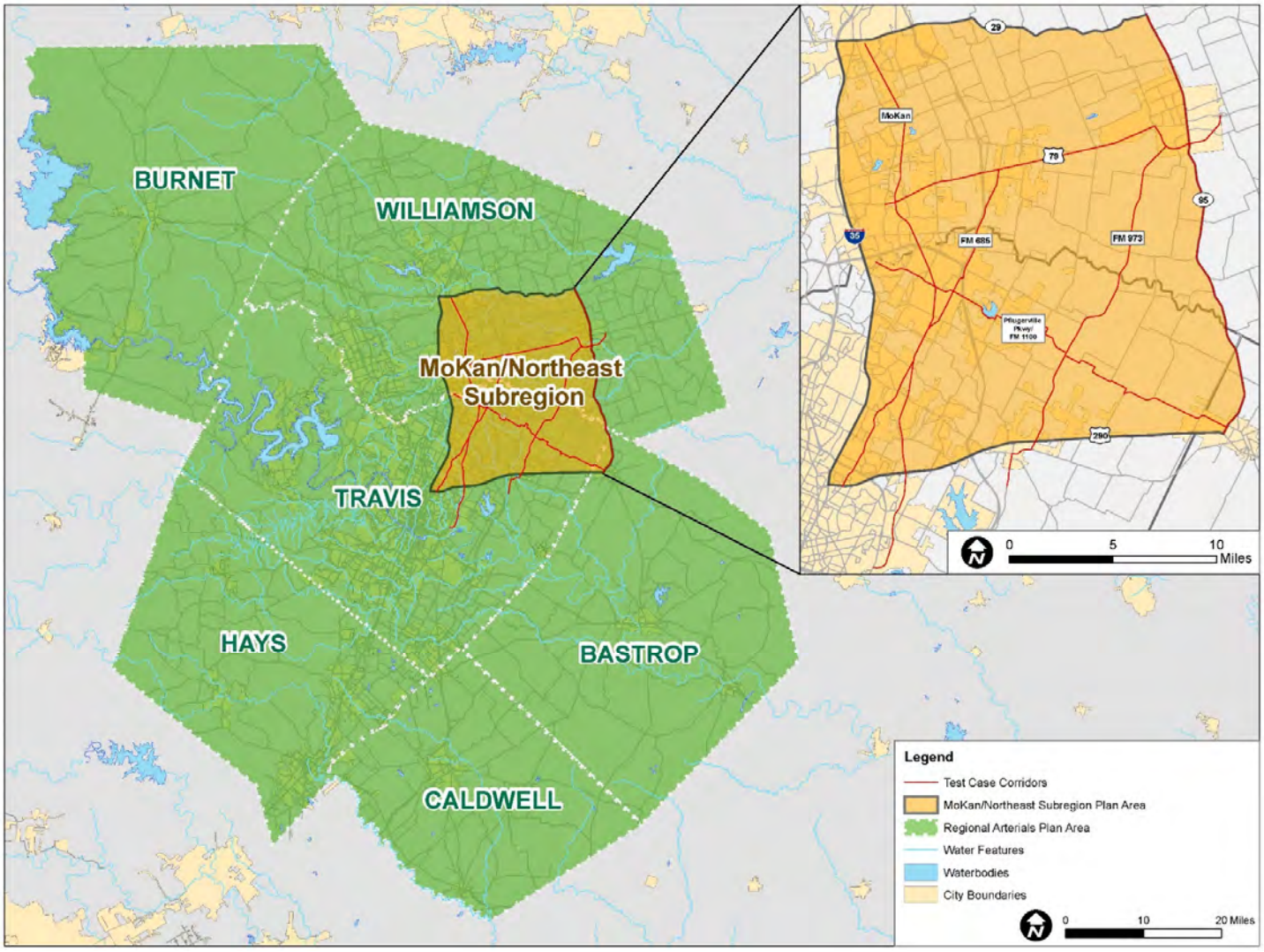
Figure 4: Relationship to Regional Arterials Study



Public Engagement

An integral component of developing the Plan was a robust stakeholder engagement program to gather input from a diverse range of residents. Stakeholders helped to understand the needs and challenges, and provide input on the feasibility of potential recommendations. An overarching goal of the public engagement plan was to be inclusive and equitable; reaching citizens, residents, commuters, freight drivers, transit riders, key community stakeholders, local governments, transportation agencies and member entities, regional organizations, and the public, including those in Environmental Justice (EJ) areas. The discussion below outlines the approach to stakeholder involvement and provides an overview of each event, followed by a summary of key findings from the outreach process..

Approach

A variety of outreach methods to communicate in person with stakeholders were used, including a Plan area bus tour, public open houses, and small community/group meetings. Various outreach tools promoted public participation including:

- Advertisements in a variety of media (digital, social media, etc.).
- Announcement on project webpage.
- Email and social media notifications.
- Outreach to community groups to distribute information in English and Spanish.
- Outreach to local governments to distribute information.
-

Equity in outreach was an important objective for the Plan. To achieve this objective, CAMPO promoted awareness to ensure a diverse set of opinions were included in each outreach opportunity. This was accomplished by seeking out the input at a wide variety of stakeholder events across the region using a range of input strategies..

Stakeholders

Stakeholders for the Plan included those that reside, commute through, or frequently visit the Plan area. Outreach to existing stakeholders included local government members, school districts, chambers of commerce and community organizations. Multi-cultural organizations, vulnerable populations, and community leaders and influencers are also amongst the list of key stakeholders. Vulnerable populations include persons of color, low-income, those with disabilities, school-aged children (under the age of 19), seniors (age 65 and above), limited English proficiency (LEP) persons, and zero-car households..

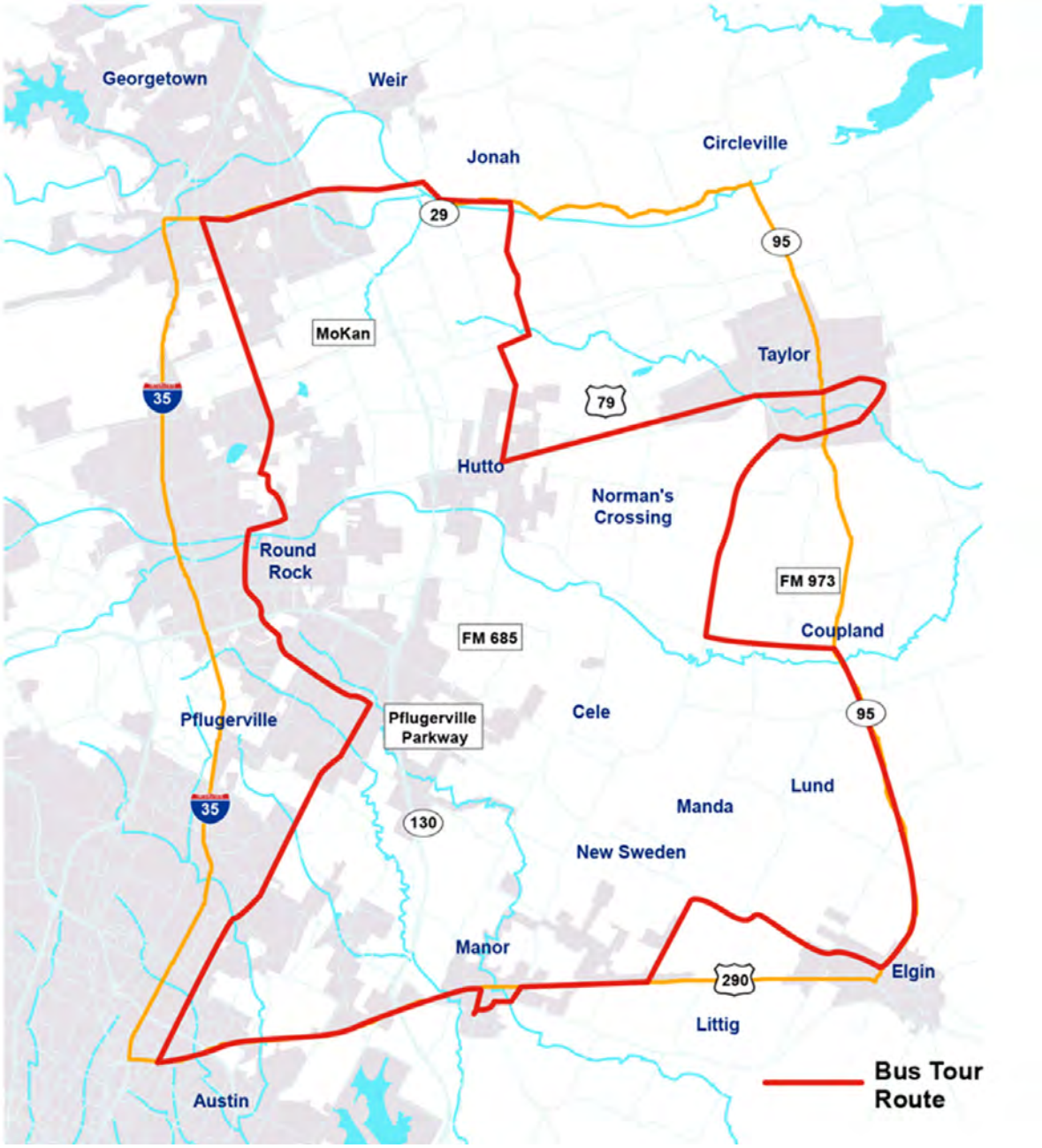
Steering and MoKan/Northeast Committees

CAMPO identified a two-tiered steering committee structure consisting of the MoKan/ Northeast Subregional Plan Steering Committee and the Government Steering Committee. The MoKan/Northeast Subregional Plan Steering Committee consisted of technical staff from each of the local jurisdictions that are impacted by the existing conditions in the Plan area. This committee provided technical planning direction for each of the impacted municipalities. The Government Steering Committee consisted of elected officials and staff from local, state, and regional entities in the Plan area. Meetings with each steering committee were conducted as part of the public engagement effort..

MoKan/Northeast Subregional Plan Steering Committee Meeting #1

To gain a better understanding of the existing conditions in the Plan area, CAMPO organized a bus tour with members of the MoKan/Northeast Subregional Plan Steering Committee, as well as, TxDOT, Capital Metro and CARTS. This engagement allowed for context to be provided by those who know the Plan area the best on June 29, 2018. Twenty (20) attendees were given the opportunity to speak specifically on certain areas where improvements are desired and necessary in each of their given communities. The Bus Tour took place on June 29, 2018 starting at 9:00 in the morning and concluding at 4:30 in the afternoon. Stops on the bus tour included Manor, Elgin, Taylor, Georgetown, and Round Rock. A map of the bus tour is found on Figure 5. The group traveled from stop to stop and exited the bus for brief walking tours in the downtown areas of Elgin, Taylor, Georgetown and Round Rock. Prior to the tour, attendees were provided with a fact sheet that included a map of the Plan area in relation to the Regional Arterials Study, as well as main themes identified in the Regional Arterials Study Survey #1 comment data.

Figure 5: Bus Tour Route



Attendees not only shared where future development and improvement are desired or planned, they also spoke to the existing conditions of their communities. Speakers shared insights about transportation, land use, and economic development. Representatives from Capital Metro and CARTS contributed information on future expansion in transit service through the Plan area, including the feasibility and expansion of the Cap Metro Green Line. TxDOT representatives addressed roadway design aspirations, planned transportation improvement projects, as well as feasibility studies conducted on many of the major arterials in the Plan area. Information gathered from attendees has been used to inform the existing conditions of the Plan area, as well as, future improvement considerations for concept analysis.

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MoKan/Northeast Subregional Plan Steering Committee Meeting #2

A steering committee meeting was held on August 30, 2018 at the Elgin Public Library to discuss project details and gather input from planning partners. The meeting included a presentation with an overview of the planning process and information gathered to date. This included data collected on existing conditions, findings from regional and national case studies, a summary of public input gathered in the area, and draft concepts for cross-sections and recommendations. Topics of discussion included background information on the plan and other studies conducted in the area, corridors selected for case studies, metrics for data collection, and potential recommendations to be included in the final plan.

Surveys

As part of the Regional Arterials Study, CAMPO surveyed residents on more than one occasion. Data from the Regional Arterials Study surveys were narrowed down to analyze the impacted zip-codes from the MoKan/Northeast Subregional Plan area. The first survey asked about where residents work, live, and how they get around. Residents were also asked to rate the importance of certain safety, mobility and environmental issues. The intent of the first survey was to gain a better understanding of the existing conditions and opportunities for improvement. The survey was open from April 2, 2018 to May 21, 2018 (50 days) and received over 300 responses from the MoKan/Northeast Subregional Plan area.

The greatest number of responses came from residents living in Round Rock. Most residents responded that they work in Austin or San Marcos. The highest number of residents stated that they normally travel in personal vehicles, followed by public transit, walking, biking and shared vehicles.

Residents responded that access to driveways and connecting streets, adding alternatives to highways for local trips, and freight supporting facilities, were the issues of highest importance. Common themes from the first survey focus on:

- safety and congestion issues;
- improving pedestrian/bicycle safety and convenience;
- improving driver education and safety;
- planning for growth; and
- multimodal connectivity.

Below is a screenshot of the first Regional Arterials Study survey.

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

Regional Arterials Plan Survey

REGIONAL ARTERIALS PLAN (RAP) SURVEY

1. In what zip code do you live?

2. What zip code do you work in or commute to often?

Not applicable

Zip Code

3. How do you normally get around? (Select all that apply)

Personal vehicle | Bicycle | Walking | Public transit | Shared vehicle (ride share, carpool)

4. Rate the importance of the following safety issues on a scale of 1 to 5, with 5 being the most important (multiple issues can have equal importance).

	1 - Not important at all	2 - Not important	3 - Neutral	4 - Somewhat important	5 - Very important
Interaction between modes (cyclists, pedestrians, vehicles, transit)					
Access to driveways and connecting streets					
Vehicle travel speed					
Emergency evacuation routes					
Access for emergency services (fire department, EMS)					

Public Open Houses

Two public open houses were held throughout the development of this Plan, with the first on XXX to discuss existing conditions and opportunities for improvement, and the second on XXX to help better understand the planned improvement concepts.

Public Open House #1

Insert summary of materials presented, number of attendees, what we heard, and next steps when complete.

Public Open House #2

Insert summary of materials presented, number of attendees, what we heard, and next steps when complete.

Community/Small Group Briefings

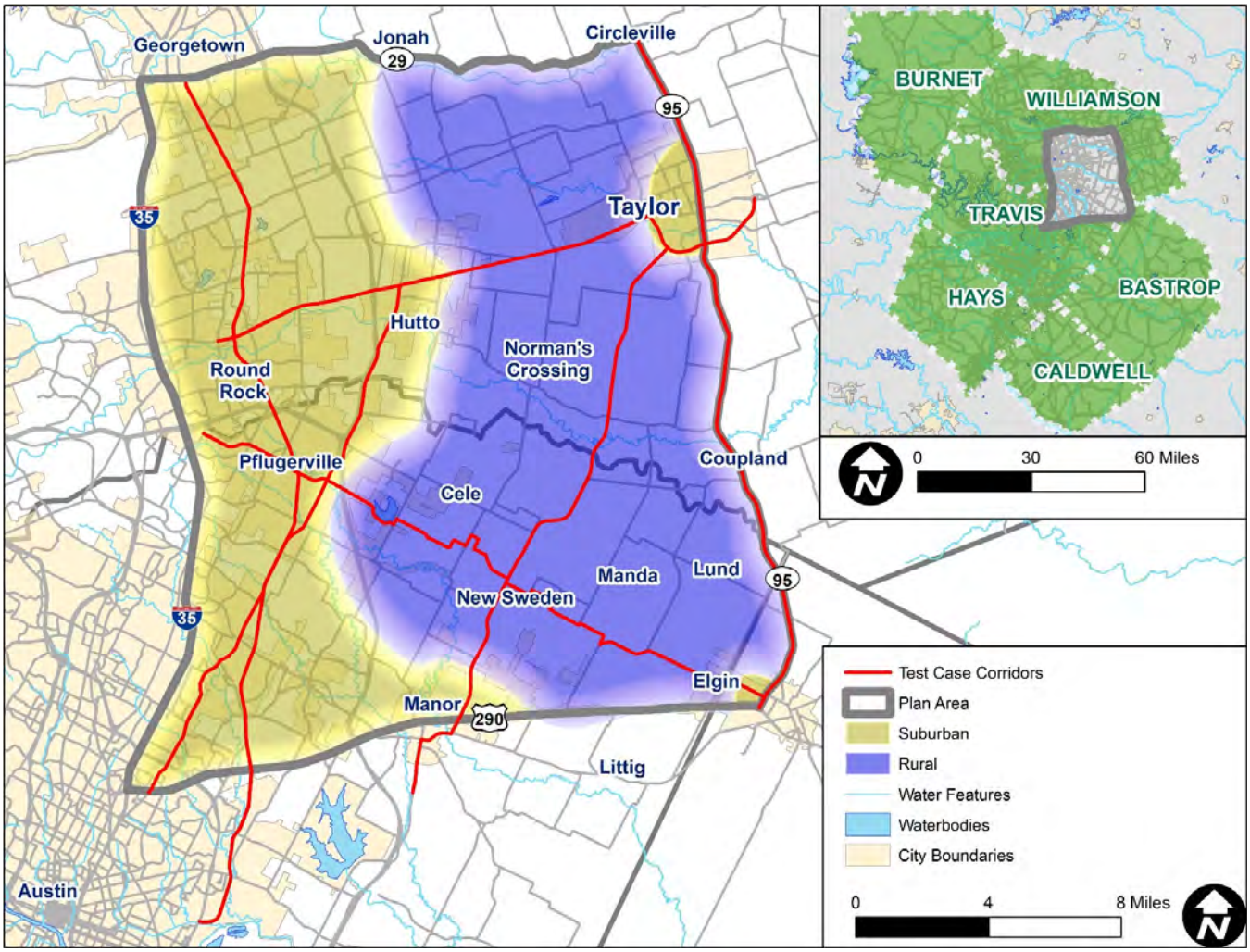
A series of six smaller community/small group meetings were also held throughout the development of this Plan to solicit additional feedback on the existing conditions and opportunities for improvement, as well as to help better understand the planned improvement concepts.

Existing Conditions

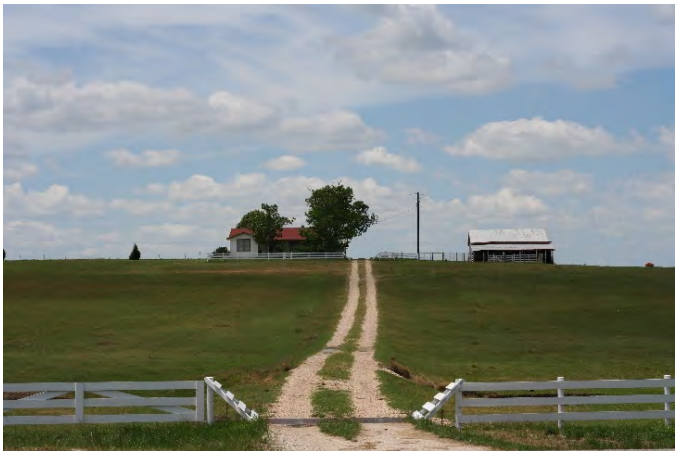
Overview and Character

The character of the Plan area has evolved with the growth experienced throughout Central Texas over the last 50 years. The Plan area traces its roots to an agriculture/ranching heritage but has developed and is continuing to develop to accommodate growth associated with the technology, healthcare, and service industries now found in and around the region. As you move east to west, the character generally transitions from rural to suburban, with a number of "urban" centers throughout the Plan area, as seen on **Figure 6.**

Figure 6: Bus Tour Route



Rural areas generally consist of sparsely spaced homes and commercial buildings. The roadway network is far less developed and more widely spaced than urban or suburban areas. Rural areas have the lowest ratio of people per square mile.



The rural portions of the Plan area are generally located east of SH 130, and consist of farming and livestock pasture operations.

Like rural areas, suburban areas also contain homes and commercial buildings but are generally spaced closer together and single-story. The roadway network in suburban areas generally consists of a tiered system (e.g., local, connector, arterial) to facilitate access. The ratio of people per square mile is lower than urban areas, but higher than rural areas.

The suburban portions of the Plan area are generally located between SH 130 and IH-35, and consist of residential subdivisions, multi-family apartment complexes, strip center commercial development, big-box retail stores, light industrial warehousing, and office buildings. Many of the residents living here commute to the employers within the Plan area, and vice versa, commuting into downtown Austin.

Urban areas generally consist of tightly spaced homes and commercial buildings, with many being multi-story. A highly interconnected roadway network is common in urban areas, along with a higher ratio of people per square mile

The urban portions of the Plan area are found in the downtown communities and consist of residential homes and commercial buildings. The urban locations within or partially within the Plan are Austin, Elgin, Hutto, Georgetown, Manor, Pflugerville, Round Rock, and Taylor, shown in the photo to the right.

Communities

Two counties and nine incorporated municipalities are located within the Plan area as discussed below.

Travis County

Travis County is the central county of the CAMPO region, with a population of 1,199,323 (2016 Census estimate) and a land area of nearly 1,023 square miles. Travis county has undergone significant growth in recent years, and the Austin region continues to develop and urbanize. The following communities in the Plan area are in Travis County:

- Austin (county seat)
- Cele (unincorporated)
- Elgin (western portion)
- Lund (unincorporated)
- Manda (unincorporated)
- Manor (southern portion)
- New Sweden (unincorporated)
- Pflugerville (southern portion)
- Round Rock (southern portion)

The main corridors in the Plan area serving Travis County include IH-35 (north/south), SH 130 (north/south), FM 685/Dessau Road/ Cameron Road (north/south), FM 973 (north/ south), Pflugerville Parkway/FM 1100 (northwest/ southeast), and US 290 (east/west). The MoKan corridor also runs north/south through the county via Austin, Pflugerville, and Round Rock. As eastern Travis County experiences significant growth, enhancing transit services will be an opportunity to reach residents who have been pushed out of Austin and the Capital Metro service area due to a high cost of living. Recent commercial and residential growth occurring along FM 973 and Pflugerville Parkway has become a challenge as these roadways were not built to accommodate such a high volume of drivers.

Williamson County

North of Travis County, Williamson County has experienced significant development and population growth since the late 1990's that is transforming the southern portions of the county from rural to suburban. Williamson County has a population of 528,718 (2016 Census estimate) and a land area of nearly 1,134 square miles. The following communities in the Plan area are in Williamson County:

- Austin (northern portion)
- Circleville (unincorporated)
- Coupland (southeastern portion)
- Georgetown (county seat)
- Hutto (central portion)
- Norman's Crossing (unincorporated)
- Pflugerville (northern portion)
- Round Rock (northern portion)
- Taylor (eastern portion)

The main corridors in the Plan area serving Williamson County include IH-35 (north/south), SH 130 (north/south), FM 685/Dessau Road/ Cameron Road (north/south), FM 973 (north/ south), SH 95 (north/south), US 79 (east/west), and SH 29 (east/west). The MoKan corridor also travels north/south through Williamson County via Round Rock and Georgetown. Development in the southeastern areas of Williamson County has created challenging connections between the various municipalities in the Plan area. As growth and development continues to occur in Round Rock, Hutto and Taylor, opportunities for connecting roadways such as US 79 are identified to facilitate such growth. Several redevelopment opportunities exist within the rural areas of Williamson County, specifically north of Hutto on the east and west sides of FM 1660.

Austin

Austin is the state's capital, county seat of Travis County, has a diverse population, and is considered to be a regional economic center. The City of Austin is home to the University of Texas flagship campus, numerous technology companies, several medical facilities, the state government, and has a population of 974,890 (2016 US Census estimate). Austin has a land area of nearly 305 square miles and is primarily situated in Travis County, with portions spanning into Williamson County to the north and Hays County to the south.

As Austin continues to grow in population and employment, suburban and rural communities in the region are also rapidly developing and becoming conjoined to Austin via the regional transportation system. In the northeast part of the region, critical access to and from Austin is provided by IH-35 and SH 130 for north/south travel and US 290 for east/west movement. Development east of Austin has increased the need for enhanced transit service and roadway improvements to many of those facilities listed above. In the eastern areas of Austin in Travis County, the City of Austin is using special districts to guide development. Austin also has a special interest in the MoKan corridor as it shares right-of-way with the Walnut Creek Hike and Bike trail.

Elgin

Elgin is a community of 9,323 residents (2016 Census estimate) and located approximately 19-miles northeast of downtown Austin at the intersection of US 290 and SH 95. With a land area of nearly 6-square miles, Elgin sits in northeastern Travis County and Bastrop County. Established as a railroad stop by the Houston and Texas Central Railway in 1872, Elgin's local economy has been centered on agriculture and brick manufacturing. Famously known as the Sausage Capital of Texas, Elgin regularly draws visitors to its historic downtown and restaurants. US 290 is an important east/west corridor that directly links Elgin with the regional transportation network east toward Houston and west toward El Paso. Running north/south, SH 95 connects

Elgin with Taylor, US 79 (Hutto and Round Rock), Circleville, and SH 29 (Georgetown). Many roadway facilities leading into Elgin, such as FM 1100, SH 95 and US 290 experience morning and evening congestions challenges due to commuters traveling in and out of the city. Expansions to FM 1100 and FM 973 were identified by City of Manor staff on the bus tour as potential improvement opportunities to alleviate traffic, as well as invite commercial development. Several development projects are completed or underway in the City of Elgin such as a recreation center off SH 95, the redevelopment of historic downtown Elgin and a new Seton hospital planned for US 290 and Roy Rivers Boulevard. Additionally, increased development in Elgin will create further opportunities for transit growth and transportation improvements.

Georgetown

The county seat of Williamson County, Georgetown sits in the northeastern edge of the Texas Hill Country and is approximately 30-miles north of downtown Austin via IH-35. With a population of 67,140 (2016 estimate) and a vibrant Victorian downtown, Georgetown is a growing community with a local economy geared towards recreational tourism, retirement living and senior services, and higher education. Georgetown is home to Southwestern University and Sun City Texas—a 4,100-acre master-planned retirement community. The city currently has a land area of nearly 54-square miles. Georgetown is served by IH-35 on its western side and SH 130 on its eastern side, providing direct north/south travel between Georgetown and Austin. SH 29 runs east/west through Georgetown as University Boulevard between IH-35 and SH 130 and eastward into Williamson County and to SH 95 in Circleville. As the City of Georgetown has experienced a high demand for residential housing, two new home developments have been planned, one off FM 1460 and the other south of downtown Georgetown along the MoKan corridor. Due to soil plasticity issues, transportation improvements are accompanied by high construction costs. The City of Georgetown has enacted several improvements throughout the downtown area such as brick pavers/stamped concrete, angled parking, bulb outs and new street paving to accommodate a higher volume of bike and pedestrian movement. .

Hutto

Established as a railroad town in 1876, Hutto is in south central Williamson County and approximately 9-miles east of Round Rock along US 79. Hutto is a rapidly growing community, with a population of 23,832 (2016 estimate) and an incorporated land area of nearly 8-square miles. The community is home to East Williamson County Higher Education Center and is experiencing significant subdivision and retail development, both north and south of US 79. Union Pacific continues to operate an active freight railroad along the southside of US 79. US 79 provides Hutto with direct east/west travel between Round Rock and Taylor, as well as a connection to SH 130 just 2-miles west of town. Hutto's close access to SH 130 via US 79 and FM

685 allows for convenient highway travel to and from Georgetown to the north and Austin to the south.

Manor

Located in northeast Travis County, just east of SH 130 along US 290, Manor is a growing community of 8,423 (2016 Census estimate). The community is approximately 12-miles northeast of Austin and has a current land area of nearly 7-square miles that spans both north and south of US 290. Established in 1872 as a stop along the Houston and Texas Central Railway, Manor was primarily a farming center until the opening of SH 130 in 2006 which has brought significant new residential and commercial development. With its convenient proximity to SH 130 and Austin, Manor is poised for additional development as the region continues its exponential growth.

Manor is well-positioned in the regional transportation network, with US 290 providing east/west travel between Manor and IH-35and SH 130 to the west and Elgin and Houston to the east. Manor also has convenient and close access to SH 130 north and south via US 290, East Parmer Lane/Red Bluff Lane, and FM 973. Additionally, FM 973 runs north/south through Manor and links Manor with Hutto and US 79 18 miles to the north and Manor with SH 130 4 miles to the south. TxDOT has planned to re-route FM 973 south of the city towards the east to alleviate downtown congestion and align with FM 973 north of US 290. A new housing development south of the city off FM 973 and north of US 290, the Lagos Development, will bring 1,400 to 1,700 new homes to Manor. In addition to the Lagos Development, a new development located on north of US 290 at Kimbro Road, referred to as Manor Heights will add approximately 1,500 new homes as well as commercial development. To diversify its commercial and residential tax base, the City of Manor collects development fees to put towards transportation improvements. Improvements to the existing roadway facilities in Manor will be necessary to accommodate new residents in the city. The Capital Metro Green Line is also planned to extend a stop in Manor, south of SH 290. The City of Manor is currently looking at redevelopment opportunities around a potential Green Line station.

Pflugerville

Located just north of Austin east of IH-35 and along SH 130 corridors, Pflugerville is a growing suburban community with a population of 59,245 (2016 Census estimate). Most of the community is situated in northern Travis County with a small portion in Williamson County, and the city has nearly 22-square miles of land within its city limits. Pflugerville has experienced significant development in recent years including new residential, corporate office parks, medical facilities, manufacturing and distribution industries, hotels and conference

center, and the Stone Hill Town Center commercial center.

Regional transportation access to and from Pflugerville primarily occurs in a north/south direction via IH-35 and SH 130. Travel between Pflugerville and the northeastern part of the region requires taking SH 130 north to US 79 at Hutto and south to US 290 at Manor, or routes such as FM 685 that cannot support the traffic volume. Major north-south arterials in Pflugerville include Heatherwilde Boulevard, Grand Avenue Parkway, FM 973 and FM 685/Dessau Road. The MoKan corridor is adjacent to Railroad Avenue north of downtown Pflugerville and Dessau Road south of downtown Pflugerville. New commercial and residential development on each side of the MoKan corridor and east of SH 130, are currently underway in Pflugerville. Growth in the city has also created a need for improved medical services.

Round Rock

Situated about 20-miles north of downtown Austin via IH-35, Round Rock is the second largest community in the CAMPO six-county region and the international headquarters of Dell Technologies, Inc. Round Rock has experienced significant economic development and population growth in recent years, transforming from a community of about 30,000 in 1990 into a regional suburban center of over 120,892 (2016 Census estimate). The city has a land area of nearly 36 square miles and is primarily located in Williamson County with a small portion in Travis County.

Round Rock greatly benefits from its convenient access and proximity to the regional transportation network, with major highways providing both north/south and east/west travel across the city. On its western side, IH-35 provides north/south highway access and connections north to Georgetown and south to Austin. SH 130 runs north/south on the eastern side of Round Rock, providing access to the community and facilitating travel between Georgetown and Austin. East/west traffic flow across the northern portion of Round Rock and eastward into Williamson County is facilitated by US 79 and connects to both IH-35 and SH 130. East/west traffic movement is also provided by SH 45, which runs across the southern section of Round Rock and intersects with US 183 in Austin, MoPac Expressway, IH-35, and SH 130. New commercial and residential development, as well as the construction of a new tourist attraction, Kalahari Resort, will require upgrades to many of the existing roadways in Round Rock. Many roadway improvements are desired by the city, including the extension of Kenny Fort Boulevard, adding a third lane to US 79, widening County Road 112 and expanding FM 1431 ROW. These improvements will aim to accommodate new development throughout the city.

Taylor

Located in the eastern portion of Williamson County at the intersection of US 79 and SH 95, Taylor is approximately 8 miles east of Hutto and 30 miles northeast of downtown Austin. Taylor's population is 16,587 (2016 Census estimate) and the city has a land area of nearly 14-square miles. The community was established as an important railroad station in the 1870s, and today has active Union Pacific freight lines that intersect and run both east/west along US 79 and north/south just east of SH 95.

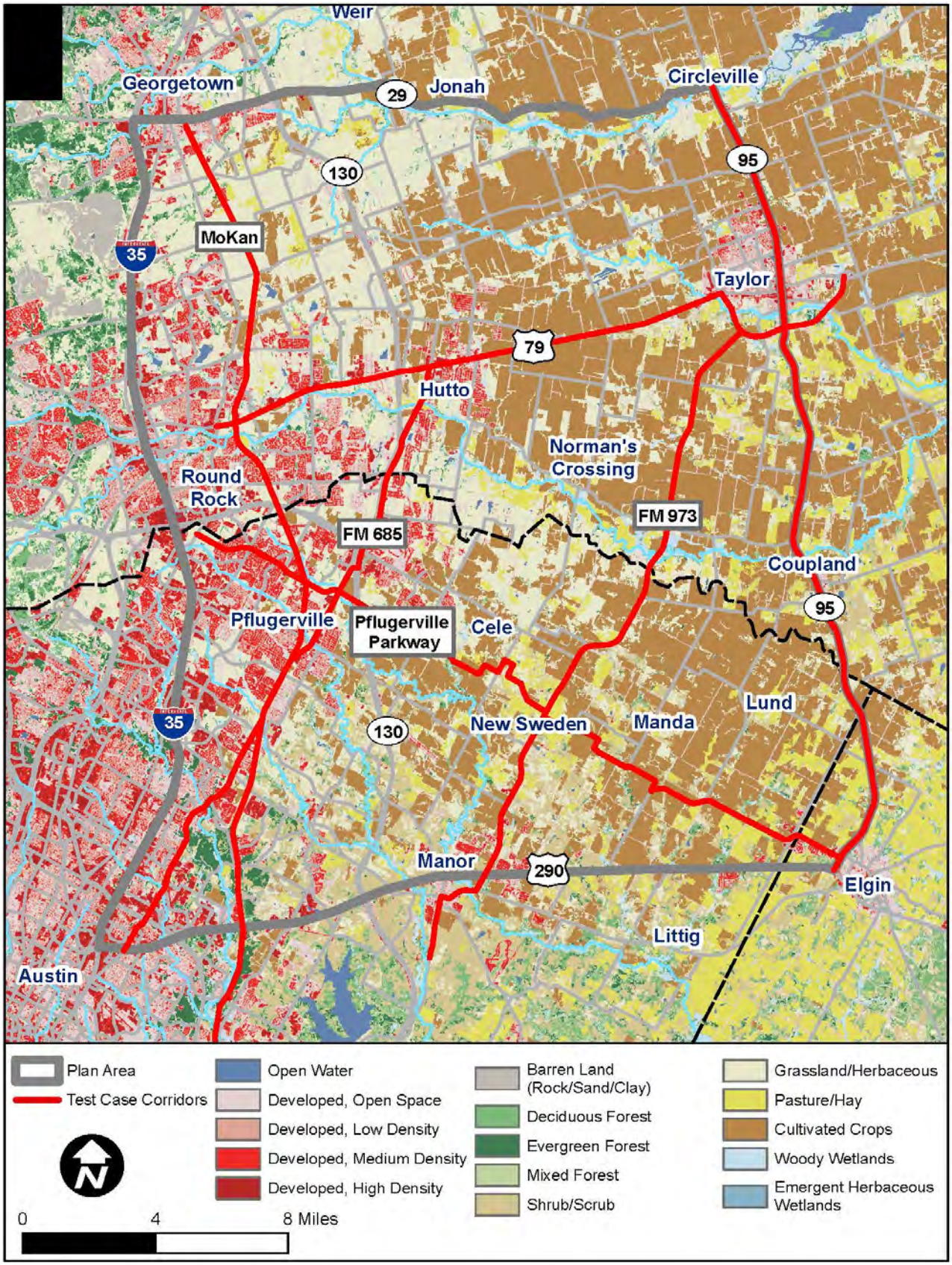
From a regional transportation standpoint, US 79 provides an important and direct link between Taylor, Hutto, SH 130, and Round Rock. SH 95 also provides critical north/south travel to and from SH 29 in Circleville and US 290 in Elgin. Taylor has an Amtrak passenger rail station, where the Texas Eagle provides daily bi-directional train trips between Chicago, Dallas-Fort Worth, Austin, San Antonio, and Los Angeles. Taylor has experienced an increase in percentage of growth over the last 10 years. New development and redevelopment has followed in response to population growth. For example, two 250 home subdivisions and 80 condominiums are being developed off FM 973 near Taylor High School, and a new industrial park off SH 95. In addition, Taylor has explored new transit opportunities with Amtrak and CARTS, to diversify transportation options.

Land Use

Throughout much of the 19th and 20th centuries land in the Plan area was used for agricultural/ranching activities, with little commercial and residential development. The Plan area was a hub for cotton and cattle. Consequently, the use of roads and rail was prominent in moving the area's cotton crop and cattle. The movement of cattle was also prevalent in the Plan area via the historic Chisolm Trail. While most of the Plan area communities were initially developed before World War I, most of the significant population gains occurred post-World War II, throughout the 1950's and 1960's. However, consistent population growth in the 1990's and beyond in the Plan area has led to residential development in the form of neighborhoods and subdivisions as well as the emergence of downtown centers, such as the square in Georgetown and historic main streets in downtown Elgin, Hutto, and Taylor. Commercial growth also grew in the Plan area as the population swelled.

The 2011 U.S. Geological Survey National Land Cover Database was used to illustrate general land uses within the Plan area as seen on **Figure 7.** Developed land uses, such as residential and commercial locations, are generally located between IH-35 and SH 130, with isolated locations visible in Hutto, Taylor, Manor, and Elgin. Undeveloped land uses, such as forest, grasslands, and pasture are generally located east of SH 130, as well as land used for crop production. The land cover/land use distribution aligns with the character areas described above.

Figure 7: Land Cover/Land Use



Development

While the City of Austin continues to attract new people and jobs and residents, similar growth has also occurred in the surrounding communities like Georgetown, Round Rock, and Pflugerville in the Plan area. This unprecedented growth has resulted in lower-density development expanding throughout the Plan area where housing is typically more affordable. This dispersed land use pattern and automobile-centric development creates stress on the transportation system and can result in mobility issues.

While growth in the suburban fringe and the unincorporated areas of Travis and Williamson counties have clearly increased, the population within cities has also increased creating greater density. The difference is striking when comparing aerial photographs from 1995 to 2018. The growth patterns in the Plan area are of intensification and increased infill development in city centers, but also continued development of greenfields, as seen on the following photographs on the pages below.

On the ground level, communities within the Plan area share similar land uses such as residential, commercial, parks/open space, and civic land uses. Civic uses are typically located in the downtown area surrounded by residential and commercial development. In recent years, development along high-volume roadway corridors have occurred with growth seen in shopping centers, multi-family housing, and even light-industrial land uses. The collective growth has driven the need for people to live near their places of employment.

Guidance

Most counties in Texas have limited land use planning authority, with most having control only over subdivision platting, housing standards, basic water and sewer requirements, environmental conservation or the county level transportation system. For example, Travis County has its Land, Water and Transportation Plan, while Williamson County has its Long-Range Transportation Plan. These plans generally track along with CAMPO's Multimodal and Mixed-Use element of the Platinum Planning Program. Cities on the other hand, typically develop a comprehensive plan and enact zoning ordinances to provide detailed guidance for how a city develops. Seven of eight cities have an approved comprehensive plan, while all eight cities have adopted zoning ordinances. These plans generally track along with all elements of CAMPO's Platinum Planning Program. An explanation of the range of planning tools available to the counties and cities in the Plan area is found in the Regulations, Policies and Strategic Plans section below.

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Roadways

The Plan area consists of local roads, collector roads, arterial roads, freeways/interstates. The local roads and collector roads are owned and maintained by the cities and counties in the Plan area. Arterial roadways in the Plan area are a mix of those owned and maintained by the cities and counties as well as by TxDOT. The freeways/interstates are owned and maintained by TxDOT. The TxDOT facilities are also known as on-system roadways. An example of how these roadway types work together is shown on Figure 8. Figure 9 shows the current CAMPO roadway network classifications in the full CAMPO region.

Local Roads	• Not intended for use in long distance travel, except at the origin or destination end of the trip. • Designed to discourage through traffic. • Have low speed limits. • Have high connecting driveway densities. • Low traffic volumes. • Typically, up to 1-mile long.
Collector Roads	• Gather traffic from local roads and funnel to the arterial roads. • Longer in length. • Have lower connecting driveway densities. • Have moderate speed limits. • Spaced at greater intervals. • Have higher traffic volumes than local roads. • Typically, 1- to 5-miles long.
Arterial Roads	• Provide a high degree of mobility within an urban or suburban area. • Provide intra-regional connectivity. • Have high overall travel speeds. • Minimum interference to through movement. • Typically, over 5-miles long. • Typically, spaced from 1/8- to 1/2-mile in a central business district and 2-to 3-miles in the suburban fringes.
Freeways/ Interstates	• Have directional travel lanes that are usually separated by some type of physical barrier. • Carry very high traffic volumes. • Access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. • Provide inter-regional connectivity with long-distance travel in mind. • Can be hundreds of miles long.

Slip Road	• Connector road between the intersecting roads of an interchange. • Typically built as ramps for on and off access.
Frontage Road	• A local road running parallel to a higher speed, limited access road.

Figure 8: Example Roadway Hierarchy

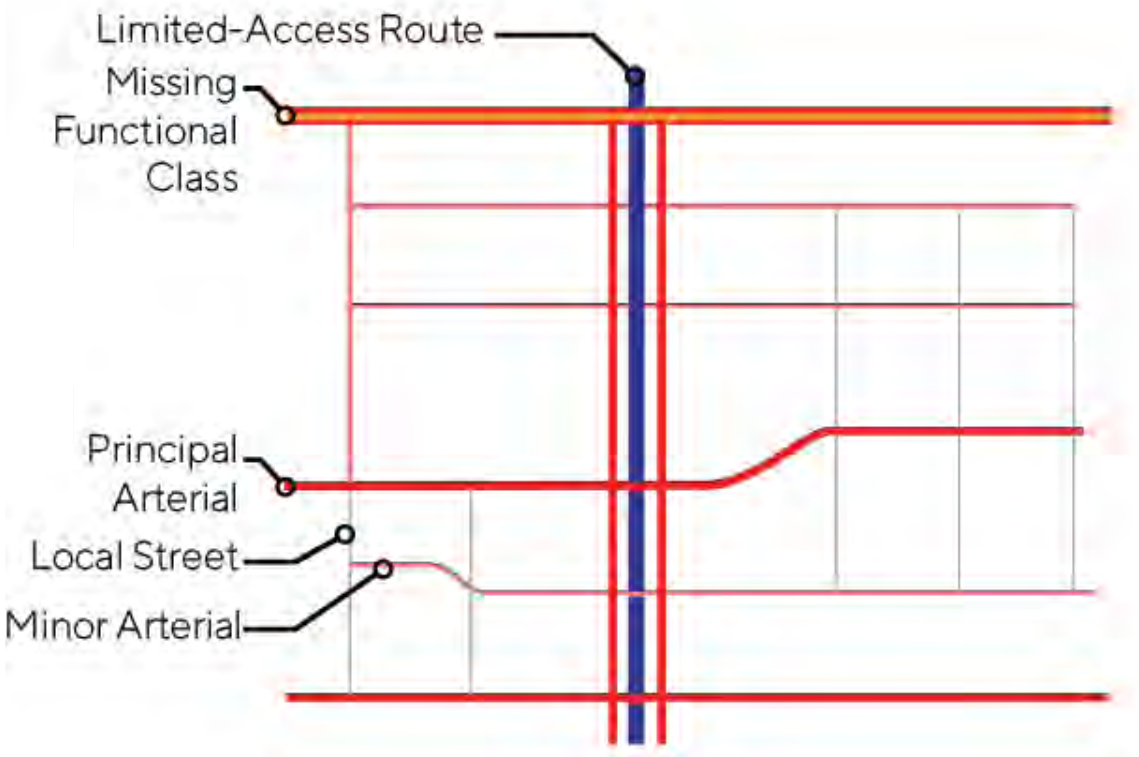
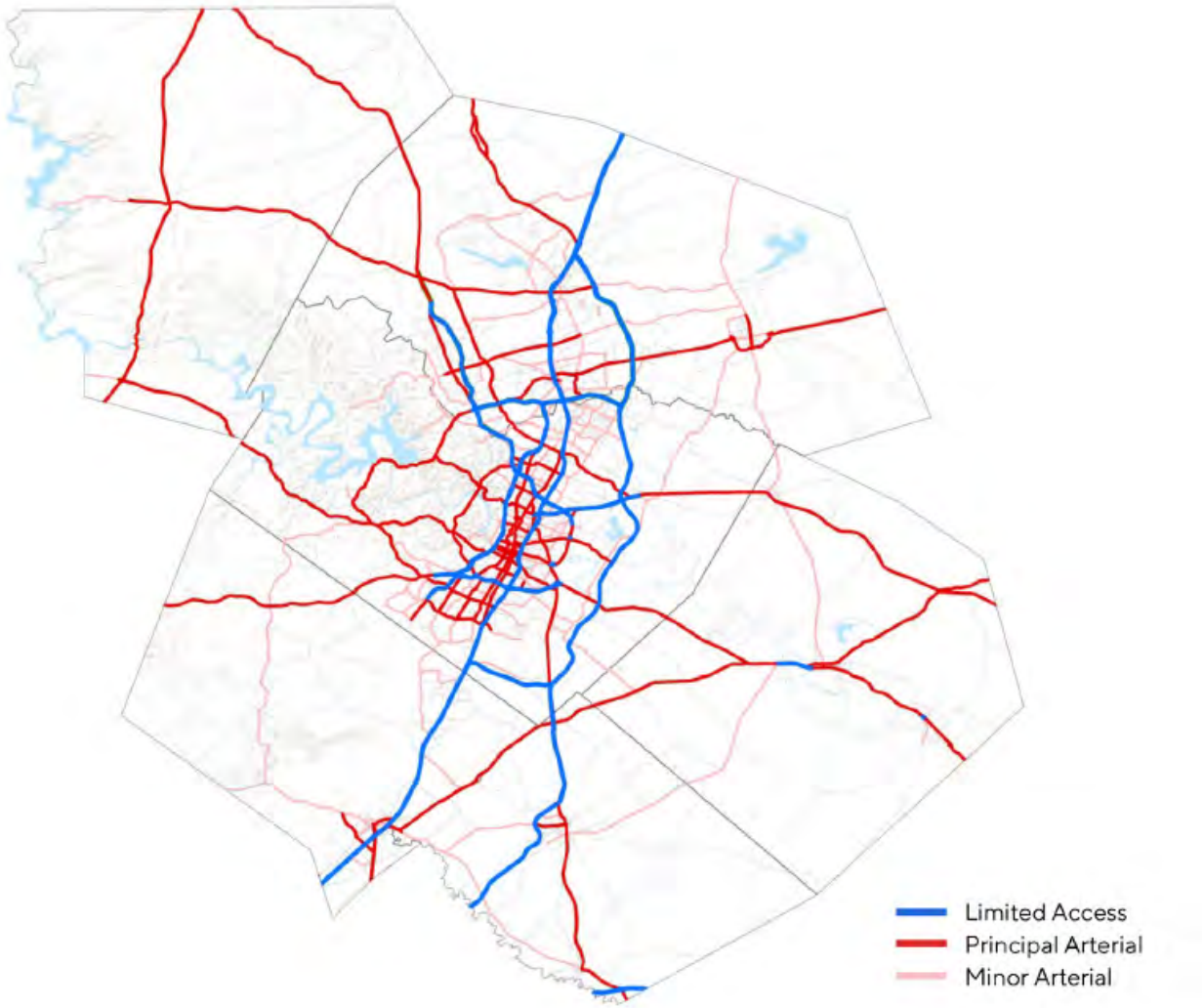


Figure 9: Current Roadway Network Classifications



The seven main transportation corridors that facilitate movement within and through the Plan area are detailed below. These corridors are being studied due to the impact they have on connectivity and development within the Subregion as well as a continuation of past TxDOT studies. Vehicles are the primary mode of transportation on these corridors. Limited transit service is provided by Capital Metro and CARTS. Capital Metro provides service in Austin, Manor, and Round Rock. CARTS provides service to Austin, Elgin, Georgetown, Manor, Pflugerville, Round Rock, and Taylor.

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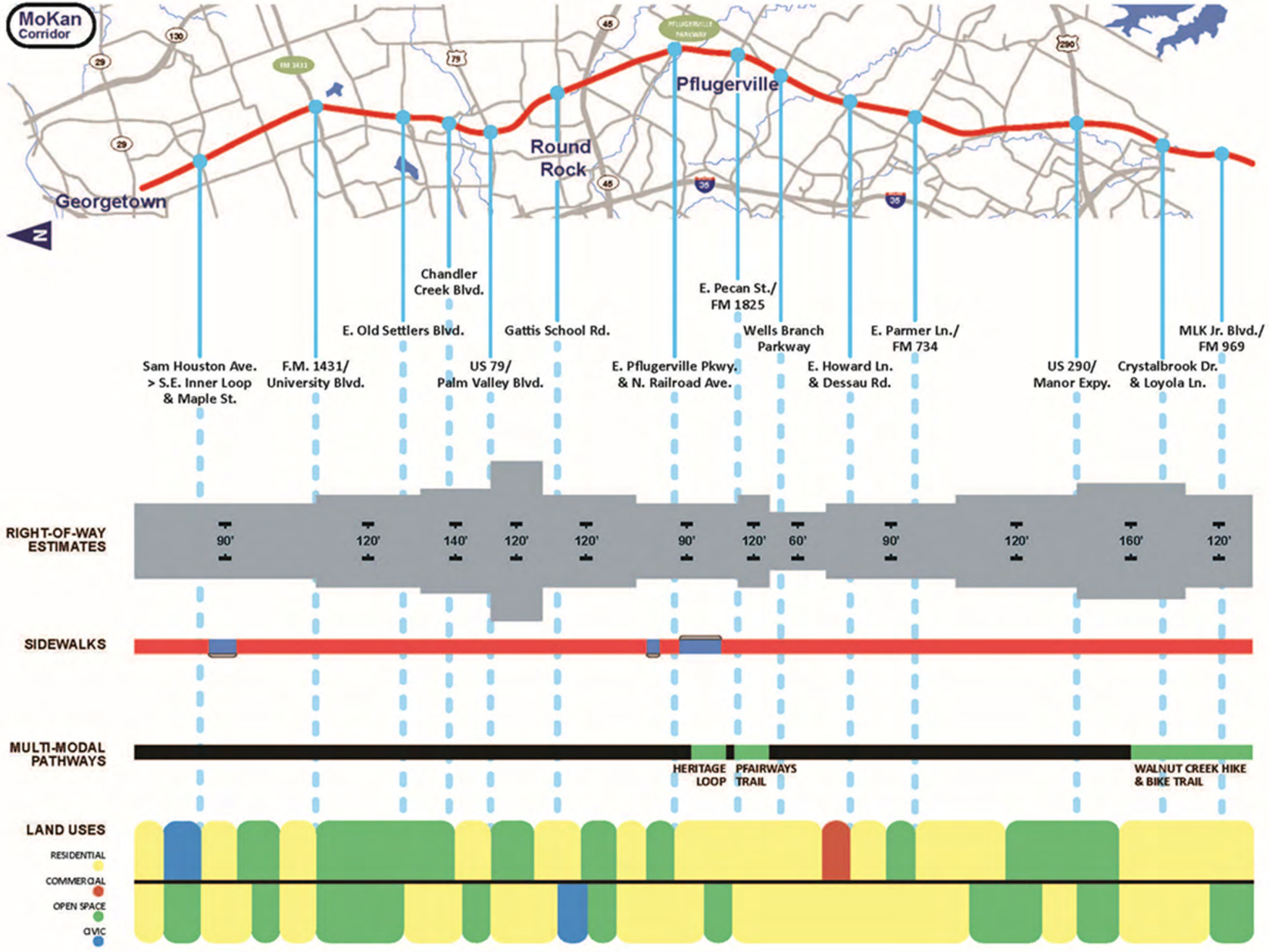
MoKan

Missouri-Kansas-Texas trains operated freight railroad service along this corridor from 1904 to 1976. Since that time, TxDOT purchased the corridor for future transportation purposes. The MoKan corridor has been the subject of multiple transportation-related studies over the last 30 years that have examined various roadway, transit, bicycle/pedestrian, and multimodal concepts to enhance mobility and transportation access to this growing area of the CAMPO six-county region. Though the MoKan Corridor currently does not have a programmed transportation improvement concept or financing plan, it remains a critical regional transportation asset for consideration in improving mobility in the Plan area. The MoKan corridor has been studied in the past including several feasibility studies and planning studies. These are reviewed and can be found in the Appendix.

The MoKan corridor extends approximately 27 miles from east Austin (Travis County) on the south to Georgetown (Williamson County) in the north. This north-south corridor is located between and runs parallel to IH-35 and SH 130, and connects the cities of Austin, Pflugerville, Round Rock, and Georgetown. It also intersects major east-west highways, including SH 290, SH 45, US 79, and SH 29. Currently, the abandoned rail corridor has a ROW that varies from 60 feet to 120 feet. Sidewalks and trails are only found in a few locations along the corridor. Residential land use is most prominent along the corridor, followed by open space land use. Figure 10 represents a summary of the existing conditions along the MoKan corridor, and illustrates changes in the physical cross-section as well as the character along the corridor.

Figure 10: MoKan Corridor



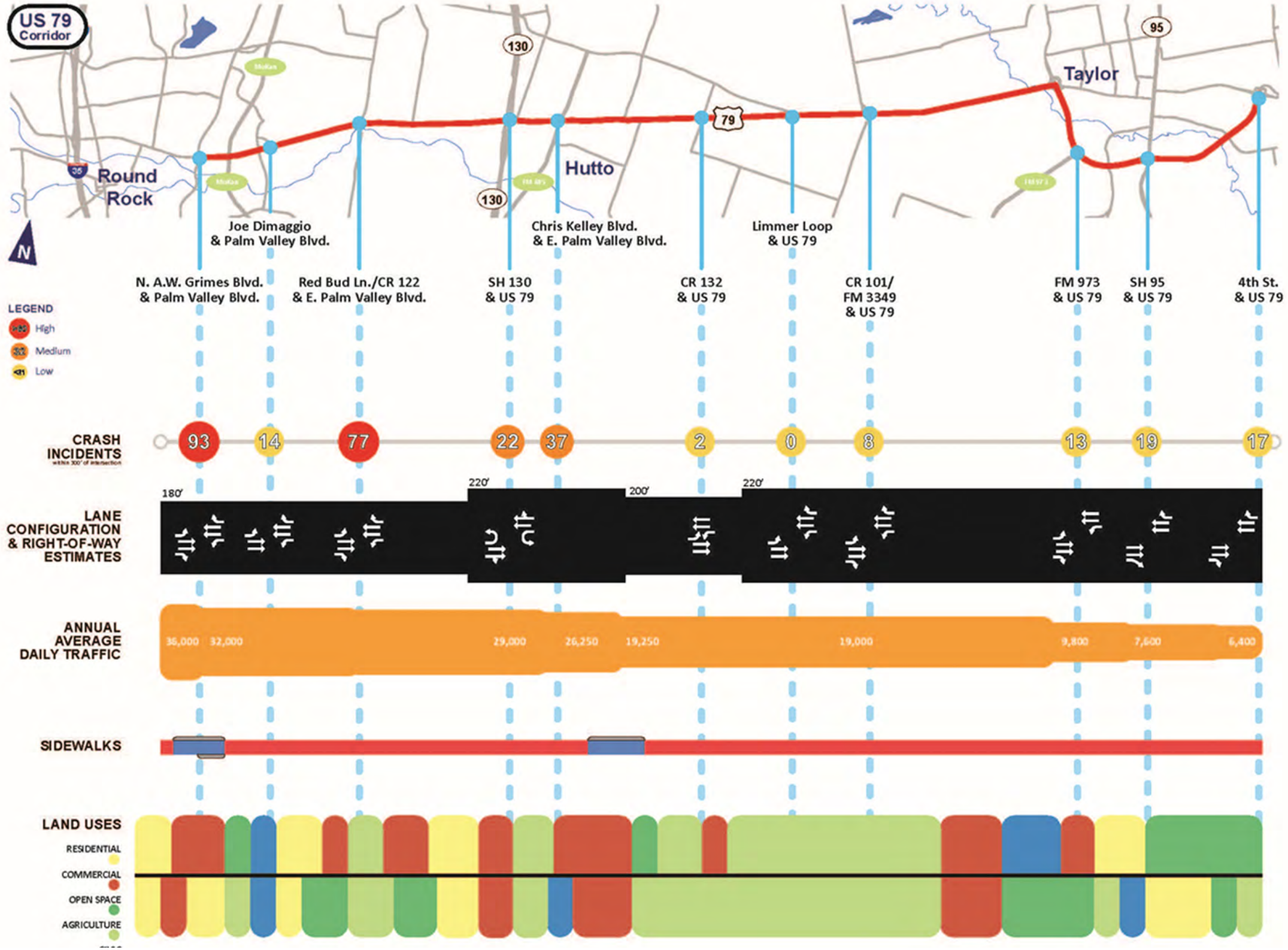
US 79

The US 79 corridor extends approximately 18.1 miles northeast from IH-35 in Round Rock to the east Taylor Bypass interchange and intersects both SH 130 and SH 95. US 79 is currently classified as a principal arterial, excluding the frontage road intersection of US 79 and SH 130.. In the Plan area, the corridor connects the established and growing communities of Round Rock, Hutto, and Taylor and has become an important east/west corridor in Williamson County. The corridor in the Plan area is but one segment of a major national highway running 855 miles between Round Rock, TX, Shreveport, LA, Memphis, TN, and Russellville, KY. The Union Pacific Railroad operates freight service along the south side of US 79 running between San Antonio, Austin, and northeast Texas. Currently, the corridor lacks a consistent roadway typology. The corridor is a four-lane divided roadway for the 6.3 miles between IH-35 in Round Rock and Exchange Boulevard in Hutto. It then transitions to a five-lane roadway with two-way center turn lane for approximately 2.5-miles between Exchange Boulevard in Hutto and the Covert Auto Dealership in Hutto and then back to a four-lane divided highway towards and around Taylor. Roadway grade separations exist at Kenney Fort Boulevard, SH 130, Taylor West Bypass (Carlos G. Parker Boulevard), Welch Road, US 95/Main Street, and the Taylor East Bypass (East 4th Street). Sidewalks are only found in a few locations along the corridor. Agriculture land use is most prominent along the corridor, followed by commercial land use. Figure 11 represents a summary of the existing conditions along the US 79 corridor and illustrates changes in the physical cross-section as well as the character along the corridor.

Traffic volumes along the corridor range from approximately 6,400 to 31,100 average annual daily traffic (AADT), with volumes over 20,000 concentrated between Round Rock and Hutto. The Following chart displays the TxDOT 2016 AADT figures for segments along the corridor:

Segment	AADT
IH-35 (Round Rock) to SH 130	29,637
SH 130 to FM 685 (Hutto)	31,076
FM 685 to North FM 1660 (Hutto)	24,208
North FM 1660 to South FM 1660 (Hutto)	21,464
South FM 1660 to FM 3349	12,926
FM 339 to Carlos G, Parker Boulevard (Taylor)	18,304
Welch to FM 973 (Taylor)	10,516
FM 973 to SH 95 (Taylor)	9,768
SH 95 to FM 112 (Taylor)	7,741
FM 112 to East 4th Street (Taylor)	6,434
East 4th Street to FM 619 (Taylor)	7,356
FM 619 to FM 431	10,294

Figure 11: US 79 Corridor



FM 685/Dessau Road/Cameron Road

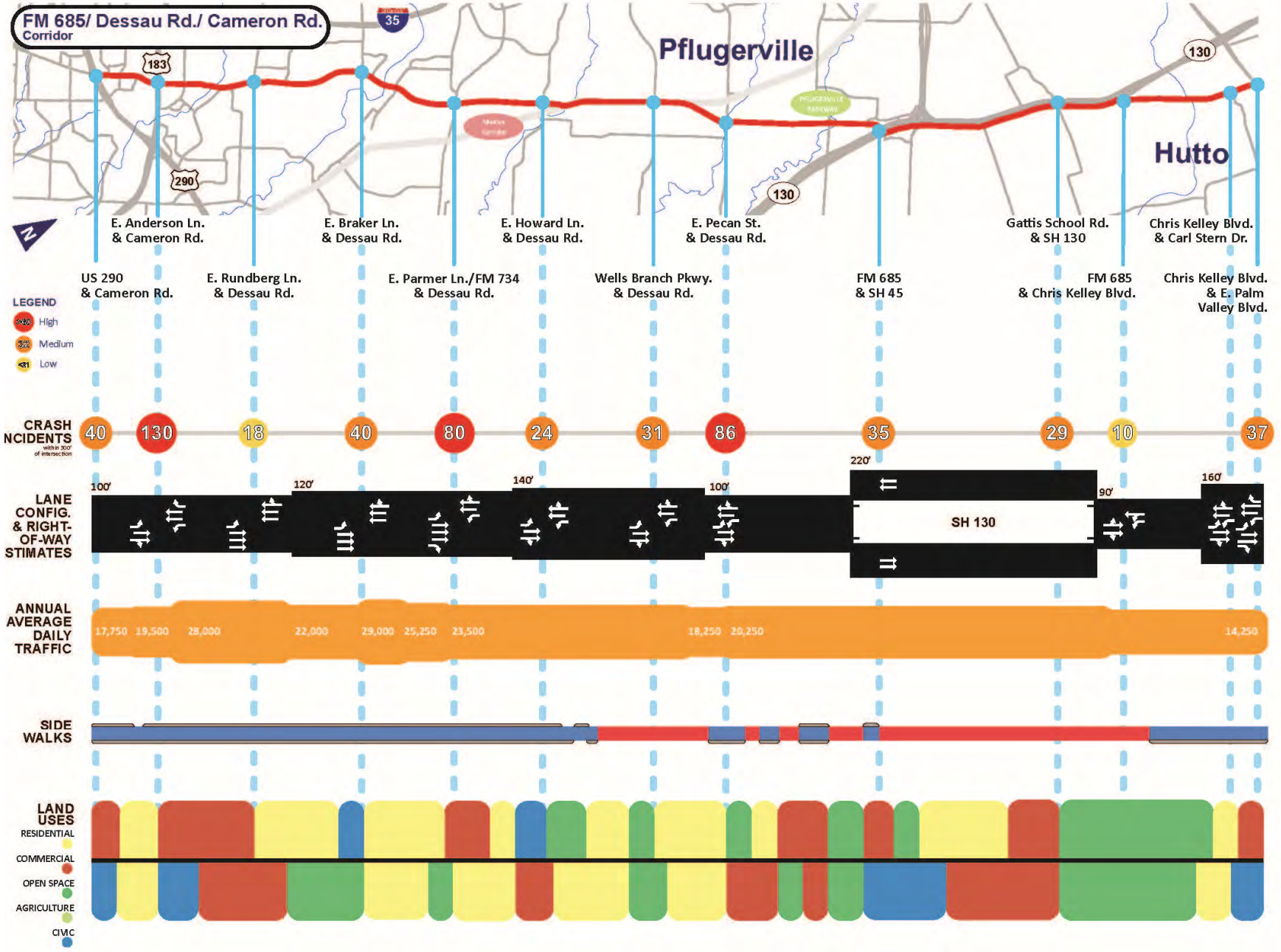
The FM 685/Dessau Road/Cameron Road corridor runs between US 79 in Hutto and US 290 in Austin for approximately 17.6 miles, and connects the communities of Hutto, Pflugerville, and northeast Austin. It generally has a north/south alignment, and intersects with US 79, SH 130, US 183, and US 290. The FM 685/Dessau Road/Cameron Road is generally classified as a principal arterial. This corridor is marked by new residential growth (The Vistas, Park at Brushy Creek, and Enclave at Brushy Creek), new retail commercial growth (Walmart Supercenter, Typhoon Texas Waterpark, Stone Hill Town Center, Costco, HEB Plus, Star Ranch, and Falcon Pointe), and Hutto High School. The FM 685/Dessau Road/Cameron Road corridor has become an important north/south corridor between Williamson County and Travis County.

The corridor operates as a major arterial yet lacks a consistent roadway typology. For approximately 2 miles between US 79 and SH 130, FM 685 (Chris Kelley Boulevard) operates as a four-lane undivided roadway through Hutto. It then transitions to a one-way two-lane outer frontage road for approximately 3.6 miles along SH 130 between SH 130 and Copper Mine Drive in Pflugerville. Between Copper Mine Drive and FM 1825/Pecan Street in Pflugerville, the corridor then becomes a four-lane divided roadway with protected turns for approximately 2 miles, with a 0.25 segment of five-lane roadway with a two-way center turn lane (between Cedar Ridge Drive and Pecan Street). At Pecan Street, FM 685 becomes Dessau Road and transitions to a four-lane divided roadway with protected turn lanes for 4 miles until it reaches East Parmer Lane. South of East Parmer Lane, Dessau Road expands to a six-lane divided roadway with protected turns, becomes Cameron Road at East Rundberg Lane, and travels for approximately 5.8 miles to reach US 290, then terminates at IH-35. Sidewalks are found along a majority of the corridor. Residential land use is most prominent along the corridor, followed by commercial land use. **Figure 12** represents a summary of the existing conditions along the FM 685/Dessau Road/Cameron Road corridor and illustrates changes in the physical cross-section as well as the character along the corridor.

Traffic volumes along the corridor range from approximately 7,600 to 35,500 AADT, with a noticeable concentration around SH 130. Note traffic counts are not available for the Dessau Road and Cameron Road portions of the corridor. Following are the TxDOT 2016

Segment	AADT
US 79 to SH 130 (Hutto)	17,854
SH 130 – SH 45 (outer road)	35,479
SH 130 – Copper Mine Drive (outer road)	7,593
Copper Mine Drive to Pecan Street (Pflugerville)	28,012

Figure 12: FM 685/Dessau Road/Cameron Road Corridor



FM 973

FM 973 is a two-lane corridor that travels north/south between US 79 in Taylor and the Colorado River Basin in south Manor, and travels through large areas of agricultural and undeveloped land. The approximately 23.8-mile corridor provides an important alternate north/south route between SH 130 and SH 95 with connections to US 79, US 290, and SH 130. FM 973 is classified as a principal arterial. The FM 973 corridor links the growing areas of Taylor and southeastern Williamson County with northeast Travis County and Manor.

Sidewalks are only found in a few locations along the corridor. Agriculture is the most prominent land use along the corridor, followed by open space. Figure 13 represents a summary of the existing conditions along the FM 973 corridor and illustrates changes in the physical cross-section as well as the character along the corridor.

Traffic volumes along the corridor range from approximately 5,400 to 13,700 AADT, with volumes over 9,700 concentrated around US 290 in Manor. Following are the TxDOT 2016 AADT figures for segments along the corridor:

Segment	AADT
US 79 to FM 1660 (Rices Crossing)	5,370
FM 1660 to Pfluger Berkman Road	6,173
Pfluger Berkman Road to Shadowglen Trace (Manor)	6,439
Shadowglen Trace to US 290 (Manor)	11,726
US 290 to Old Highway 20 (Manor)	10,305
FM 973/SH 212 Northbound to Llano Street (Manor)	9,654
Llano Street to Lexington Street (Manor)	8,272
Old Highway 20 to Carrie Manor Street (Manor)	13,686
Carrie Manor Street to Lapoyner Street (Manor)	9,447
Lapoyner Street (Manor) to Petrichor Boulevard	8,809

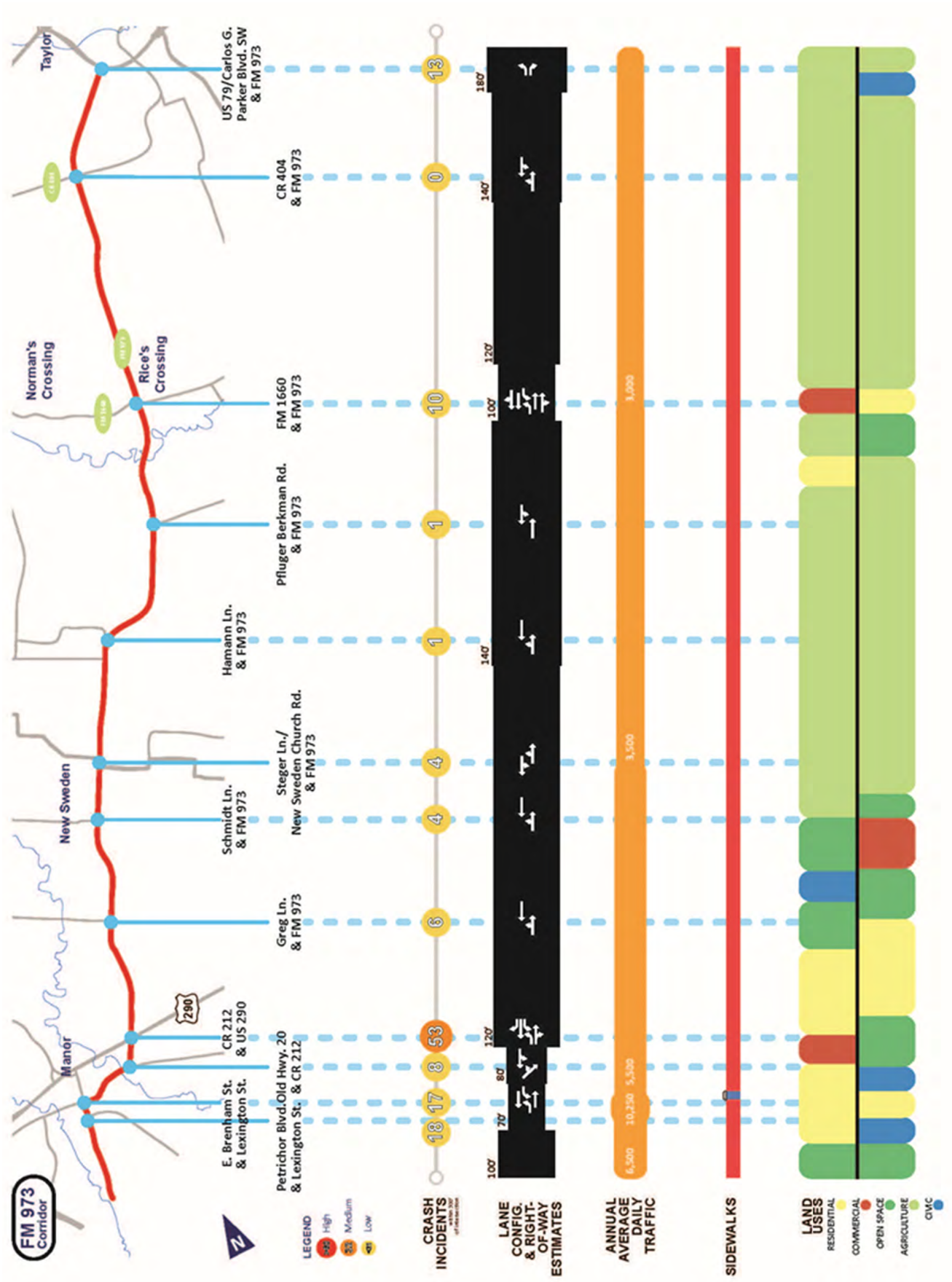


Figure 13: FM 973 Corridor

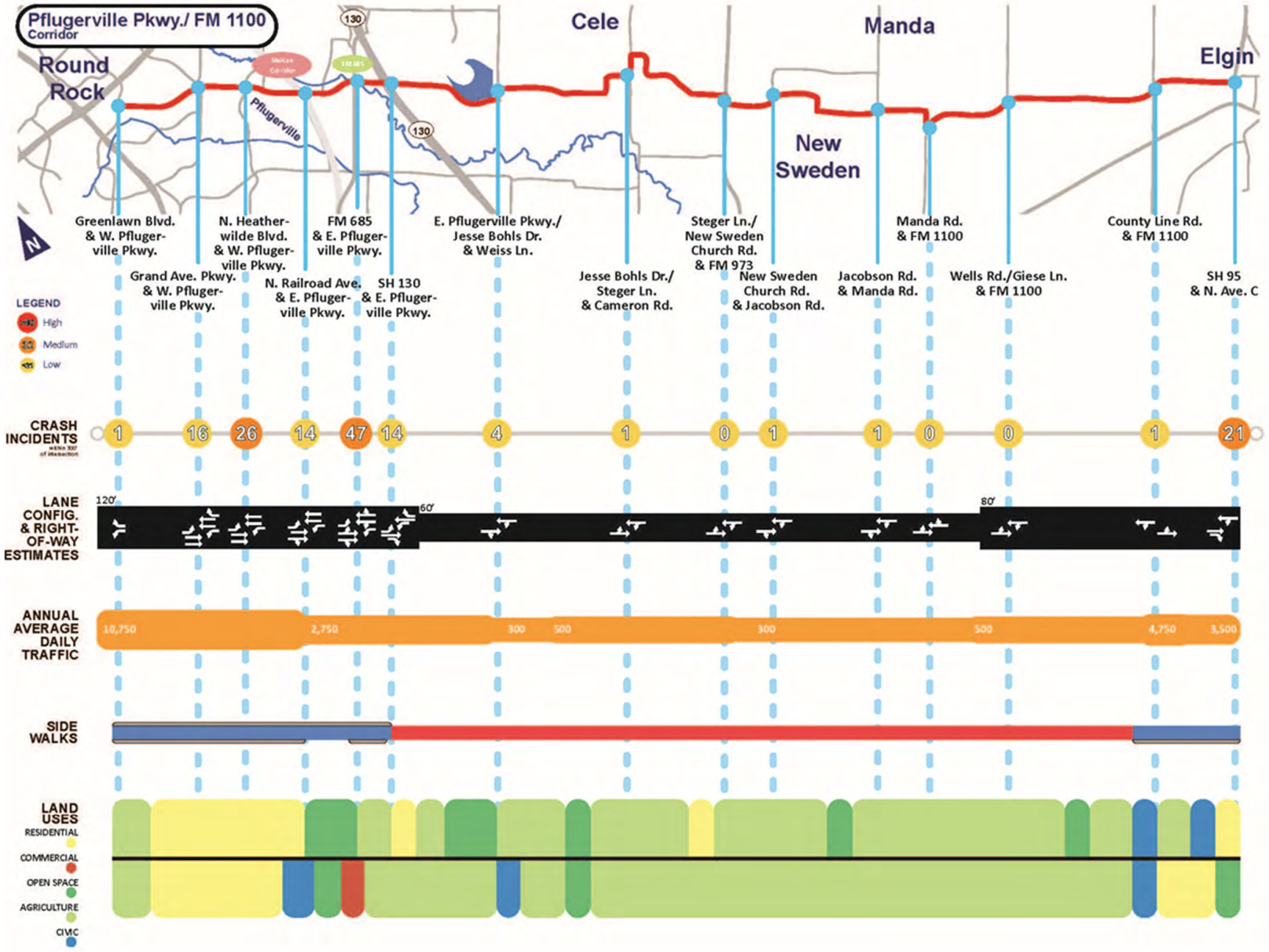
Pflugerville Parkway/FM 1100

The Pflugerville Parkway/FM 1100 corridor is approximately 22.5-miles long, and travels northwest/ southeast across Travis County, connecting Round Rock, Pflugerville, and Elgin. The corridor is generally located south of US 79 and north of US 290 and provides east/west travel. The corridor intersects SH 130 in Pflugerville, FM 973 near New Sweden, and SH 95 in Elgin. Pflugerville Parkway/FM 1100 through Pflugerville is classified as a principal arterial. Between the communities of Cele and Manda the corridor is a rural roadway, then transitioning into an off-system city street into Elgin.

From its western terminus, the corridor begins in Round Rock as Pflugerville Parkway at Greenlawn Boulevard—providing direct access to both IH-35 and SH 45—and extends approximately 4.5-miles southeast through Round Rock and Pflugerville to SH 130 as a divided four-lane road with medians and protected turns. East of SH 130, Pflugerville Parkway transitions to a two-lane road and travels approximately 2-miles at which point it terminates at Weiss Lane, just south of Lake Pflugerville. The corridor then travels various two-lane roadways through rural areas to reach FM 1100 outside of Elgin. From Pflugerville Parkway and Weiss Lane to FM 1100, the corridor runs north on Weiss Lane for 0.25-mile, east on Jesse Bohls Drive for 2.5-miles, north on Cameron Road for 0.5-mile, southeast on Steger Lane for approximately 2.0-miles, south on FM 973 for 0.25-mile, southeast on New Sweden Church Road for 1-mile, southeast on Jacobson Road for 2-miles, and southeast on Manda Road for 1-mile. From Manda Road, the route travels southeast on FM 1100 for approximately 5.5-miles into Elgin where it connects with SH 95. Sidewalks are found in several locations along the corridor, primarily in Pflugerville and Elgin. Agriculture is the most prominent land use found along the corridor, followed by residential land uses. Figure 14 represents a summary of the existing conditions along the Pflugerville Parkway/FM 1100 corridor and illustrates changes in the physical cross-section as well as the character along the corridor. Traffic volumes along the corridor range from approximately 1,600 to 6,600 AADT. Note traffic counts are not available for the Pflugerville Parkway, Weiss Lane, Jesse Bohls Drive, Cameron Road, Steger Lane, FM 293, New Sweden Church Road, Jacobson Road, or Manda Road portions of the corridor. Following are the TxDOT 2016 AADT figures for segments along the corridor:

Segment	AADT
Manda Road to Klaus Lane (Elgin)	1,645
Klaus Lane to SH 95 (Elgin)	6,626

Figure 14: Pflugerville Parkway/FM 1100 Corridor



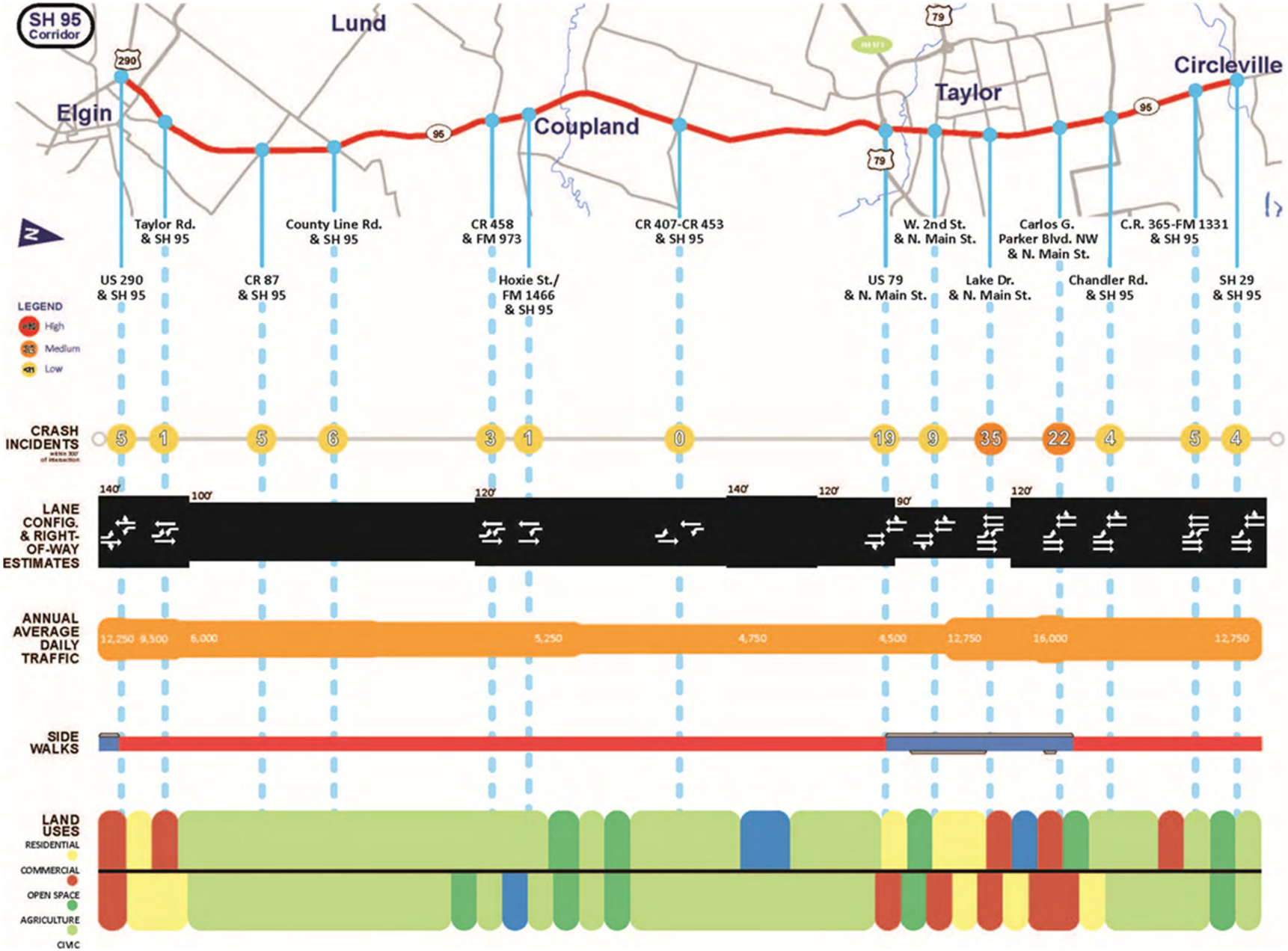
SH 95

Located in the eastern portion of the Plan area, SH 95 is approximately 21.7-miles and runs north/south between SH 29 and US 290, connecting the communities of Circleville, Taylor, Coupland, and Elgin and rural areas of eastern Williamson and Travis counties. The corridor intersects and provides important regional connections to SH 29 in Circleville, US 79 in Taylor, and US 290 in Elgin. SH 95 functions as a principal arterial throughout the Plan area. Just east of the corridor, Union Pacific operates a freight railroad that runs between Houston and Fort Worth. This corridor is a portion of SH 95's 122-mile total alignment between US 190 in Temple and US 77 in Yoakum. SH 95 operates primarily as a rural road typology from end to end; the roadway transitioning between three, four, and five lanes depending on location. For about 1.5-miles from SH 29 through Circleville, the road has five lanes with a center turn-lane. Heading into Taylor, SH 95 transitions to a four-lane highway for about 1-mile to Chandler Road, expands to a five-lane roadway with a center turn-lane for 0.25 mile near the FM 365 intersection, then transitions back to a four-lane roadway for about 1-mile to Taylor Bypass (Carlos G. Parker Boulevard), operates for 1.5-miles as a five-lane roadway with a center turn-lane to Old Granger Road, and then becomes a four-lane road (Main Street) through Taylor's central business district and just south of US 79. Along the 15-miles between US 79 and Elgin, SH 95 operates as a three-lane highway and transitions between configurations that include two southbound/one northbound lanes, two northbound/one southbound lanes, and two lanes with a center-turn. The corridor also narrows down to two lanes for bridge approaches and crossings.

Sidewalks are found in several locations along the corridor, primarily in Taylor. Agriculture land use is most prominent along the corridor, followed by commercial land use. Figure 15 represents a summary of the existing conditions along the SH 95 corridor, and illustrates changes in the physical cross-section as well as the character along the corridor. Traffic volumes along the corridor range from approximately 4,500 to 18,200 AADT, with volumes over 11,100 concentrated in Taylor. Following are the TxDOT 2016 AADT figures for segments along the corridor:

Segment	AADT	Segment	AADT
SH 29 to FM 1331 (Circleville)	8,182	Old Coupland Road to FM 400	4,815
FM 397 to West Lake Drive (Taylor)	18,235	FM 407 to FM 454	4,525
Lake Drive to 12th Street (Taylor)	16,133	Brushy Creek to FM 1466 (Coupland)	5,875
12th Street to 4th Street/FM 427 (Taylor)	14,037	FM 1466 to Hoxie Street (Coupland)	5,438
4th Street/FM 427 to 2nd Street (Taylor)	11,139	FM 458/SH 277 Coupland) to County Line Road	5,457
2nd Street to MLK Jr. Boulevard/FM 112 (Taylor)	8,440	County Line Road to FM 87	5,183
MLK Jr. Boulevard/FM 112 to Rio Grande Street (Taylor)	6,103	FM 87 to Taylor Road (Elgin)	6,224
Rio Grande Street to US 79 (Taylor)	4,833	Taylor Road to FM 1100 (Elgin)	6,612
US 79 to Old Coupland Road (Taylor)	5,431		

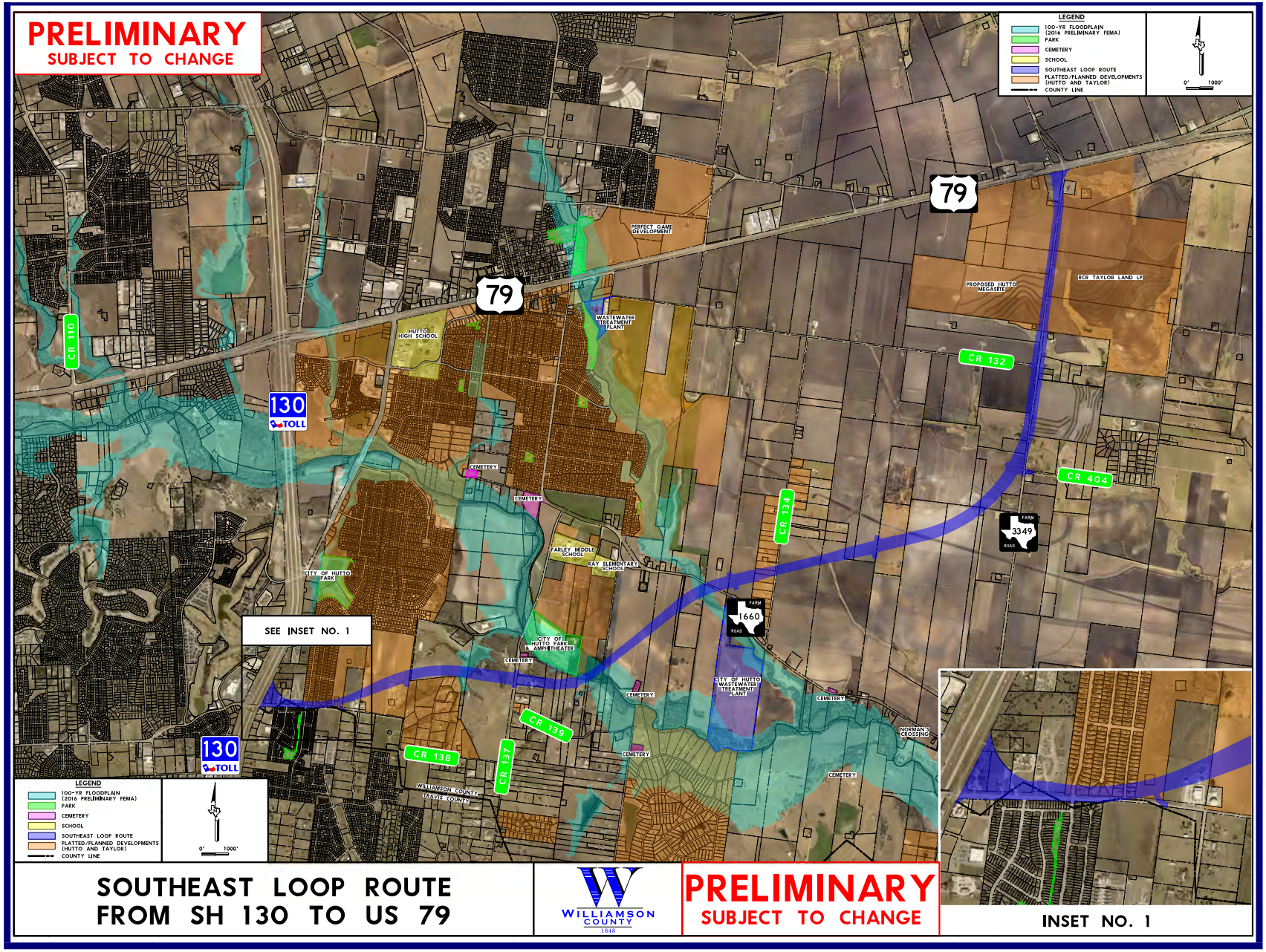
Figure 15: SH 95 Corridor



Southeast Loop (E1) (Williamson County)

This study also incorporates a new location corridor currently being considered by Williamson County to enhance mobility for east/west travel between SH 130 and SH 95 and north/south travel to US 79. This planning effort is a part of the Williamson County Long-Range Transportation Plan, to create new connections within the county. New transportation options in the southeastern region of Williamson County can accommodate current and future growth and traffic levels.
The new potential connection is referred as the Southeast Loop. The limits of the corridor are SH 130 and US 79, running south and east of Hutto and west of Taylor.

The objective of Southeast Loop is to improve efficiency for traffic traveling east from SH 130. This corridor will provide an alternate east-west route to US 79, SH 130 and SH 95 which currently experience high traffic volumes. The approximate length of the corridor is 10 miles. Williamson County has developed a draft concept and routes for these corridors seen in the images below. Williamson County has conducted several rounds of public involvement regarding the Southeast Loop. This process is still underway and these corridors are still being studied as a part of the Southeast Corridor Study.


PRELIMINARY
SUBJECT TO CHANGE
LEGEND
100-YR FLOODPLAIN (2016 PRELIMINARY FEMA)
PARK
CEMETERY
SCHOOL
SOUTHEAST LOOP ROUTE
PLATTED/PLANNED DEVELOPMENTS (HUTTO AND TAYLOR)
COUNTY LINE
0'
1000'
79
130
TOLL
CR 110
CR 132
CR 404
CR 134
CR 139
CR 138
CR 137
FARM 1660 ROAD
FARM 3349 ROAD
PERFECT GAME DEVELOPMENT
PROPOSED HUTTO MEGASITE
RCR TAYLOR LAND LP
HUTTO HIGH SCHOOL
WASTEWATER TREATMENT PLANT
CEMETERY
FARLEY MIDDLE SCHOOL
RAY ELEMENTARY SCHOOL
CITY OF HUTTO PARK
CITY OF HUTTO PARK & AMPHITHEATER
CITY OF HUTTO WASTEWATER TREATMENT PLANT
NORMAN'S CROSSING
WILLIAMSON COUNTY
TRAVIS COUNTY
SEE INSET NO. 1
SOUTHEAST LOOP ROUTE
FROM SH 130 TO US 79
WILLIAMSON COUNTY
1848
PRELIMINARY
SUBJECT TO CHANGE
INSET NO. 1

Transit

Community interest and market demand for transit services is growing in the six-county region, as transit provides additional travel options in a region experiencing significant growth and growing traffic congestion. In the Plan area, Capital Metro and CARTS provide transit service in separate yet overlapping service areas. Capital Metro operates a multimodal, urban transit system with a service area primarily located in the City of Austin. CARTS provides transit services in the rural areas outside of and specifically the rural portions of Travis and Williamson counties. Transit centers and park-and-rides in the Plan area are key mobility hubs where Capital Metro and CARTS services meet and allow passenger transfers between routes and systems.

Capital Metro

The Capital Metro system consists of an 88-route bus system comprised of local, crosstown, circulator, shuttle, rapid bus, and a commuter rail line. In general, the Capital Metro system has a hub-and-spoke design, with multiple routes that start and converge in downtown Austin and radiate throughout the region along major arterials. In the Plan area, Capital Metro bus routes operate primarily in northeast Austin and Round Rock. Additionally, Capital Metro operates commuter express service between Elgin, Manor, and Austin, as well as a circulator service in Manor. Three transit hubs—Round Rock, Tech Ridge, and Rutherford Lane—serve as key locations in the Capital Metro system where multiple routes converge to allow transfer connections to routes serving other parts of the region. Capital Metro also has park-and-ride facilities in Manor and Elgin to support commuter express service and connections with CARTS service.

CARTS

CARTS operates a system of transit services designed to meet critical rural transportation, including interurban coach, demand response, municipal fixed-route, and Americans with Disabilities Act (ADA) accessible transportation. CARTS also has a network of nine stations located throughout its service area to facilitate local boarding and alighting activities, and coordination between multiple transportation services and service providers. Many of the CARTS stations also serve as a stop for national intercity bus routes operated by Greyhound and Trailways.
Specific to the Plan area, CARTS operates three interurban regional coach routes, the Georgetown municipal bus system funded in part by Capital Metro, and Country Bus service providing demand-response travel throughout its service area and scheduled local service in Elgin, Manor, and Taylor. CARTS stations in Georgetown, Taylor, and Round Rock are key regional mobility hubs that facilitate intermodal connections between other regional services. CARTS also serves and makes connections with Capital Metro routes at park-and-ride facilities in Manor and Elgin.

Mobility Hubs

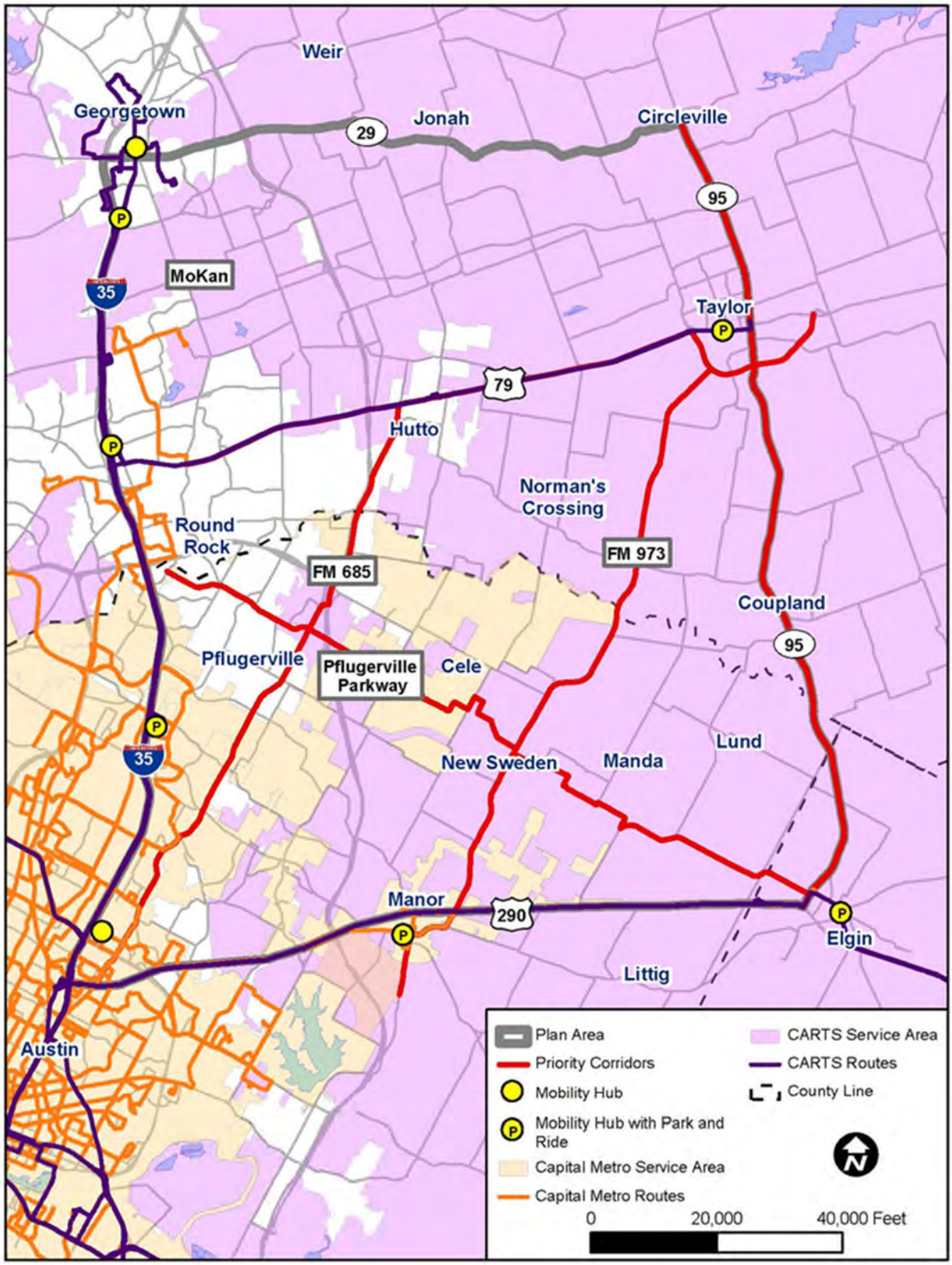
Within the Plan area, eight (8) mobility hubs are strategically located to provide transit riders with access to the national, regional, and local transit services and, in some cases, opportunities to transfer between systems and services. The mobility hubs include transit stations and park-and-ride facilities owned and operated by either Capital Metro or CARTS and serve as current and potential regional connection points. Below are detailed descriptions of each mobility hub and/or park-and-ride facility. See **Figure 16** for the locations of each mobility hub.

Round Rock Transit Center and Park-and-ride, 300 West Bagdad Avenue, Round Rock:

Four Capital Metro bus routes and 2 CARTS interurban routes currently serve the transit center, providing service options that circulate throughout Round Rock and commuter express connections to Austin and Georgetown on weekdays. Greyhound and Trailways intercity bus service also connect at this location. Following are descriptions of the four Capital Metro routes and two CARTS interurban routes:

- **#50-Round Rock Howard Station** – Capital Metro local route that serves both the northern and southern portions of Round Rock and connects Austin Community College Round Rock Campus, the Round Rock Transit Center, and Howard Station just west of MoPac on weekdays.
- **#51-Round Rock Circulator** – Capital Metro local route that runs northwest/southeast, linking St. David's Round Rock Hospital, the Round Rock Transit Center, and the Walmart at Louis Henna Boulevard on weekdays.
- **#52-Round Rock Tech Ridge** – Capital Metro local route that provides peak-hour service between Tech Ridge and the Round Rock Transit Center via IH-35 on weekdays.
- **#980-North MoPac Express** – Capital Metro express bus service provides rush hour service between the Round Rock Transit Center, Howard Station, downtown Austin, Texas State Capitol, and the University of Texas via SH 45. MoPac, and 5th/Cesar Chavez on weekdays.
- **#1511-Red Route – North IH-35** – CARTS interurban coach service runs between Georgetown, Round Rock Transit Center, and Tech Ridge, and the Austin Greyhound Station on weekdays.
- **#1514-Silver Route – US 79** – CARTS interurban coach service operates between Taylor, Hutto, and the Round Rock Transit Center via US 79 on weekdays.

Figure 16: Transit Service and Mobility Hubs



Tech Ridge Transit Hub and Park~~and~~ride, 900 Center Ridge Road, Austin:

Located just east of IH-35 and north of Parmer Lane, Tech Ridge is a major transit center and park-and-ride facility for eight Capital Metro routes and the CARTS Round Rock/Georgetown interurban route. Tech Ridge also serves as the northern terminus for Metro Rapid #801-North Lamar/South Congress bus rapid transit service. Routes operating out of Tech Ridge include the following:

- **#1-North Lamar/South Congress** – Capital Metro local route connecting Tech Ridge, University of Texas, downtown Austin, and South Congress Transit Center via Metric, Lamar, Guadalupe, and South Congress with service operating Monday through Sunday.
- **#52-Round Rock Tech Ridge** – Capital Metro local route that provides weekday peak-hour service between Tech Ridge and the Round Rock Transit Center via IH-35.
- **#135-Dell Limited** – Capital Metro limited-stop weekday commuter service that links Tech Ridge, the Dell Technologies, Inc. Campus, and northeast Austin.
- **#243-Wells Branch** – Capital Metro local route that runs Monday through Saturday between Tech Ridge and Howard Station via Wells Branch Road.
- **#325-Metric/Rundberg** – Capital Metro local route that operates Monday through Sunday between the Tech Ridge and the Rutherford Transit Hub.
- **#392-Braker** – Capital Metro local route that connects Tech Ridge with the Kramer/Braker Station near the Domain with service provided Monday through Sunday.
- **#801-MetroRapid North Lamar/South Congress** – Capital MetroRapid provides high-frequency, limited stop service connecting Tech Ridge, the University of Texas, downtown Austin, South Congress Transit Center, and Southpark Meadows and operates seven days a week.
- **#935-Tech Ridge Express** – Capital MetroExpress limited-stop weekday commuter bus service between Tech Ridge, University of Texas, and downtown Austin via IH-35.
- **#1511-Red Route – North IH-35/Round Rock/Georgetown** – CARTS interurban coach service between Georgetown, Round Rock Transit Center, Tech Ridge, and the Austin Greyhound Station on weekdays.

Rutherford Lane Transit Hub, 1030 Norwood Park Boulevard, Austin:

In the southwest portion of the Plan area, the Rutherford Lane Transit Hub is located at Rutherford Lane between IH-35 and Cameron Road and serves as a critical layover and transfer point for six Capital Metro routes serving central, east, northeast, and south Austin:

- **#10-South 1st/Red River** – Capital Metro local route that runs northeast/southwest across Austin, connecting the Rutherford Lane Transit Hub, University of Texas, Texas State Capitol, downtown Austin, and Southpark Meadows via South 1st Street. Service is provided seven days a week.
- **#323-Anderson** – Capital Metro local route that travels east/west between Northcross Mall, the North Lamar Transit Center, and the Rutherford Lane Transit Hub with service provided Monday through Sunday.
- **#325-Metric/Rundberg** – Capital Metro local route that operates seven days a week between the Tech Ridge Park-and-ride and the Rutherford Transit Hub.
- #339-Tuscany – Capital Metro local route that connects the Rutherford Transit Hub and east Austin.
- **#485-Night Owl Cameron** – Capital Metro local route that provides Monday through Saturday night service between the Rutherford Land Transit Hub, Dell Children's Medical Center, and downtown Austin.
- **#492-Delwood** – Capital Metro local route that provides weekday north/south travel between the Rutherford Transit Hub, Capital Plaza, and the Hancock Center at Red River and 41st Street.

Manor Park-and-ride, 199 W Carrie Manor Street, Manor:

Located south of downtown Manor and at the northeast corner of Lexington Street and West Carrie Manor Street, the Manor Park-and-ride is served by a Capital Metro commuter express route and a local circulator route. It also serves as a designated location to coordinate CARTS service. Following are descriptions of the Capital Metro and CARTS routes serving the Manor Park-and-ride:

- **#990-Manor/Elgin Express** – Capital Metro limited-stop commuter service runs between Elgin, Manor, and downtown Austin via US 290 and IH-35 on weekdays.
- **#470-Manor Circulator** – Capital Metro local route provides local trips Monday through Saturday throughout Manor, linking downtown, the Manor Park-and-ride, Manor High School, and Walmart. The route crosses US 290 and serves and connects both the north and south sides of Manor.
- **Country Bus** – CARTS operates curb-to-curb service between Manor and the Travis County Community Center in Manor three days a week and trips to and from downtown Austin once a week.

Elgin Park-and-ride, 429 SH 95, Elgin:

The Elgin Park-and-ride is on the east side of SH 95, just north of Main Street. The facility serves as the eastern terminus for Capital Metro express service between Elgin, Manor, and Austin, and as a stop for CARTS interurban services between La Grange and Austin. Capital Metro and CARTS bus routes serving the Elgin Park-and-ride include the following:

- **#990-Manor/Elgin Express** – Capital Metro limited-stop commuter service that runs between Elgin, Manor, and downtown Austin via US 290 and IH-35.
- **#1520-Pink Route** – US 290 – CARTS interurban coach service operating on US 290 and connecting La Grange, Giddings, Elgin, and Austin.
- **Country Bus** – CARTS provides curb-to-curb local service in Elgin, trips to and from McDade three times a week, and trips to and from Taylor twice a month.

Georgetown Transit Hub, 9th and Main Street, Georgetown:

In August 2018, CARTS will begin operating a fixed-bus route system in Georgetown. The new system, called GoGEO, will consist of four local routes that will connect at a downtown transit hub near 9th and Main Street radiating throughout Georgetown and providing service Monday through Saturday. CARTS interurban coach service to and from Georgetown also operates out of this location as seen below:

- **GoGEO Orange Route** – CARTS local service that travels between downtown Georgetown and the southeast portion of Georgetown, Southwestern University, and Quail Valley via 8th Street, Maple Street, and Quail Valley Drive, and operate Monday through Saturday.
- **GoGEO Green Route** – CARTS local route that runs between downtown Georgetown and the northwest area of Georgetown. The route will connect downtown Georgetown, the Senior Center, and Sheraton Conference Center via University Avenue and Wolf Ranch Parkway, and run Monday through Saturday.
- **GoGEO Purple Route** – CARTS local route that travels between downtown Georgetown and the southwest area of Georgetown, providing connections to St. David's Hospital and Thousand Oaks, with service provided Monday through Saturday.
- **GoGEO Blue Route** – CARTS local route that connects downtown Georgetown and the northern portion of Georgetown, with service to the Recreation Center and Lone Star Center of Care, and will operate Monday through Saturday.
- **#1511-Red Route** – North IH-35- Round Rock/Georgetown – CARTS interurban coach service between Georgetown, Round Rock Transit Center, and Tech Ridge, and the Austin Greyhound Station on weekdays.

Georgetown Station and Park-and-ride, 3620 South Austin Street, Georgetown:

Located in southwest Georgetown just east of IH-35 at the northwest corner of Southeast Inner Loop and South Austin Avenue, the Georgetown Station and Park-and-ride facilitates CARTS interurban bus service as well as Greyhound and Trailways intercity bus service. CARTS service from Georgetown Station includes the following:

- **#1511-Red Route** – North IH-35-Round Rock/Georgetown – CARTS interurban coach service between Georgetown, Round Rock Transit Center, and Tech Ridge, and the Austin Greyhound Station on weekdays.

Taylor Station and Park-and-ride, 1103 West 2nd Street, Taylor:

Located just west of downtown Taylor on 2nd Street, the Taylor Station and Park-and-ride is served by CARTS interurban coach service to and from Round Rock, and CARTS Country Bus demand-response local service. Greyhound intercity bus service also serves the CARTS Taylor Station. CARTS routes serving the Taylor station include:

- **#1514-Silver Route – US 79** – CARTS interurban coach service operates between Taylor, Hutto, and the Round Rock Transit Center via US 79 on weekdays.
- **Country Bus** – CARTS curb-to-curb service provides weekday local trips within Taylor on a demand-responsive basis, as well as bi-monthly trips to and from Temple.

Opportunities

Transit services are specifically designed to match various markets and require local funding commitments. As the Plan area continues to grow, new transit markets will emerge and require funding commitments to introduce effective and attractive transit options. Currently in the Plan area, most of the fixed-route transit services are located along IH-35, US 79, and US 290. Yet, the continuous and rapid development trend toward the Plan area is creating an emerging employment and population market in Round Rock and Pflugerville that will require new transit options in the near-term for both internal circulation and connections to the CAMPO six-county region. This development trend is anticipated to eventually continue east of SH 130 and into the rural areas of Travis and Williamson counties, bringing future opportunities to expand current transit services and introduce fixed-route bus transit services to growing population centers along key regional corridors such as FM 1100, FM 973, SH 29, and SH 95.

Freight

The Texas freight network is a major component of the Texas economy, and the state's multimodal transportation network is critical to efficiently moving and distributing goods to and from growing population centers within the state, national, and international markets. A reliable and efficient freight network will be important to supply Texas' growing regions with necessary goods. Preparing for this increased demand for goods, TxDOT recently adopted the Texas Freight Mobility Plan (2017) and designated the 21,816-mile Texas Highway Freight Network of priority freight corridors to efficiently move freight. As a component of developing the network per Fixing America's Surface Transportation Act of 2015 requirements, TxDOT and CAMPO are required to identify and prioritize Critical Urban Freight Corridors (CUFCs) that are important for freight movement within the region. TxDOT also identified Critical Rural Freight Corridors (CRFCs) that are important for freight movement along primary arterials and outside of urbanized areas.

Much of the freight network in Central Texas, including the Plan area, centers on access to and from IH-35—the nation's primary North American Free Trade Agreement corridor running between Mexico and Canada. A coordinated system of US and state highways connect with IH-35, and provide freight movement options within and beyond the Central Texas region. Furthermore, a network of active railroads also transport freight through the Central Texas region, and to national and international markets and ports.

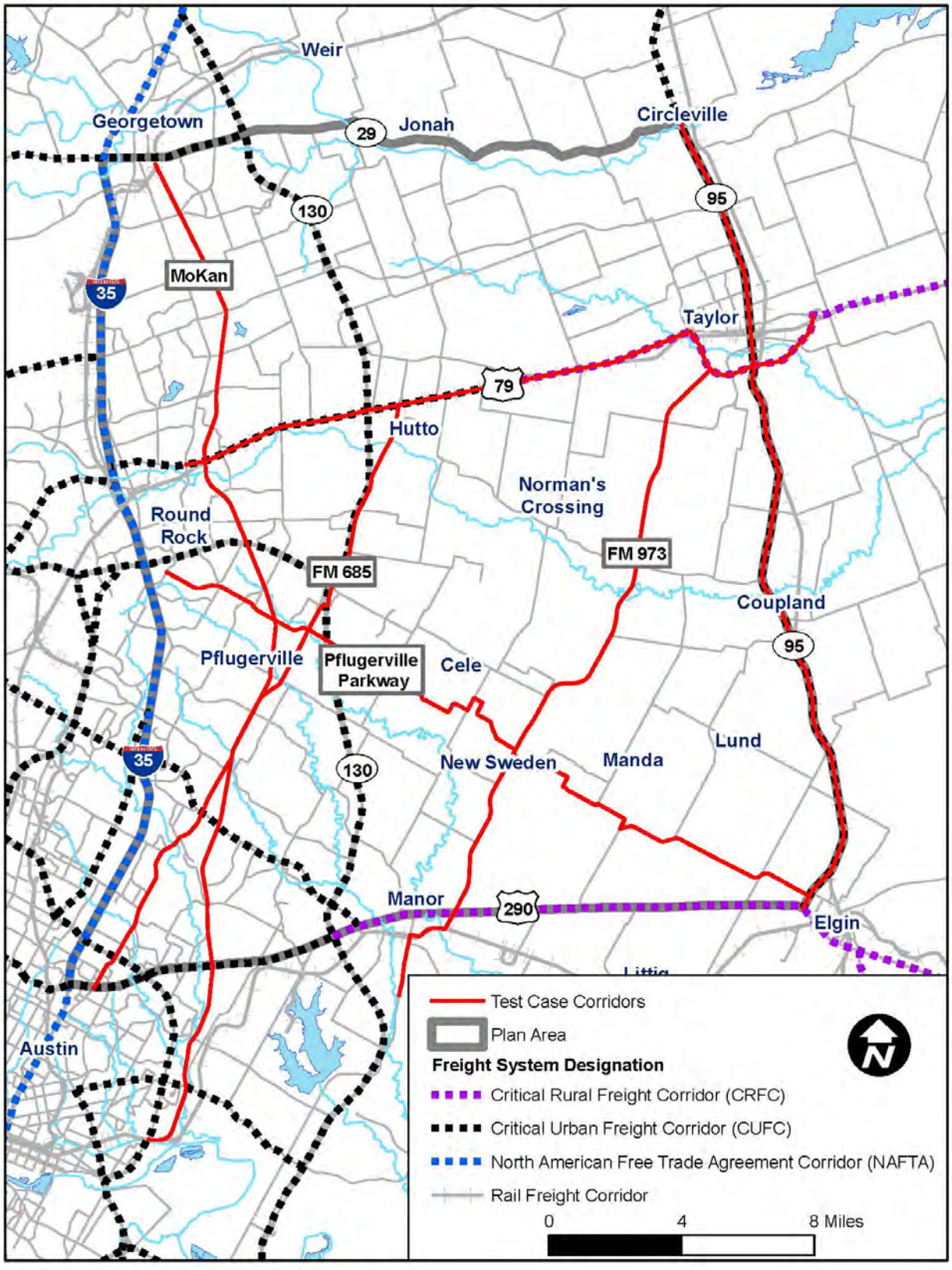
Roadway Freight

Specific to the Plan area, the Texas Highway Freight Network includes IH-35 on the western edge and a network of nine CUFCs and CRFCs that provide both east/west and north/south freight travel within and beyond the Plan area as seen on **Figure 17**. Following are descriptions of Plan area roadways designated as part of the Texas Highway Freight Network:

- **IH-35 (designated North American Free Trade Agreement):** Running north/south through the Plan area, IH-35 connects Austin, Pflugerville, Round Rock, and Georgetown and beyond to Dallas/Fort Worth to the north and San Antonio to the south. In the Plan area, IH-35 has direct connections with SH 29 in Georgetown, US 79 in Round Rock, SH 45 in Pflugerville, and US 290 in Austin.
- **SH 130 (designated CUFC):** Also running north/south and located east of IH-35, SH 130 connects Austin, Pflugerville, Round Rock, and Georgetown and has interchanges with SH 29 in Georgetown, US 79 in Hutto, SH 45 in Pflugerville, and US 290 in Manor. Beyond the plan area, SH 130 serves as an eastern outer loop for the Austin region, and has critical interstate connections to the north with IH-35 in Georgetown and to the south with IH-10 in Sequin.
- **SH 95 (designated CUFC):** In the eastern portion of the Plan area, SH 95 provides a north/south route between Taylor and Elgin with connections with SH 29 in Circleville, US 79 in Taylor, and US 290 in Elgin. SH 95 also connects with IH-35 in Temple and IH-10 in Flatonia.

- **SH 29 (designated CUFC):** Running east/west, SH 29 is a designated CUFC between IH-35 and SH 130 in Georgetown. The 144-mile highway begins at US 83 in Menard to the west and terminates on the eastern side of Georgetown.
- **US 79 (designated CUFC and CRFC):** US 79 provides east/west travel between Round Rock and Taylor with north/south highway connections with IH-35 in Round Rock, SH 130 in Hutto, and SH 95 in Taylor. Beyond the Plan area, US 79 travels to the northeast and intersects with IH-45 at Buffalo, IH-20 at Shreveport, and IH-40 at Memphis. US 79 is designated as a CUFC between IH-35 and County Road 132 in Hutto and as a CRFC for the 116-miles between County Road 132 in Hutto and IH-45 in Buffalo.
- **SH 45 (designated CUFC):** Running east/west across the central part of the Plan area, SH 45 provides a critical link between US 183 in Cedar Park and SH 130 in Pflugerville. Interchanges are found at US 183, MoPac, IH-35, and SH 130.
- **US 290 (designated CUFC and CRFC):** Running east/west across the southern part of the Plan area, US 290 travels between Austin, Manor, and Elgin with interchanges for north/south travel with IH-35 in Austin, SH 130 near Manor, and SH 95 in Elgin. US 290 provides important connections with IH-10 at Junction towards the west and with IH-610 in Houston towards the east. US 290 is a designated CUFC between IH-35 in Austin and SH 130 in Manor and a CRFC between SH 130 in Manor and Becker Road in Hockley, 36-miles northwest of downtown Houston.
- **US 183 (designated CUFC):** Running northwest/southeast across the southern part of the Plan area, US 183 travels between IH-20 near Cisco on the west and US 77 near Refugio. US 183 provides important access to rural portions of northern Texas and the Texas Gulf Coast. In the Plan area, interchanges are found at IH-35 and US 290.
- **Parmer Lane (designated CUFC):** Parmer Lane is a major arterial roadway in the CAMPO six-county region. It begins as Ronald Reagan Boulevard near Jarrell and IH-35, then runs west and then south, paralleling US 183. In Cedar Park, Parmer Lane begins and then heads southeasterly through Austin and terminates at SH 130. In the Plan area, interchanges are found at IH-35, SH 130, and US 290.

Figure 17: Freight Service



Rail Freight

There are four active railroads located in the Plan area, providing service through the region and critical regional connections to the national and international markets as seen on Figure 17. Following are descriptions of the four active railroads in the Plan area:

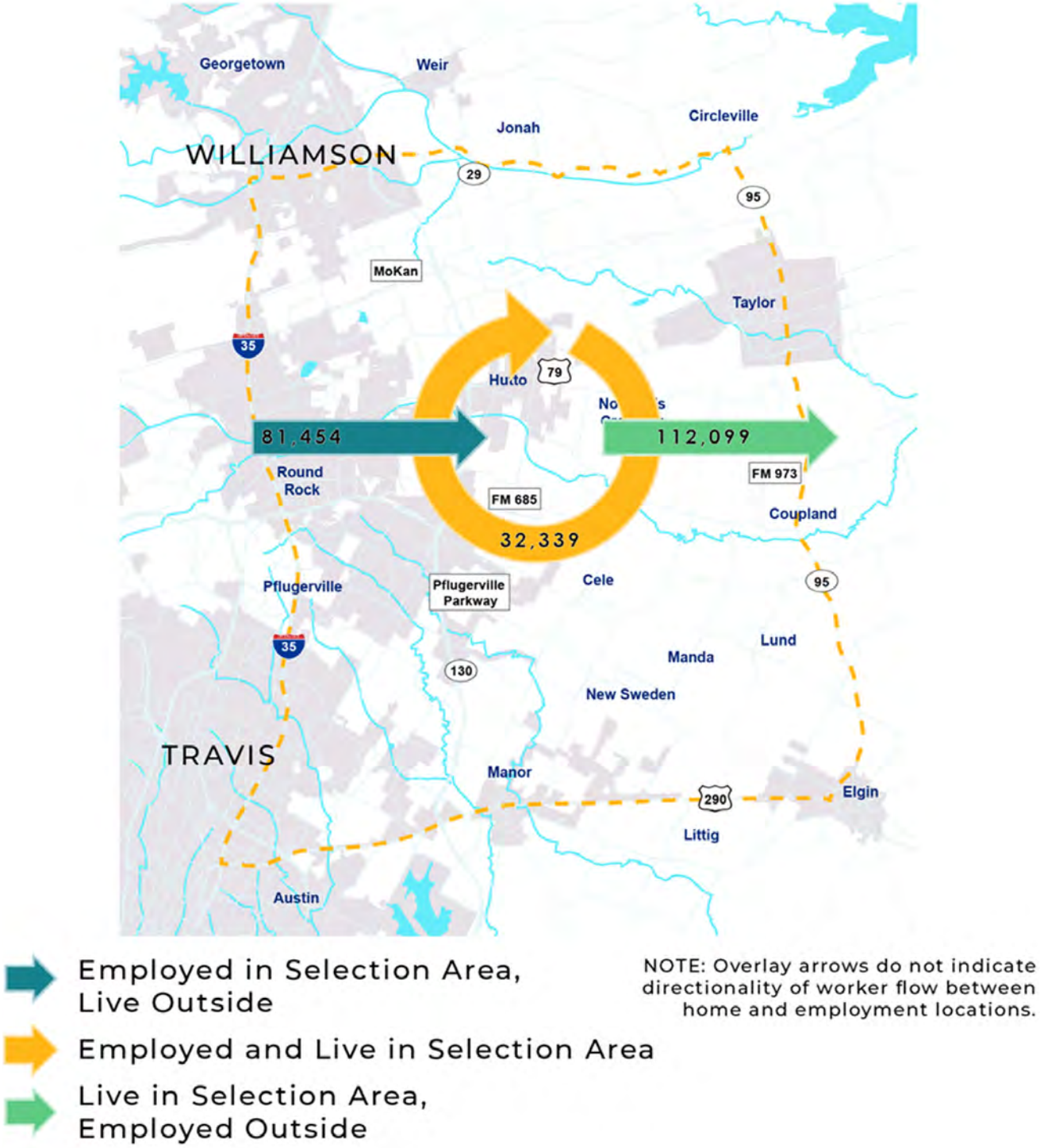
- **Union Pacific Mainline (east/west paralleling US 79):** Union Pacific owns and operates an active freight rail line along the southside of US 79 between Round Rock, Hutto, and Taylor. This Union Pacific mainline intersects another Union Pacific mainline running north/south through Taylor. Beyond the Plan area, the route provides an important southwest/northeast freight connection between Laredo, San Antonio, Austin, Northeast Texas, Memphis, and points in between and beyond via the Union Pacific 32,000-mile national network. Amtrak's Texas Eagle passenger service, running daily between Chicago and Los Angeles, also operates along this mainline between Taylor, Hutto, Round Rock, and Austin.
- **Union Pacific Mainline (north/south paralleling SH 95):** Union Pacific also owns and operates a mainline running north/south along the eastside of SH 95 through Taylor and Elgin in the eastern portion of the Plan area and intersects with the Union Pacific mainline running east/west through Taylor. This route provides critical freight service between Fort Worth and Houston as well as multiple routing options via the national network. The Amtrak Texas Eagle also operates on this route between Taylor and Fort Worth.
- **Georgetown Railroad:** The Georgetown Railroad operates a 24.3-mile short line railroad between the two Union Pacific mainlines in the Plan area and travels between Round Rock, Georgetown, and Granger. The railroad connects with the Union Pacific east/west line in Round Rock and with the north/south mainline in Granger. Freight primarily consists of crushed stone, lumber, and grain.

Travel Demand

Travel demand includes an assessment of how many people and jobs reside within a given location to calculate the expected need for the transportation system. Travel demand examines an individual's decision-making process of: "Why", "When", "Where", and "How" to make the trip, and " What" route to follow to complete the trip. The results of the individual choices are combined so that an aggregate impact of roadway vehicle volumes and/or transit route ridership on the average travel times can be determined. Once the travel demand is determined, you can see which roadway or transit route is over or under burdened with use, and then determine if roadway/transit improvements are needed or land use guidance needs to be adjusted to better balance the transportation system.

Figure 18 shows travel inflow and outflow during year 2015 for the Plan area, as well as the volume of citizens traveling to access their jobs. More than double the number of workers commute into the Plan area and nearly four times the workers commute outside of the Plan area than live and work in the Plan area. This pattern is most likely attributed to the high number of employment opportunities available along the IH-35 corridor. It is important to note that as opportunities expand outside of Travis County, commuting patterns will be impacted in Williamson County.

Figure 18: Bus Tour Route



Variation in transportation mode is another aspect of travel demand. Table 1 provides a summary of year 2016 commuting patterns in the Plan area by mode of transportation, along with a mean travel time estimate. Data for the table within the Plan area, most commuters drive alone, with walking being the least utilized mean of travel by commuters who travel to work. The mean travel time to work was highest in the communities on the eastern side of the Plan area versus those on the western side of the Plan area, with all commute times exceeding 25 minutes.

Table 1: Commuting to Work

Area	Workers 16 years and over	Driving Alone	Carpool	Public Transportation	Walk	Other Means	Work at Home	Mean Travel Time to Work (minutes)
Texas	12,237,558	9,830,530	1,297,571	188,919	192,854	206,703	520,981	25.9
Travis County	612,192	455,685	59,924	20,421	12,189	15,227	48,746	25.0
Williamson County	240,741	193,824	22,501	1,945	2,252	3,160	17,059	27.4
Austin	500,688	368,994	48,796	20,146	11,637	13,999	37,116	23.8
Elgin	3,481	2,940	348	0	18	59	116	30.9
Georgetown	22,549	18,254	1,850	77	336	389	1,643	27.1
Hutto	10,194	8,346	1,204	13	0	173	458	32.8
Manor	3,050	2,311	427	50	53	49	160	33.2
Pflugerville	29,215	23,913	2,942	163	176	392	1,629	26.2
Round Rock	57,025	46,657	5,009	484	484	709	3,682	25.1
Taylor	7,599	6,015	1,059	18	102	153	252	27.6
Source: US Census Bureau 2016, Table DP03 Selected Economic Characteristics								

Google drive time estimates were also reviewed for the US 79, FM 685/Dessau Road/Cameron Road, FM 973, Pflugerville Parkway/FM 1100, SH 95 corridors. Note that the MoKan corridor is not currently being used by vehicles, thus no commute time is available. Uncongested Google drive time estimates indicated the following:

- A trip on the US 79 corridor between FM 1460/A.W. Grimes Boulevard in Round Rock and the west US 79 bypass in Taylor is approximately 23 minutes.
- A trip on the FM 685/Dessau Road/Cameron Road corridor between US 79 in Hutto and US 290 in Austin is approximately 33 minutes.
- A trip on the FM 973 corridor between US 79 in Taylor and south Manor is approximately 26 minutes.
- A trip on the Pflugerville Parkway/FM 1100 corridor between Greenlawn Boulevard in Pflugerville and SH 95 in Elgin is approximately 39 minutes.
- A trip on the SH 95 corridor between SH 29 in Circleville and US 290 in Elgin is approximately 26 minutes.

Commuting between Williamson and Travis county, as well as intra-county commuting, impacts the transportation system. **Figure 19** identifies the arterial roadways that are considered congested, which speak to the high volume of commuters that affect travel demand. Congestion was determined using the CAMPO Travel Demand Model, based on the 2020 Base Network. Congestion is quantified by total flow, referring to the forecasted 24-hour daily traffic volume for the year 2020.

A well-connected transportation system has many connections and minimal dead-ends. When the primary connections become over-burdened, parallel north/south and east/west connections provide redundancy to help manage mobility by providing alternative routing to a destination. For example, SH 130 and SH 95 are considered parallel facilities to IH-35, while US 79 and SH 29 are considered parallel facilities to US 290. There are very few communities in the CAMPO six-county region that specifically reference network redundancy or include alternative routing, except when requiring a minimum of two access points to new subdivisions.

Intersection density is a measure of compactness. It is simply the total number of intersections per land area (square mile). **Figure 20** displays the density of intersections throughout the Plan area. Based on this data, there are more intersections located within the centers of each community and less intersections as you move out of the community. The density of intersections is impactful to travel demand; as commuters move in and out of communities to access their homes and jobs, intersections begin to back up and create bottlenecks.

Figure 19: Congested Arterials

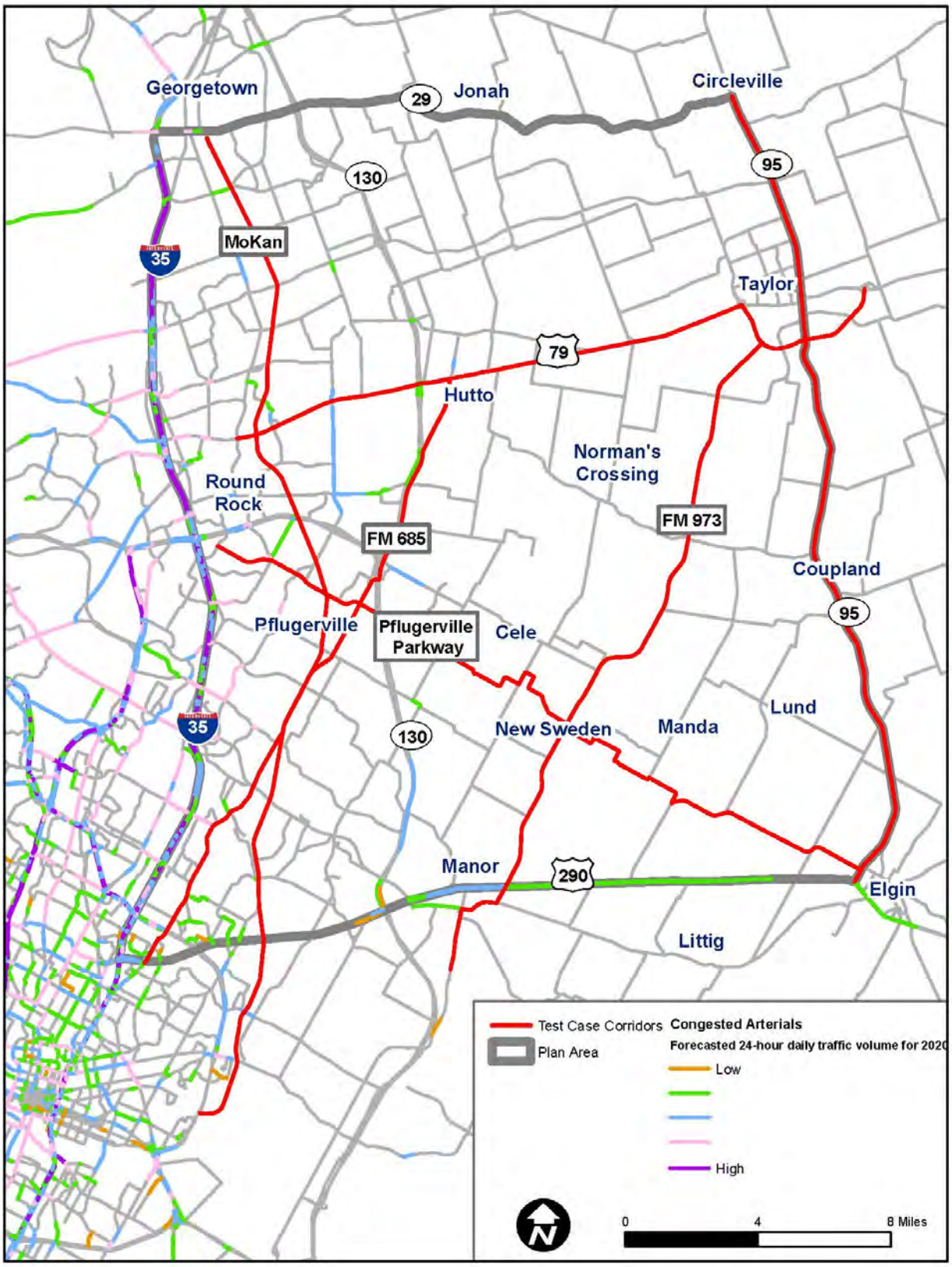
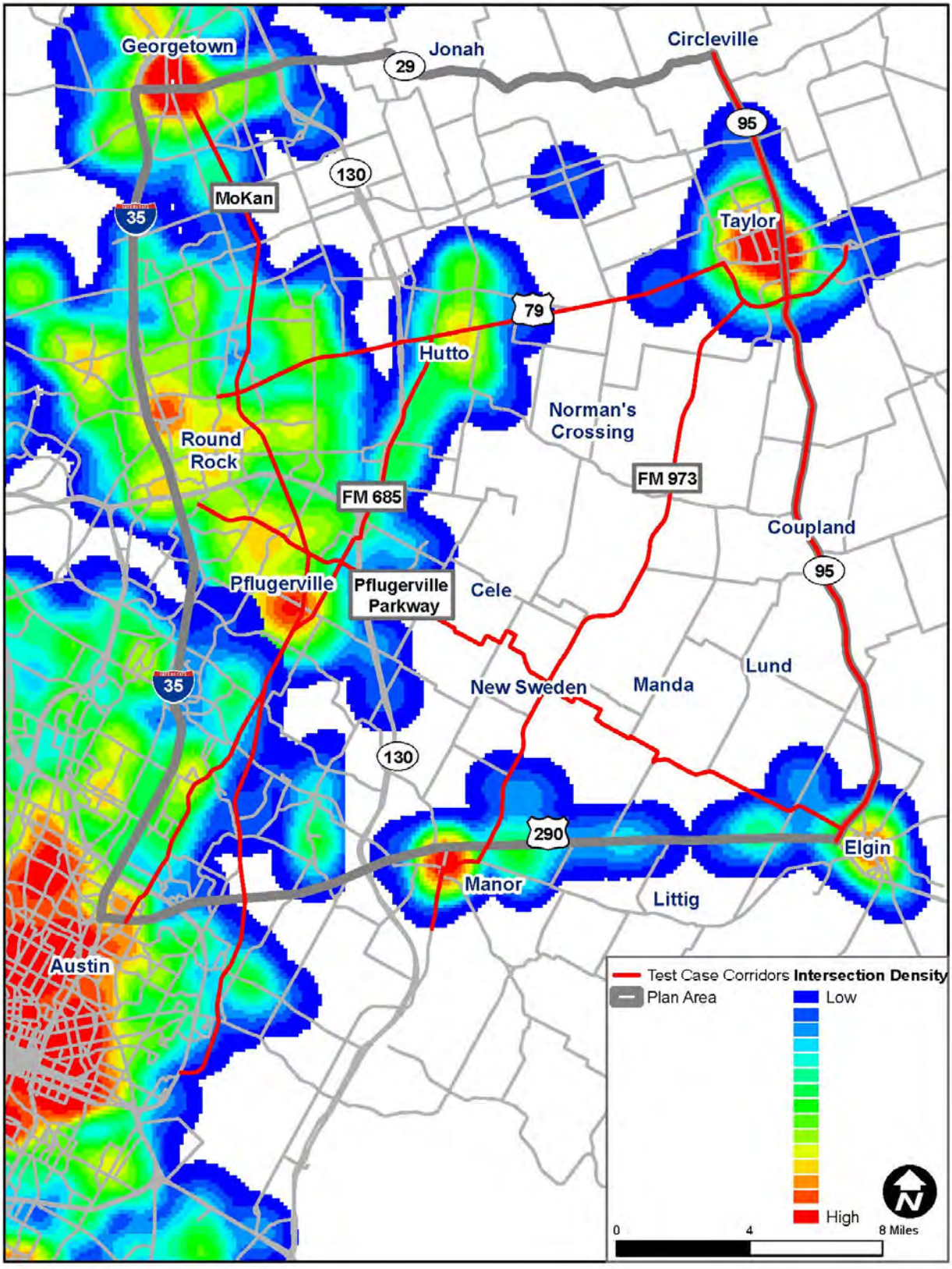


Figure 20: Congested Arterials



Safety

Population increases and new patterns of development have shown impacts on the level of safety throughout the Plan area. Improving the safety, referring primarily to vehicle crashes, of the traveling public is a guiding principle of CAMPO. CAMPO works in collaboration with regional and implementing agencies, such as local governments, to ensure safety-conscious planning efforts are made. Determining the causes of vehicle crashes throughout the CAMPO six-county region is also a priority to safety improvements. CAMPO works to determine vehicle crash causes through the advancement of the "Four E's" of transportation safety: engineering, enforcement, education, and emergency response. Improvements across the Four E's created a decline in the traffic fatality rate of the CAMPO six-county region between year 2003 and year 2010. However, since year 2010, the CAMPO region experienced a 17 percent increase in traffic fatalities, closely tracking the high growth rates.

Certain intersections are more susceptible to crashes than others in the Plan area. Many factors can be attributed to high crash location, such as orientation of the road to nearby buildings, driveway spacing, travel lanes beginning or ending, lighting, signage, etc. The safety of the transportation system within the Plan area was evaluated based on vehicle crash data from TxDOT. Vehicle crash data for year 2014 to year 2016 for the Plan area revealed intersections where the number of crashes was highest. As shown on **Figure 21**, crashes were organized into three numeric ranges, 0-20 (low), 21-60 (medium), and 60 crashes or above (high). The identified crashes occurred within a 300-foot buffer around each intersection. **Table 2** contains the top five intersections where the number of vehicle crashes was highest.

Figure 21: Crash Locations

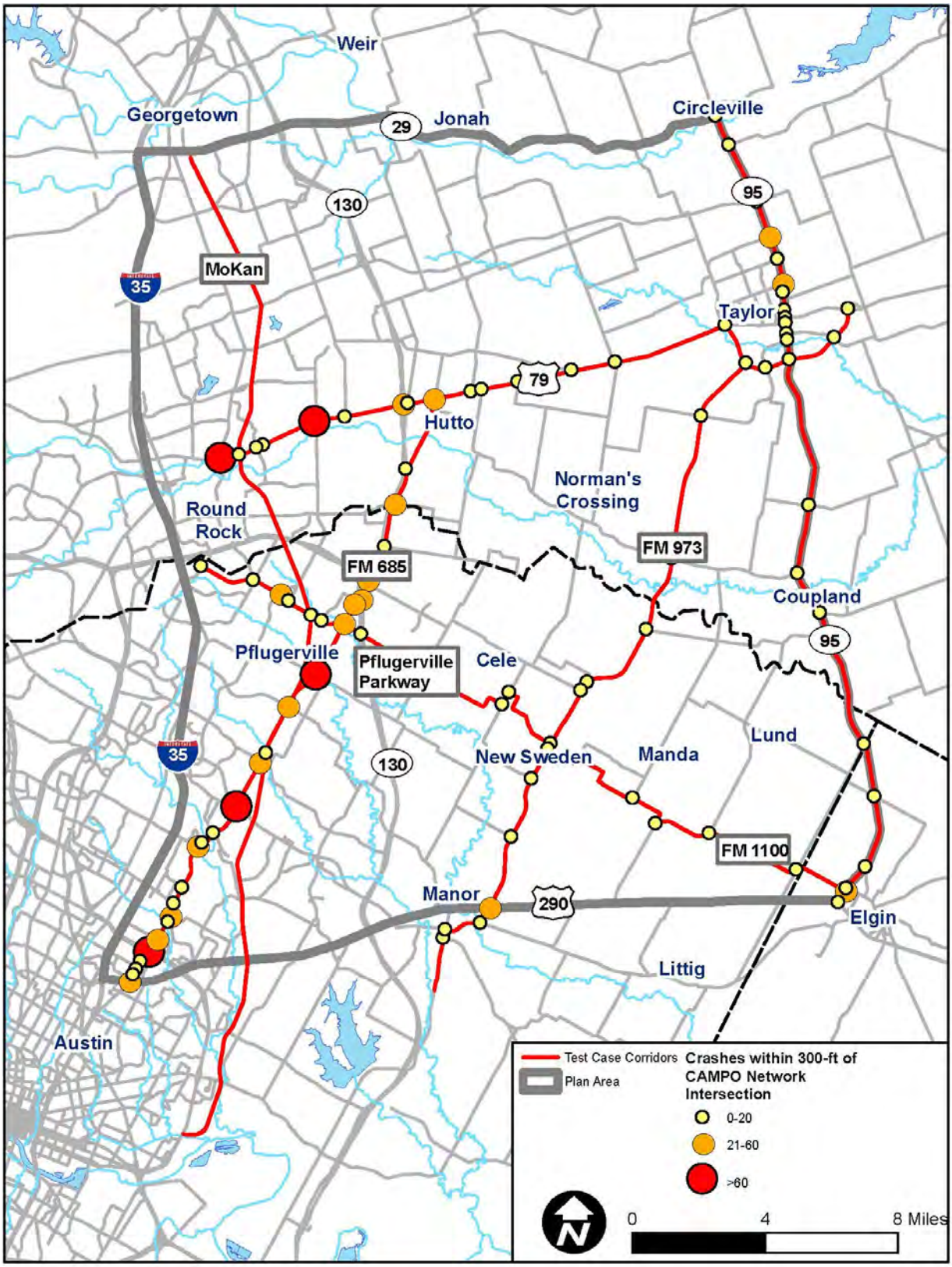


Table 2: Highest Crash Locations

Intersection	Number of Crashes
US 79	
North A.W. Grimes Boulevard and Palm Valley Boulevard	93
Red Bud Lane/County Road 122 and East Palm Valley Boulevard	77
Chris Kelley Boulevard and East Palm Valley Boulevard	37
SH 130 and US 79	22
4th Street and US 79	17
FM 685/Dessau Road/Cameron Road	
East Anderson Lane and Cameron Road	130
East Pecan Street and Dessau Road	86
East Parmer Lane/FM 734 and Dessau Road	80
US 290 and Cameron Road	40
East Braker Lane and Dessau Road	40
FM 973	
County Road 212 and US 290	53
Petrichor Boulevard and Lexington Street	18
East Brenham Street and Lexington Street	18
US 79/Carlos G. Parker Boulevard Southwest and FM 973	13
FM 1660 and FM 973	10
Pflugerville Parkway/FM 1100	
FM 685 and East Pflugerville Parkway	47
East Heatherwilde Boulevard and West Pflugerville Parkway	26
SH 95 and North Avenue C	21
Grand Avenue Parkway and West Pflugerville Parkway	16
North Railroad Avenue and East Pflugerville Parkway; SH 130 and East Pflugerville Parkway	14
SH 95	
Lake Drive and North Main Street	35
Carlos G. Parker Boulevard Northwest and North Main Street	22
US 79 and North Main Street	19
West 2nd Street and North Main Street	9
County Line Road and SH 95	6
Source: TxDOT Crash Records Information System 2017 Note: The MoKan corridor is not currently being used by vehicles, thus no crash data is available.	

The FM 685/Dessau Road/Cameron Road shows the highest number intersections where crashes exceed 60. US 79 and SH 95 also showed a high number of crashes at specific intersections. Though the number of crashes taking place at these intersections are within the low and medium ranges, in areas such as downtown Taylor, and intersection of FM 685 and Pflugerville Parkway, there are groups of intersections where crashes occur back-to-back. Areas with high concentrations of crashes include the south-end of FM 685 leading into Austin, FM 685 and Pflugerville Parkway, downtown Taylor, Manor at US 290, and US 79 from Round Rock to Hutto. Areas where crash intersections are sparse include FM 973 to Manor, Taylor to Elgin, US 79 from Hutto to Taylor, and Pflugerville Parkway from Cele to Elgin. The identification of intersections where a high number of crashes have occurred allow CAMPO and other agencies to develop safety improvements and prioritize where such improvements should be implemented.

Demographics and Socioeconomic Character

Analyzing the demographic and social make up of an area assists with determining where vulnerable populations might exist. Once known, transportation and land use solutions can be developed to assist with reducing their burden in conformance with the vision, goals, and objectives outline in this Plan.

Population

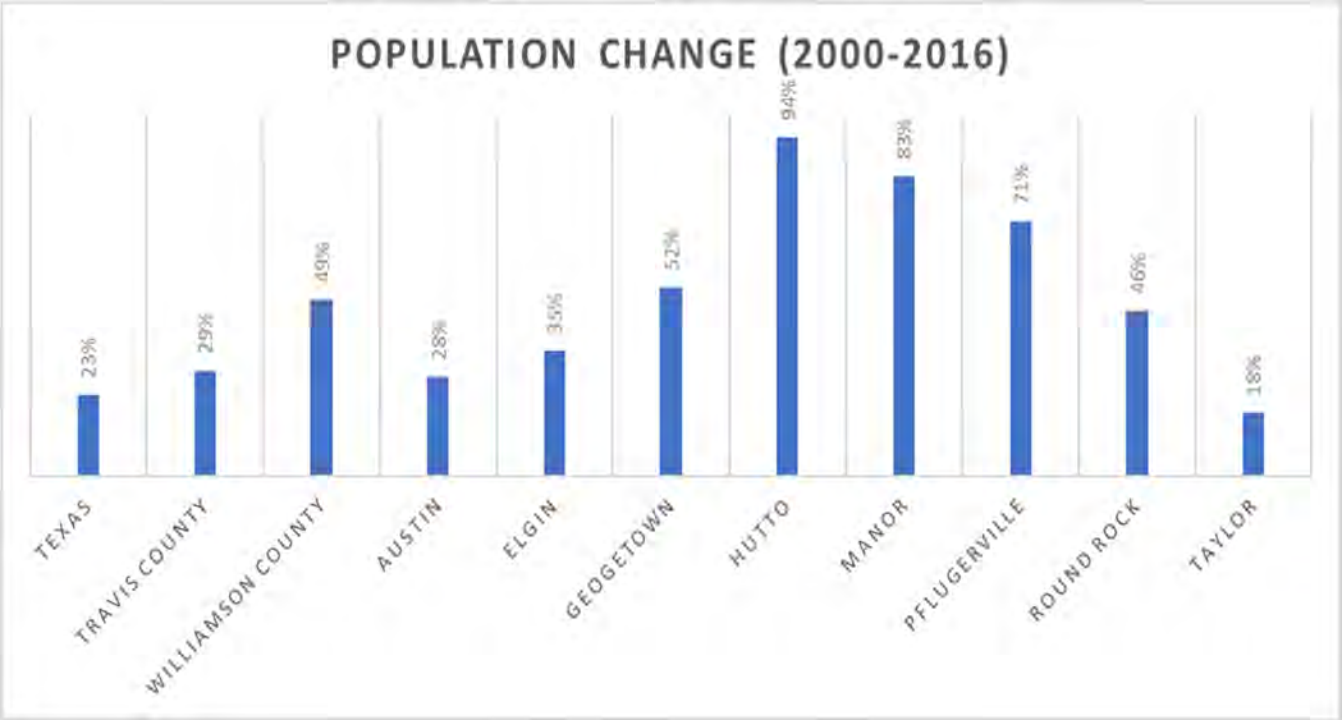
Since the year 2000, the Plan area has experienced tremendous population growth similar to other portions of the CAMPO six-county region. Both Travis and Williamson counties, as well as several cities in the Plan area, have consistently ranked among the highest growth areas in Texas and the United States over the last 10 years. **Table 3** and **Figure 22** shows the growth rates for the counties and cities in the Plan area based on data from the U.S. Census Bureau 2016 American Community Survey. Nearly every county and city in the Plan area has exceeded Texas' growth rate between the year 2000 and the year 2016. Rapid growth like this reflects the Plan area's reputation as a desirable place to live and work. However, rapid growth coupled with transportation system changes that do not keep pace with the growth can negatively affect mobility in the Plan area.

Table 3: Population Change

Area	2000	2010	2016	%Change (2000-2010)	%Change (2010-2016)	%Change (2000-2016)
Texas	20,851,820	25,145,561	26,956,435	17%	7%	23%
Travis County	812,280	1,024,266	1,148,176	21%	11%	29%
Williamson County	249,967	422,679	490,619	41%	14%	49%
Austin	656,562	790,390	907,779	17%	13%	28%
Elgin	5,700	8,135	8,756	30%	7%	35%
Georgetown	28,339	47,400	59,436	40%	20%	52%
Hutto	1,250	14,698	21,241	91%	31%	94%
Manor	1,204	5,037	7,145	76%	30%	83%
Pflugerville	16,335	49,936	55,712	67%	10%	71%
Round Rock	61,136	99,887	112,767	39%	11%	46%
Taylor	13,575	15,191	16,492	11%	8%	18%

Sources: US Census Bureau 2000, Table DP-1 Profile of General Demographic Characteristics; US Census Bureau 2010, Table DP-1 Profile of General Population and Housing Characteristics; US Census Bureau 2016, Table DP05 ACS Demographic and Housing Estimates

Figure 22: Population Change



As previously stated, the Plan area generally transitions from rural, to suburban, to urban as you move from east to west. This transition is seen on **Figure 23**, with the area between IH-35 and SH 130 having a higher population density compared to the area east of SH 130. A closer examination of the Plan area's six main transportation corridors reinforces the higher population density along the MoKan corridor, the western portion of the US 79 and Pflugerville Parkway/FM 1100 corridors, and the FM 685/Dessau Road/Cameron Road Corridor. Isolated population density hotspots are also found in the Hutto and Taylor communities in the Plan area as seen on **Figure 24**. Data for the following figures are based on U.S. Census Bureau geographies.

Figure 23: Plan Area Population Density

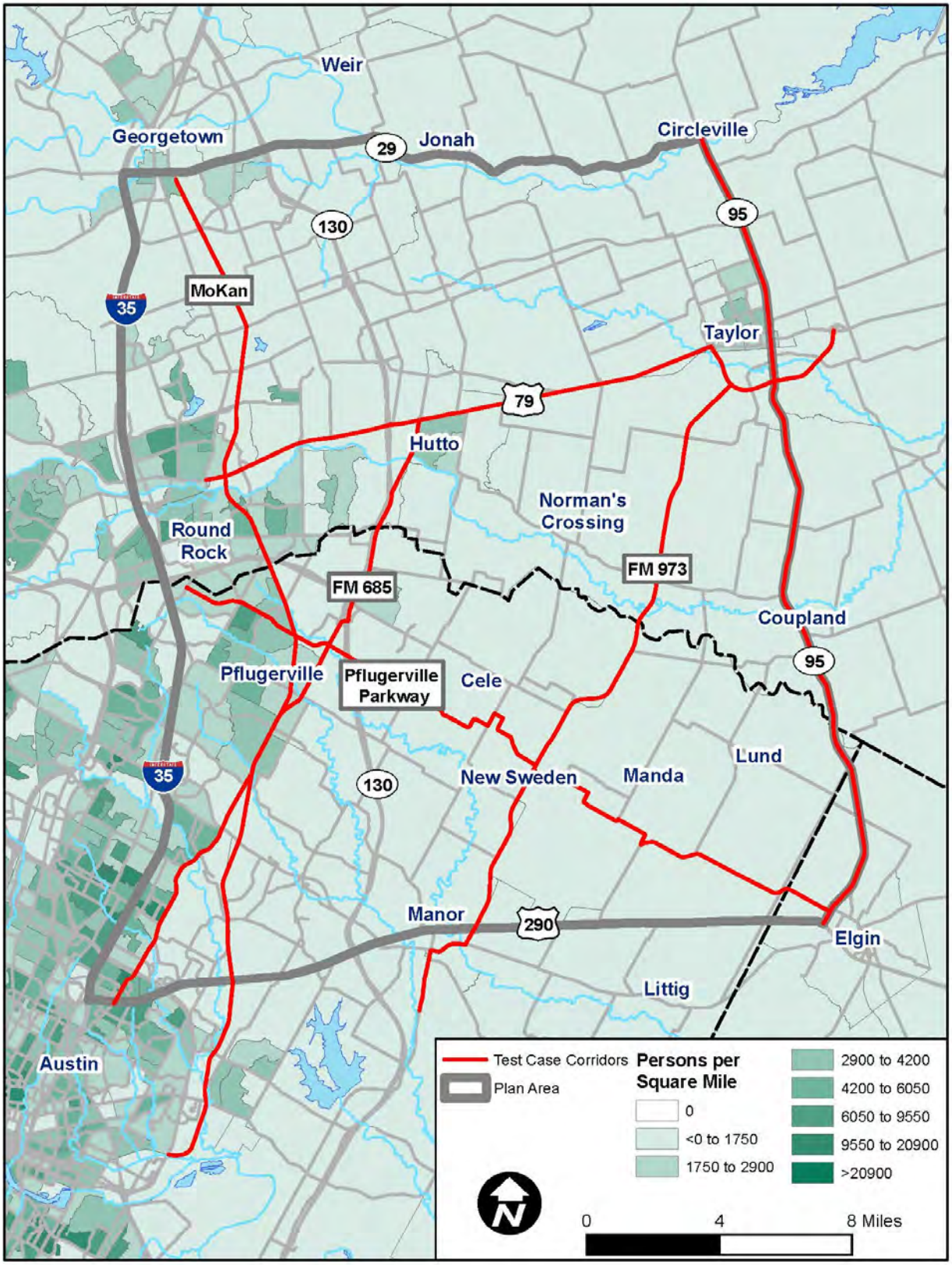
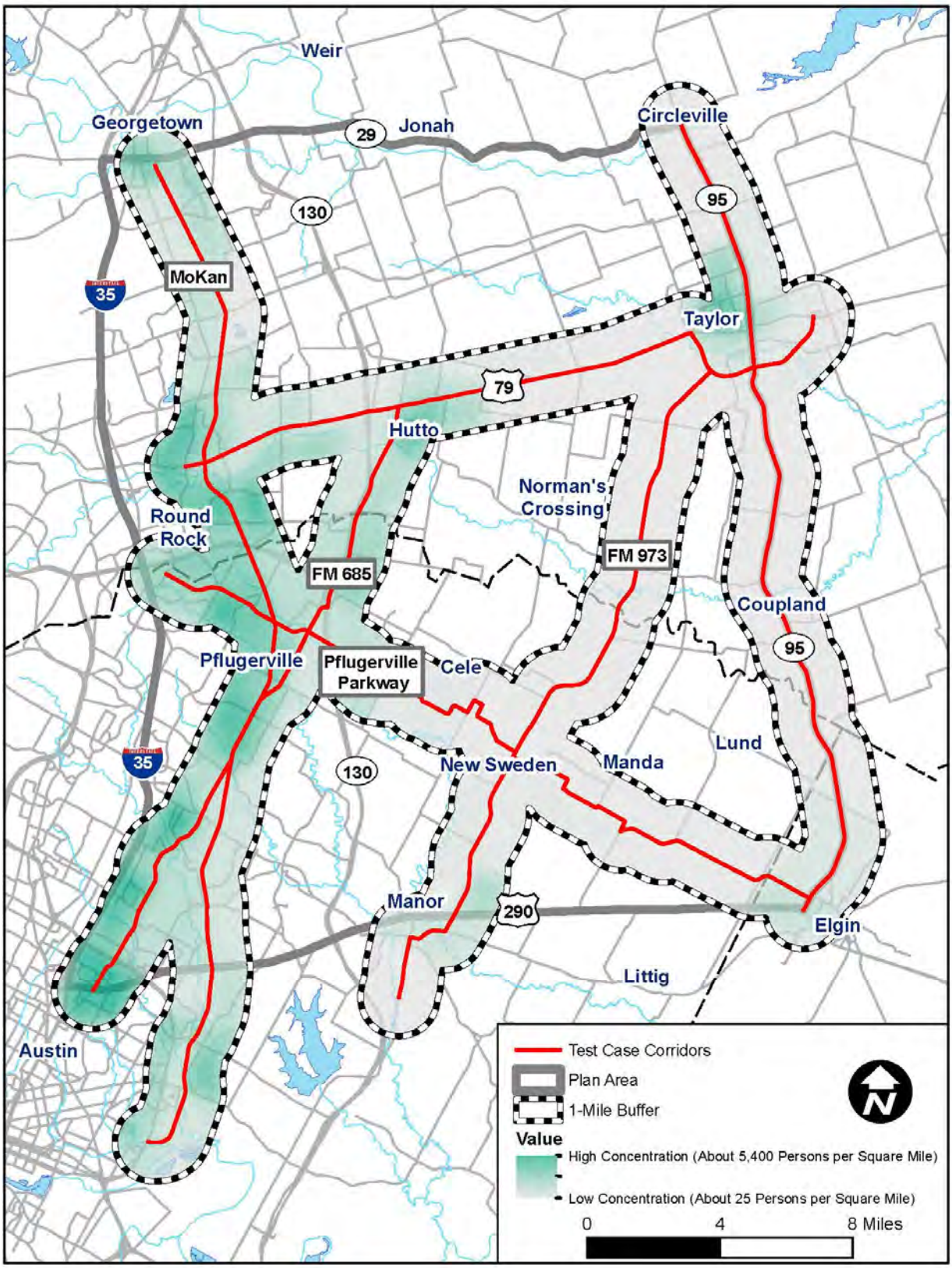


Figure 24: Plan Area Population Density



Employment

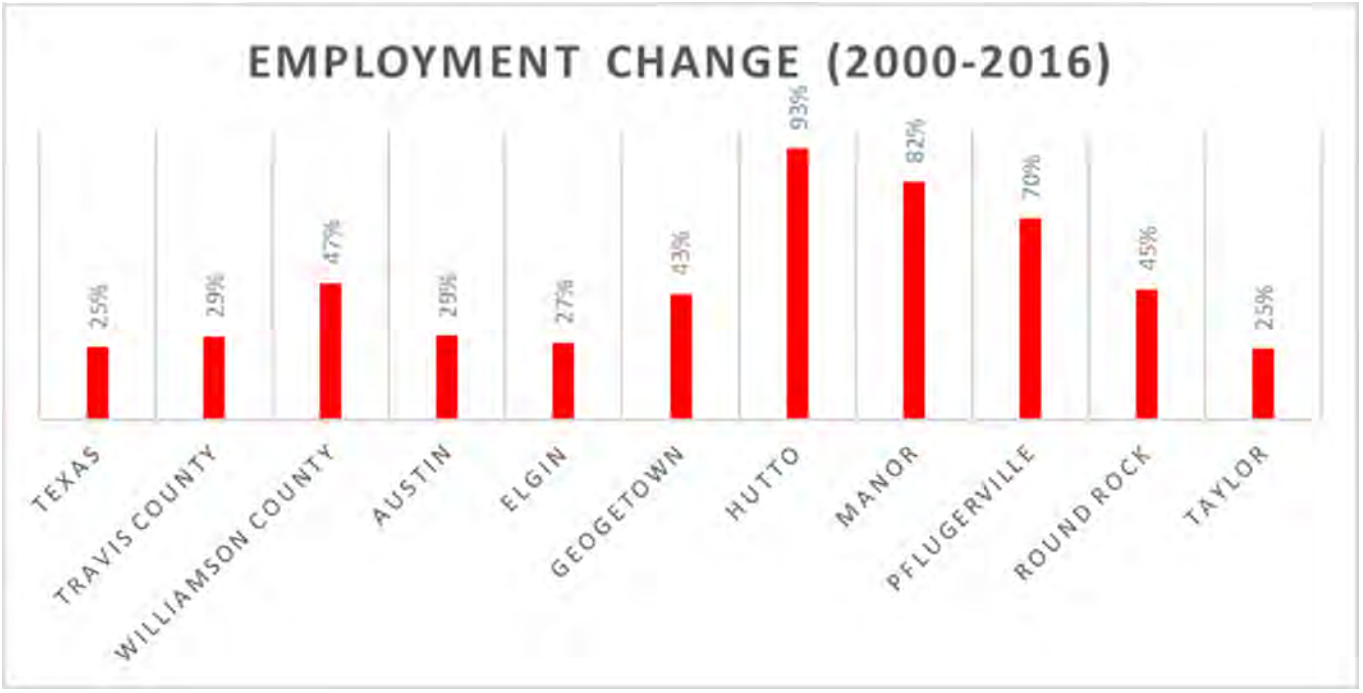
Similar to the population discussion above, tremendous employment growth is also found in the Plan area. **Table 4** and **Figure 25** shows the growth rates for the counties and cities in the Plan area based on data from the U.S. Census Bureau 2016 American Community Survey. Nearly every county and city in the Plan area has exceeded Texas' growth rate between the year 2000 and the year 2016. Of note, there was a minor reduction in employment in Elgin between year 2010 and year 2016. Continued employment growth will also translate to increased potential demand on the Plan area transportation system.

Table 4: Employment Change

Area	2000	2010	2016	%Change (2000-2010)	%Change (2010-2016)	%Change (2000-2016)
Texas	9,234,372	11,125,616	12,371,392	17%	10%	25%
Travis County	441,161	522,183	621,914	16%	16%	29%
Williamson County	129,192	197,039	244,299	34%	19%	47%
Austin	359,804	417,764	508,510	14%	18%	29%
Elgin	2,637	3,747	3,607	30%	4%	27%
Georgetown	12,802	17,743	22,646	28%	22%	43%
Hutto	669	6,411	10,289	90%	38%	93%
Manor	557	2,124	3,099	74%	31%	82%
Pflugerville	9,035	21,583	29,869	58%	28%	70%
Round Rock	32,046	48,131	58,368	33%	18%	45%
Taylor	5,829	6,653	7,760	12%	14%	25%

Sources: US Census Bureau 2000, Table DP-3 Profile of Selected Economic Characteristics; US Census Bureau 2010, Table DP03 Selected Economic Characteristics; US Census Bureau 2016, Table DP03 Selected Economic Characteristics

Figure 25: Employment Change



Like the population discussion above, the employment density is greatest between IH-35 and SH 130 compared to the area east of SH 130, which has a lower employment density as seen on **Figure 26**. A closer examination of the Plan area's six main transportation corridors reinforces the higher employment density along the MoKan corridor, the western portion of the US 79 and Pflugerville Parkway/FM 1100 corridors, and the FM 685/Dessau Road/Cameron Road Corridor. Isolated employment density hotspots are also found in the Hutto and Taylor communities in the Plan area as seen on **Figure 27.**

Figure 26: Plan Area Employment Density

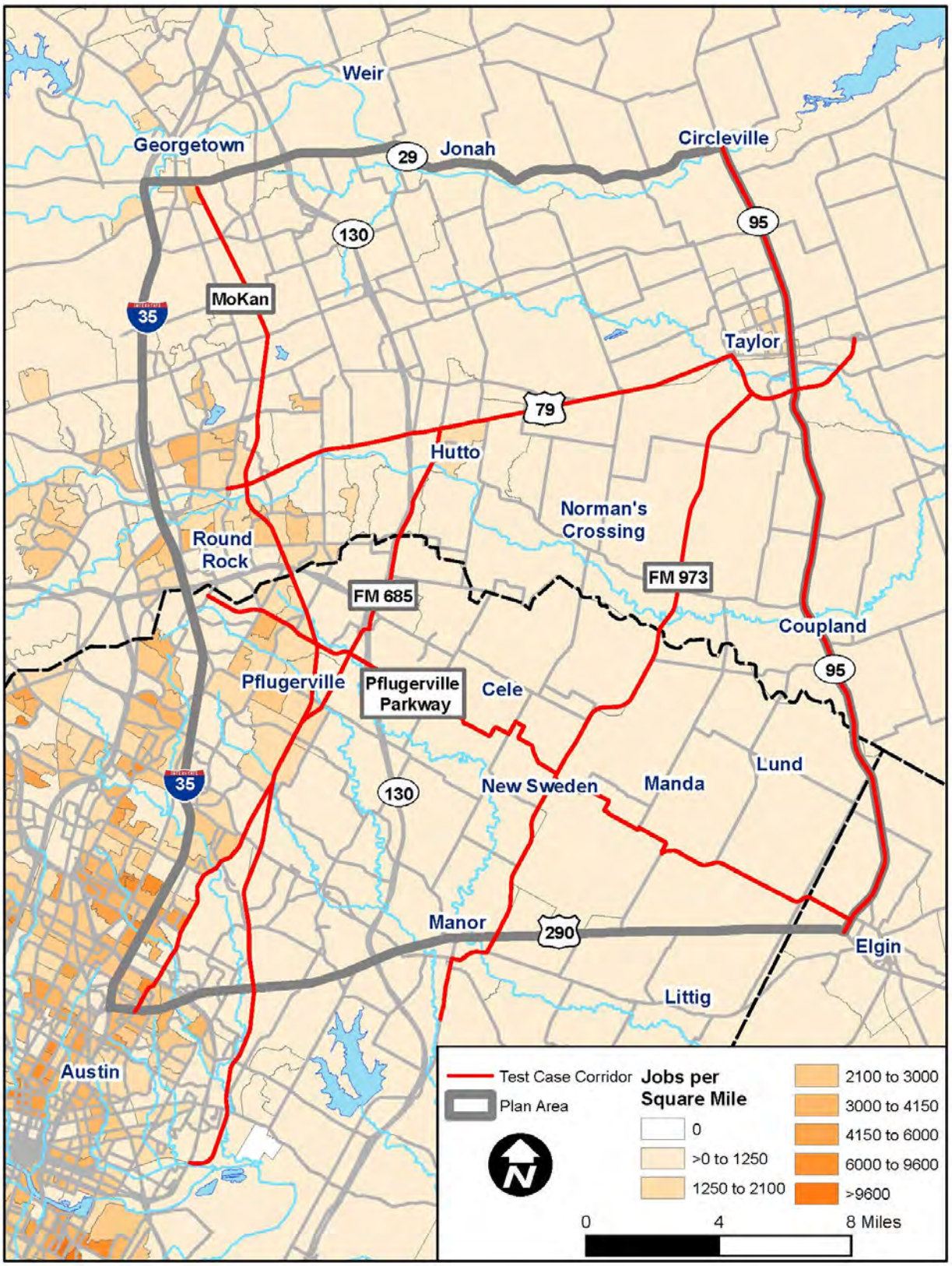
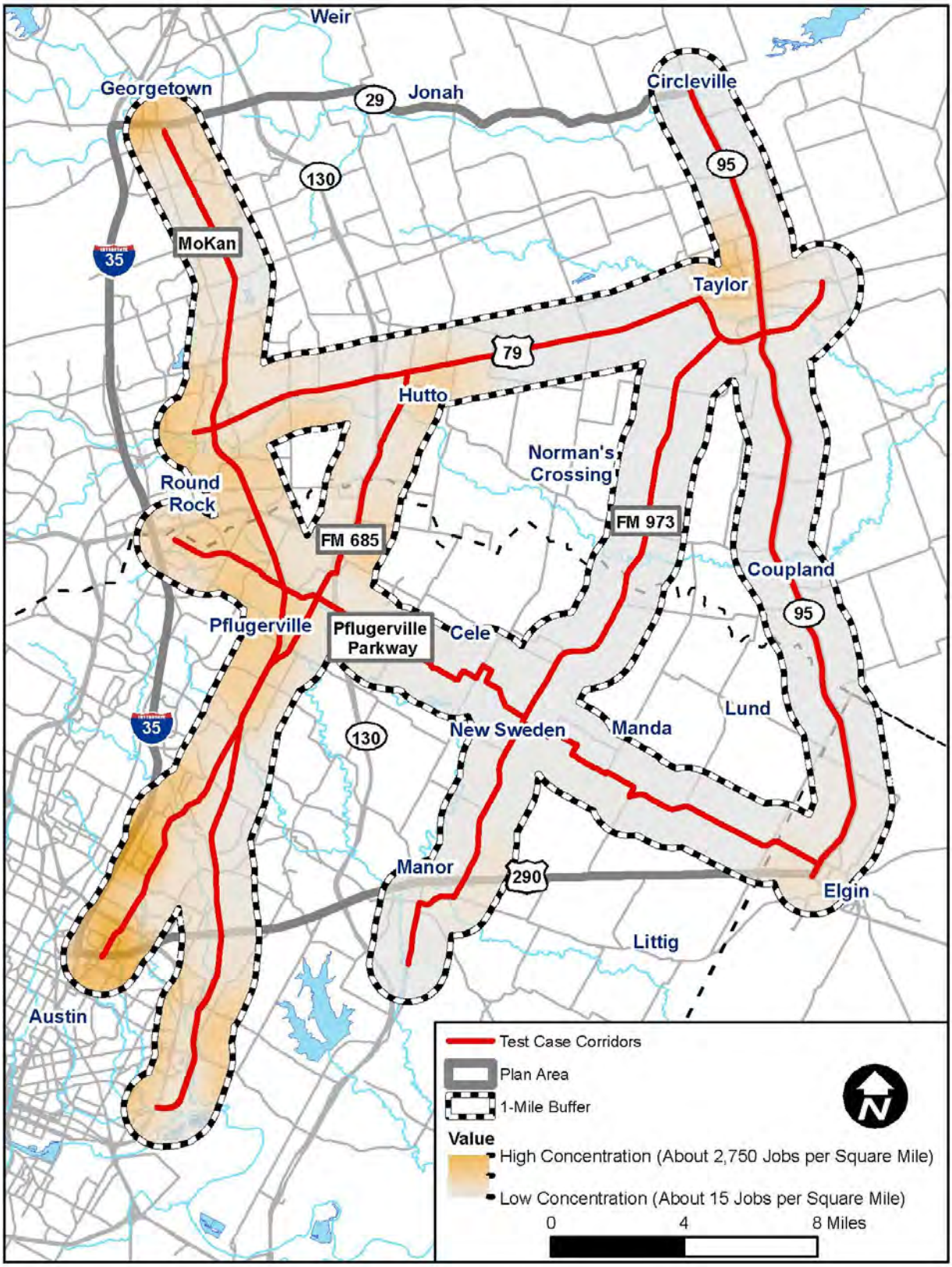


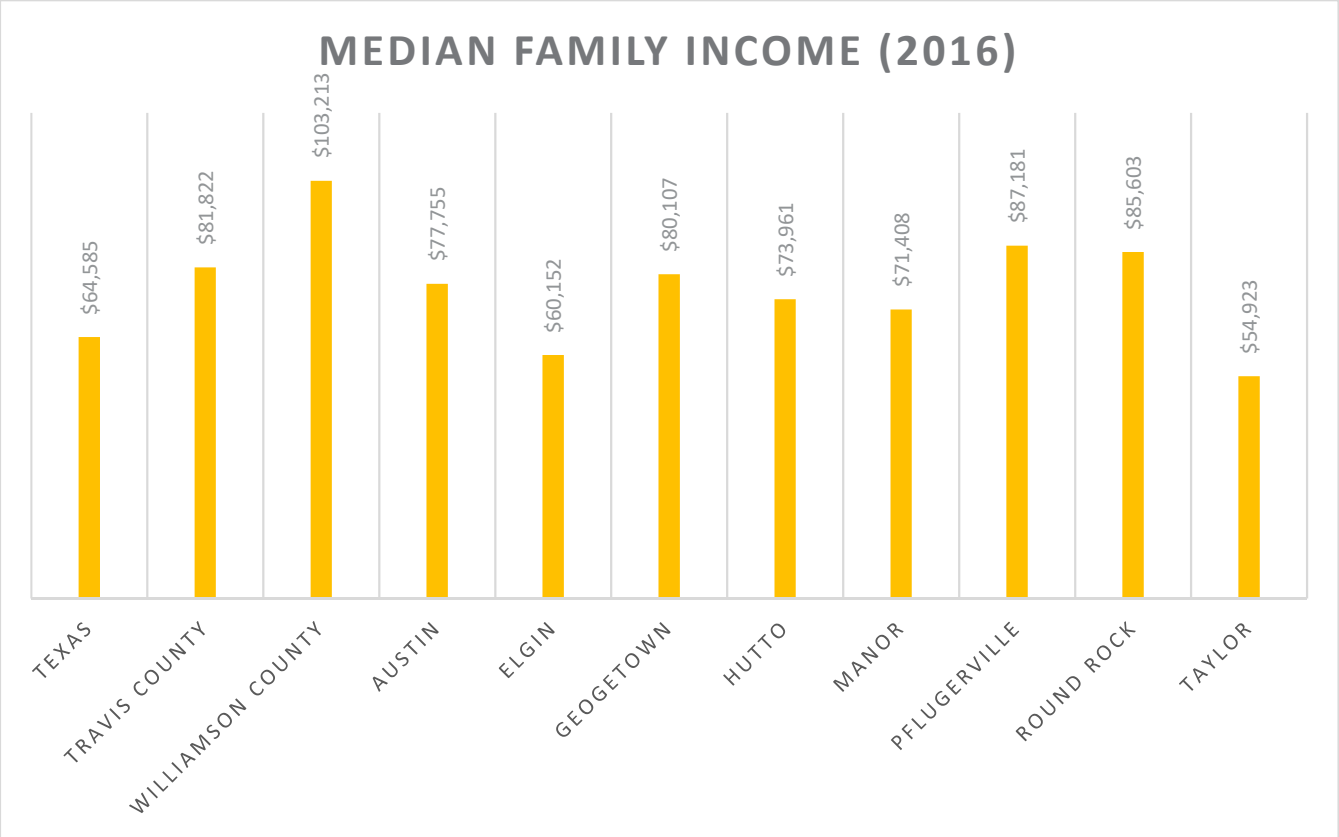
Figure 27: Corridor Employment Density



Income and Poverty

Both Travis and Williamson county, as well as most cities in the Plan area, have a median family income above Texas' rate for year 2016. Both the Elgin and Taylor communities were below the Texas rate. **Figure 28** shows the median family income rates for the counties and cities in the Plan area based on data from the U.S. Census Bureau 2016 American Community Survey. Residents in the Plan area are generally considered wealthier than other regions in Texas due to the high-income rates.

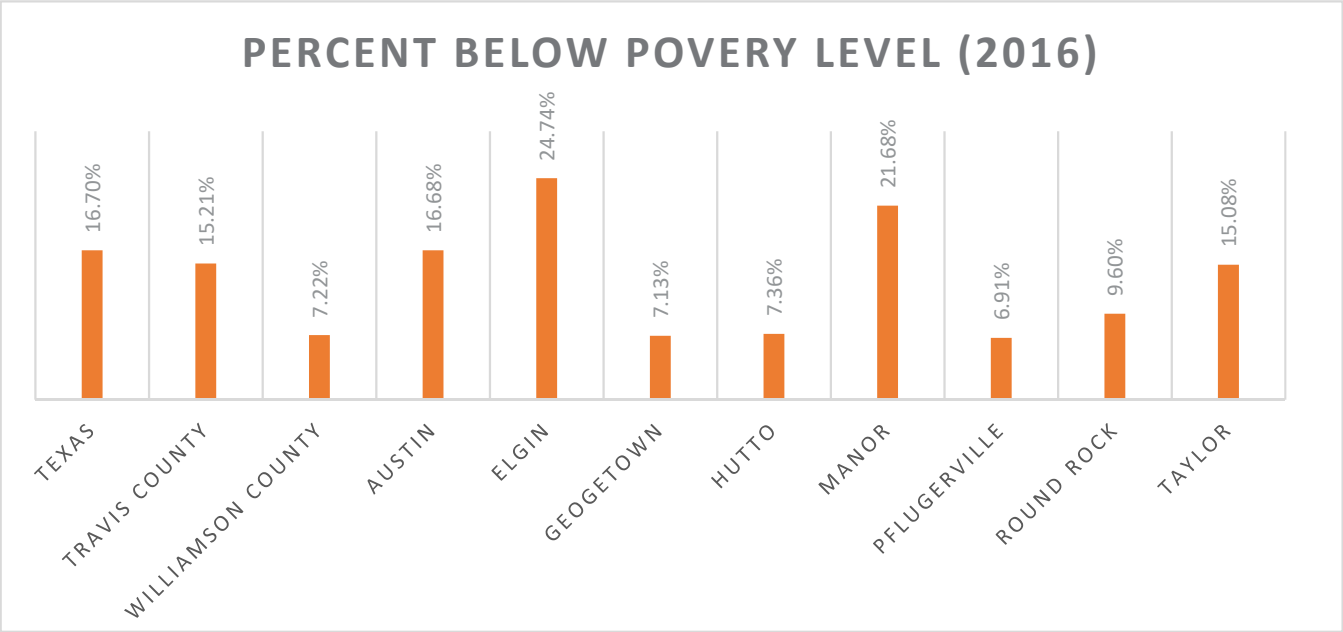
Figure 28: Median Family Income



Sources: US Census Bureau 2016, Table DP03 Selected Economic Characteristics

While the Plan area enjoys a high median family income, the Plan area is not without locations of poverty. Elgin and Manor were the only two communities where the poverty level was above the Texas rate. Other locations within the Plan area also show a moderately high poverty level, such as Austin and Taylor. The poverty level is based on data from U.S. Census Bureau 2016 American Community Survey for all families. Figure 29 shows the percentage of those below the poverty level for the counties and cities in the Plan area in year 2016.

Figure 29: Percent Below Poverty Level



Sources: US Census Bureau 2016, Table DP03 Selected Economic Characteristics

Race and Ethnicity

According to the U.S. Census Bureau year 2016 data, the Plan area is mostly White and Latino as seen on **Table 5** and **Figure 30**. The next largest racial or ethnic category was Black or African American followed by Asian. Modest amounts of American Indian and Alaska Native Alone, Native Hawaiian and Other Pacific Islander Alone, and Some Other Race were found in the Plan area.

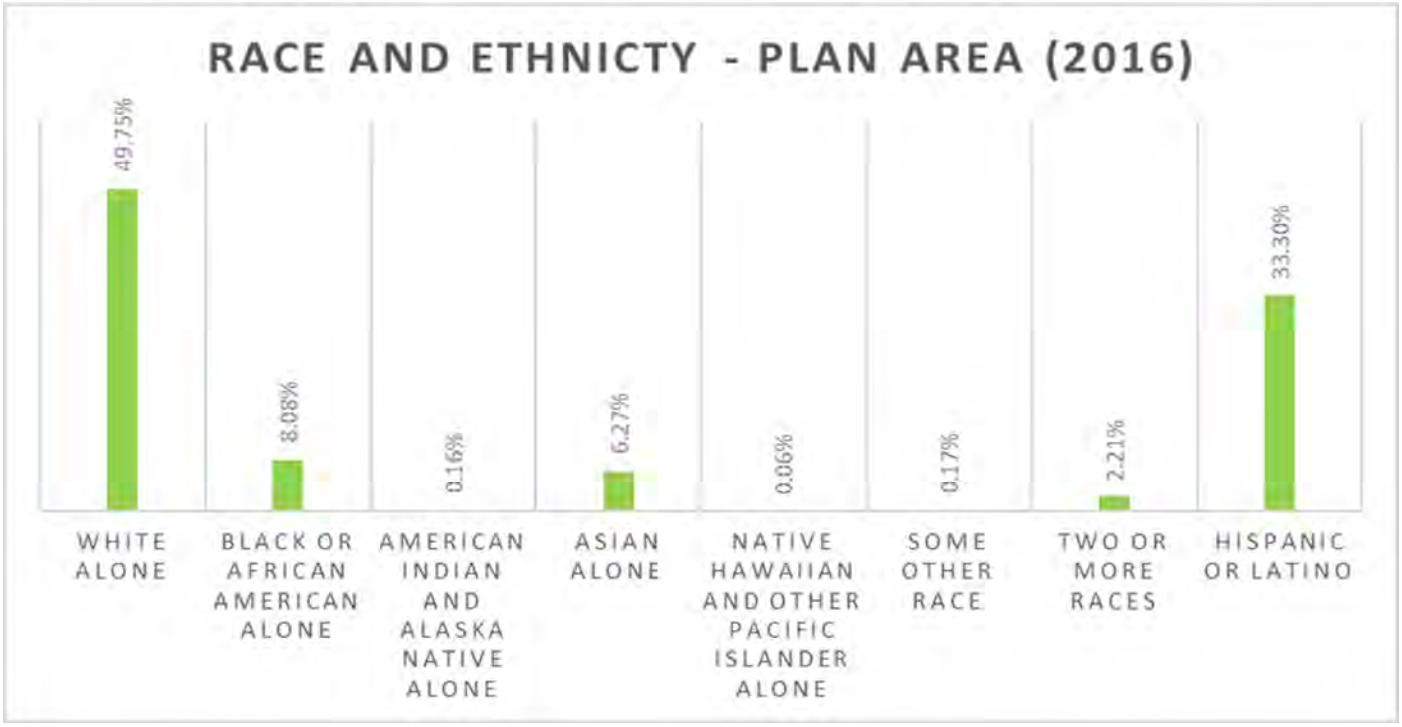
Table 5: Race and Ethnicity

Area	Total Population	White Alone	Black or African American Alone	American Indian and Alaska Native Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race	Two or More Races	Latino
Texas	26,956,435	11,705,684	3,134,962	63,336	1,161,742	18,990	35,509	423,062	10,413,150
Travis County	1,148,176	570,282	90,819	1,765	70,373	678	1,780	25,122	387,357
Williamson County	490,619	302,516	29,923	924	28,128	110	904	11,171	116,943
Austin	907,779	443,808	65,631	1,515	61,234	541	1,451	20,777	312,822
Elgin	8,756	3,175	1,852	5	-	-	80	29	3,615
Georgetown	59,436	43,787	1,813	57	578	-	76	494	12,631
Hutto	21,241	10,721	2,703	47	589	-	-	373	6,808
Manor	7,145	1,191	1,836	-	167	-	21	130	3,800
Pflugerville	55,712	24,894	8,946	194	4,723	112	107	1,185	15,551
Round Rock	112,767	56,744	11,377	105	7,108	11	242	2,745	34,435
Taylor	16,492	7,404	1,986	20	143	-	-	601	6,338
Plan Area	**1,189,328**	**591,724**	**96,144**	**1,943**	**74,542**	**664**	**1,977**	**26,334**	**396,000**

Source: US Census Bureau 2016, Table DP05 ACS Demographic and Housing Estimates

Note: According to the U.S. Census Bureau, minority data is collected by two main population categories, race and Latino origin, following guidance of the U.S. Office of Management and Budget's 1997 Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity (Federal Register Vol. 62, No. 210). This guidance mandates that race and Latino origin (ethnicity) are separate and distinct concepts. Racial Groups include the following breakdown: White; Black or African American; American Indian and Alaskan Native; Asian; or Native Hawaiian and Other Pacific Islander. People that did not self-report as belonging to any one of the groups listed previously were categorized as Some Other Race or Two or More Races by the U.S. Census Bureau. These two main population categories were used to determine the percentage of the total population that self-reported as a minority for the Plan area analyzed.

Figure 30: Race and Ethnicity

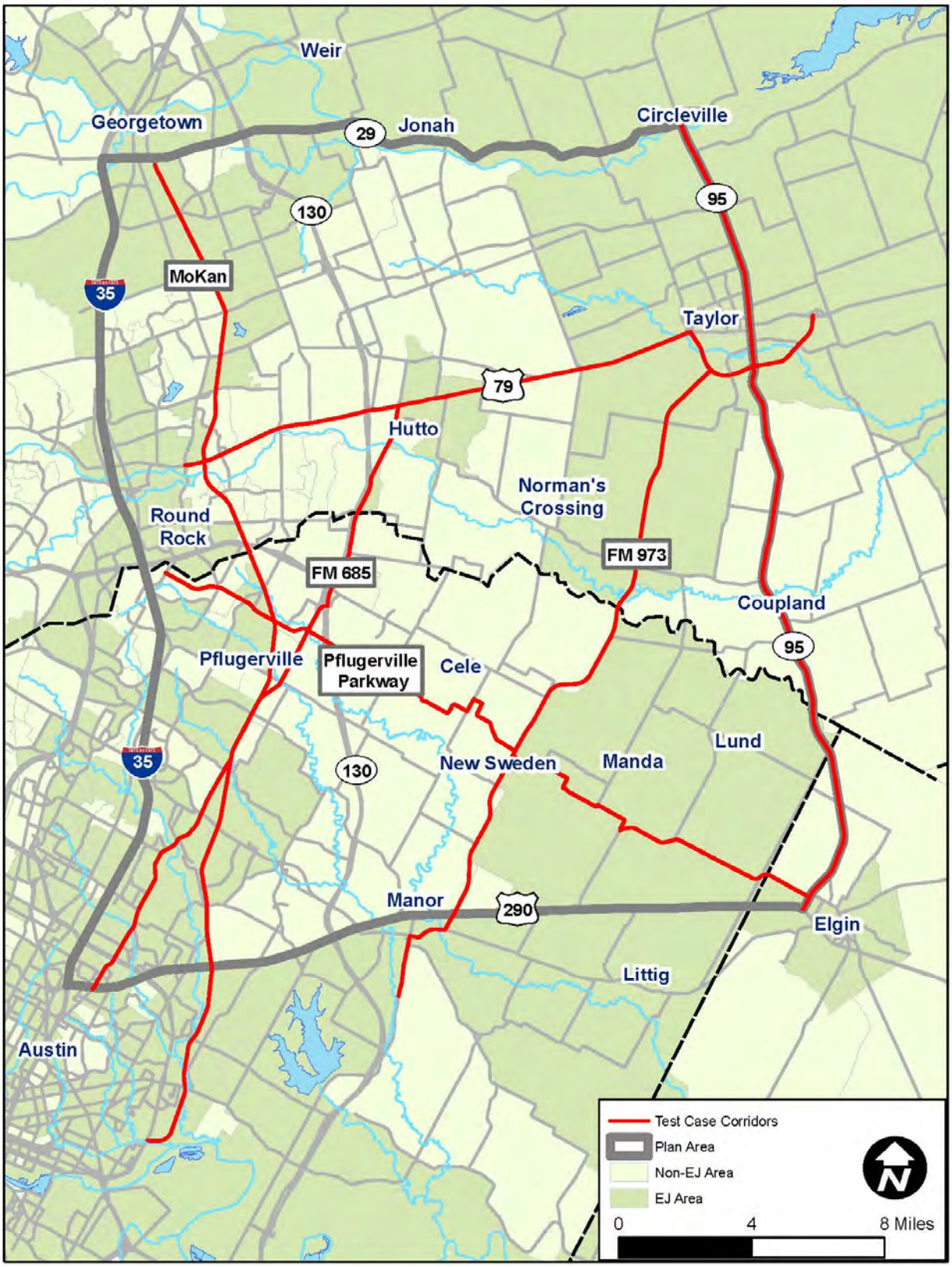


Environmental Justice and Title VI

The 1994 Presidential Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations directs each federal agency to "make achieving EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." As a recipient of federal funds, CAMPO is required to comply with this order and with Title VI of the Civil Rights Act of 1964. Title VI prohibits discrimination on the basis of race, color, or national origin by requiring that no person in the U.S. shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

As defined by CAMPO, low-income areas have at least 50 percent of the population earning less than 80 percent of the county median family income and/or have at least 25 percent of the population earning an income below the national poverty thresholds for a family of three ($20,160 in 2016, U.S. Department of Health and Human Services). As defined by CAMPO, minority areas have less than 50 percent of the population identifying themselves as White, non-Latino. Thus, CAMPO used the following data to identify EJ areas: 2016 median family income levels; 2016 poverty data; and 2016 racial and ethnic data. As seen on **Figure 31**, EJ areas are found throughout the Plan area. Large portions of Travis and Williamson county are EJ areas.

Figure 31: Environmental Justice Areas



Limited English Proficiency (LEP)

Table 6 shows the percentage of the population age 5 years and older that speaks English less than "very well." LEP populations within the Plan area range from 5.3 to 14.1 percent, with all areas exhibiting LEP populations greater than 5 percent. Access to information and participation have been conducted to help inform LEP populations in compliance with Executive Order 13166 Improving Access to Services for Persons with Limited English Proficiency dated August 11, 2000. Since the Plan area has sizeable numbers of people with LEP, those persons are considered to be vulnerable populations.

Table 6: Limited English Proficiency

Area	Population 5 years and Older	English Only (percent)	Spanish (percent)	Other Indo-European (percent)	Asian and Pacific Islander (percent)	Other (percent)	Speak English Less Than Very Well (percent)
Texas	24,985,749	16,192,095 (64.8%)	7,373,797 (29.5%)	528,617 (2.1%)	695,204 (2.8%)	196,036 (0.8%)	3,518,972 (14.1%)
Travis County	1,069,502	732,789 (68.5%)	256,951 (24.0%)	31,636 (3.0%)	40,101 (3.7%)	8,025 (0.8%)	130,130 (12.2%)
Williamson County	456,450	360,838 (79.1%)	66,034 (14.5%)	12,824 (2.8%)	14,182 (3.1%)	2,572 (0.6%)	30,554 (6.7%)
Austin	845,747	571,816 (67.6%)	205,886 (24.3%)	27,813 (3.3%)	34,081 (4.0%)	6,151 (0.7%)	105,617 (12.5%)
Elgin	7,852	5,342 (68.0%)	2,500 (31.8%)	10 (0.1%)	0 (0.0%)	0 (0.0%)	852 (10.9%)
Georgetown	56,592	47,191 (83.4%)	8,095 (14.3%)	765 (1.4%)	200 (0.4%)	341 (0.6%)	3,878 (6.9%)
Hutto	18,914	15,370 (81.3%)	2,855 (15.1%)	294 (1.6%)	348 (1.8%)	47 (0.2%)	1,004 (5.3%)
Manor	6,712	4,339 (64.6%)	2,189 (32.6%)	71 (1.1%)	91 (1.4%)	22 (0.3%)	945 (14.1%)
Pflugerville	51,617	37,323 (72.3%)	8,850 (17.1%)	1,561 (3.0%)	3,038 (5.9%)	845 (1.6%)	5,657 (11.0%)
Round Rock	104,559	75,440 (72.2%)	21,346 (20.4%)	2,951 (2.8%)	3,664 (3.5%)	1,158 (1.1%)	9,262 (8.9%)
Taylor	15,561	11,396 (73.2%)	3,901 (25.1%)	126 (0.8%)	113 (0.7%)	25 (0.2%)	1,600 (10.3%)

Source: US Census Bureau 2016, Table B16004 Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over

Age

Table 7 provides an age-related breakdown for the population within the Plan area. The percentage of persons age 19 and under is comparable. However, it is slightly higher in Elgin, Hutto, and Manor. The persons age 19 and under are considered school-age children and are dependent on family members and/or bus transportation. The percentage of persons age 65 and over is comparable, except for Georgetown. The influence of the Sun City retirement village, which is west of the Plan area, is a major influence and accounts for the difference for those persons over age 65. The persons age 65 and over are considered to be seniors and can be dependent on family members or van pools for transportation to shopping, recreation, and medical services. Since the Plan area has sizeable numbers of people that are age 19 and under as well as ag 65 and over, those persons are considered to be vulnerable populations.

Table 7: Age

Area	Total Population	Below 19 Years of Age (percent)	20 to 64 Years of Age (percent)	Above 65 Years of Age (percent)
Texas	26,956,435	7,893,617 (29.3%)	15,966,249 (59.2%)	3,096,567 (11.5%)
Travis County	1,148,176	295,051 (25.7%)	756,042 (65.8%)	97,083 (8.5%)
Williamson County	490,619	114,439 (29.4%)	292,716 (59.7%)	53,464 (10.9%)
Austin	907,779	220,073 (24.2%)	615,787 (67.8%)	71,919 (7.9%)
Elgin	8,756	3,098 (35.4%)	4,646 (53.1%)	1,012 (11.6%)
Georgetown	59,436	12,872 (21.7%)	29,247 (49.2%)	17,317 (29.1%)
Hutto	21,241	7,530 (35.5%)	12,685 (59.7%)	1,026 (4.8%)
Manor	7,145	2,599 (36.4%)	4,226 (59.1%)	320 (4.5%)
Pflugerville	55,712	16,675 (29.9%)	34,659 (62.2%)	4,378 (7.9%)
Round Rock	112,767	35,879 (31.8%)	68,526 (60.8%)	8,362 (7.4%)
Taylor	16,492	4,466 (27.1%)	9,963 (60.4%)	2,063 (12.5%)
Source: US Census Bureau 2016, Table DP05 ACS Demographic and Housing Estimates				

Disabilities

The U.S. Census Bureau collects data on the disability status of civilian, non-institutionalized persons at the state, county, and city level. **Table 8** shows the percentage of the population with disability for the Plan area. The percentage of the population with disability is similar. However, it is slightly higher in Elgin, Georgetown, and Taylor. Since the Plan area has sizeable numbers of people with disabilities, those persons are considered to be vulnerable populations.

Table 8: Disabilities

Area	Total Civilian Non-Institutionalized Population	Civilian Non-Institutionalized Population with a Disability (percent)
Texas	26,478,868	3,083,141 (11.6%)
Travis County	1,140,612	99,231 (8.7%)
Williamson County	486,835	45,519 (9.3%)
Austin	902,809	79,117 (8.8%)
Elgin	8,634	1,141 (13.2%)
Georgetown	58,373	7,809 (13.4%)
Hutto	21,223	1,891 (8.9%)
Manor	7,125	591 (8.3%)
Pflugerville	55,507	5,062 (9.1%)
Round Rock	112,345	9,998 (8.9%)
Taylor	16,045	2,469 (15.4%)
Source: US Census Bureau 2016, Table DP02 Selected Social Characteristics in the United States		

Occupied Housing with Cars

Table 9 provides a breakdown of occupied housing units and associated number of vehicles available within the Plan area. The percentage of housing units with no vehicles varies across the Plan area from a high of 8.3 percent in Elgin to low of 0.4 percent in Hutto. Areas with no access to a vehicle leads to mobility issues for those persons that need transportation for shopping, recreation, and medical services. Since the Plan area is served by two transit providers with limited service, those persons with no access to a vehicle are considered to be vulnerable populations.

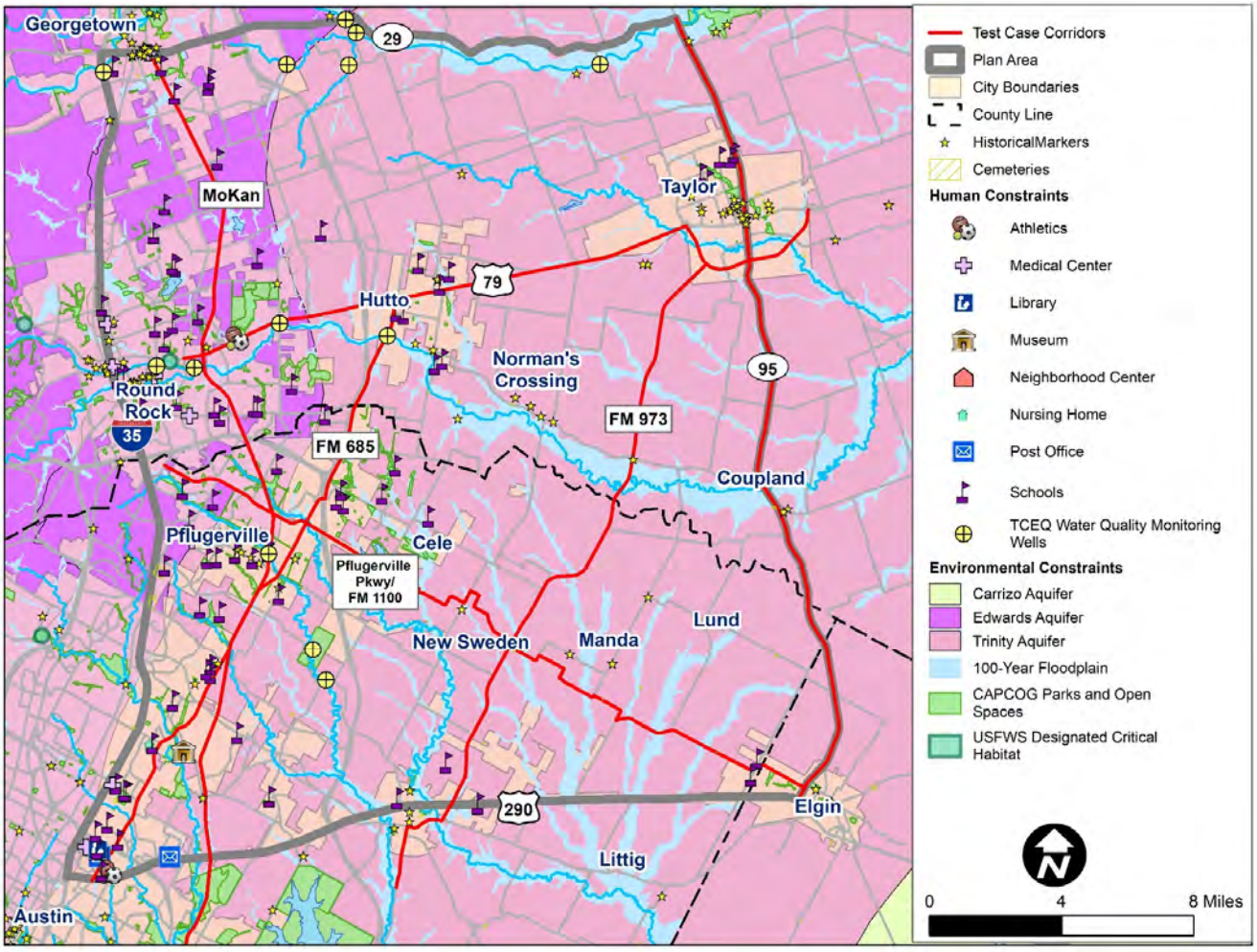
Table 9: Occupied Housing with Cars

Area	Occupied Housing Units	No Vehicles Available (percent)	One Vehicle Available (percent)	Two Vehicles Available (percent)	Three of More Vehicles Available (percent)
Texas	9,289,554	523,186 (5.6%)	3,146,969 (33.9%)	3,738,211 (40.2%)	1,881,118 (20.3%)
Travis County	437,831	24,543 (5.6%)	165,886 (37.9%)	179,893 (41.1%)	67,509 (15.4%)
Williamson County	165,425	4,204 (2.5%)	49,919 (30.2%)	78,471 (47.4%)	32,831 (19.8%)
Austin	358,401	22,955 (6.4%)	148,029 (41.3%)	140,503 (39.2%)	46,914 (13.1%)
Elgin	2,762	229 (8.3%)	766 (27.7%)	1,177 (42.6%)	590 (21.4%)
Georgetown	23,460	719 (3.1%)	9,373 (40.0%)	9,958 (42.4%)	3,410 (14.5%)
Hutto	6,047	26 (0.4%)	1,415 (23.4%)	3,433 (56.8%)	1,173 (19.4%)
Manor	2,147	43 (2.0%)	643 (29.9%)	932 (43.4%)	529 (24.6%)
Pflugerville	19,146	560 (2.9%)	5,145 (26.9%)	8,812 (46.0%)	4,629 (24.2%)
Round Rock	36,051	1,216 (3.4%)	10,886 (30.2%)	16,807 (46.6%)	7,142 (19.8%)
Taylor	5,647	313 (5.5%)	2,020 (35.8%)	2,164 (38.3%)	1,150 (20.4%)
Source: US Census Bureau 2016, Table DP04 Selected Housing Characteristics					

Environmental/Human Constraints

Figure 32 shows the environmental and human-made constraints in the Plan area. The most prominent environmental feature running east-west across the Plan area is Brushy Creek. Brushy Creek loosely follows FM 1660 from Cedar Park to SH 95, through the communities of Round Rock, Hutto, Norman's Crossing and Coupland. Numerous additional creeks and streams that are part of the Colorado River Basin and Brazos River Basin are present within the Plan area. Creeks and streams are generally concentrated in the southwestern portion of the Plan area in vicinity of Austin and Pflugerville. The largest body of water in the Plan area is Lake Pflugerville. Additional bodies of water include numerous soil conservation service site reservoirs which are located north of US 79, in the northern portion of the Plan area.

Figure 32: Environmental/Human Constraints



The floodplain zone covers approximately 12 percent of the Plan area and is evenly distributed throughout. Floodplains are generally associated with the creeks and streams located in the Plan area. Critical habitat for the Jollyville Plateau Salamander (Eurycea tonkawae) exist within the Plan area as part of Brushy Creek wildlife habitat. The Jollyville Plateau Salamander is currently listed as a threatened species by the U.S. Fish and Wildlife Service. No additional USFWS designated critical habitat is located in the Plan area. Most of the Plan area is located atop the Trinity Aquifer, however, the western portion of the Plan area is located atop the Edwards Aquifer. Additionally, a negligible portion of the Plan area near Elgin is located atop the Carrizo Aquifer.

The Plan area contains many human-made constraints including public facilities such as schools, government buildings, religious centers, recreation centers, and parks and trails. Due to the rural character of the eastern portion of the Plan area, most of the man-made environmental constraints are concentrated in the western half of the Plan area. Many of the schools located in the Plan area are concentrated in the larger communities such as Georgetown, Hutto, Elgin, Manor, Pflugerville, Round Rock, and Taylor. Austin Independent School District has a number of schools located in the southwest corner of the Plan area, and many communities found in the Plan area contain many historic buildings and cemeteries listed under the National Register of Historic Places.

Regulations, Policies and Strategic Plans

Several regional and local plans were assessed and reviewed, in order to form a background of the needs and goals of the various agencies and communities that influence the Mokan/ NE Subregion. These range from individual community/municipalities comprehensive plans, thoroughfare plans and transportation plans, to statewide or county-wide plans.

Defined in each of the reviewed plans is the each entity's need to create and develop strategies to improve communities amid projected rapid population growth. The reviewed plans also investigate factors such as future land use, environmental constraints and limitations within the existing roadway network, in order to create their own set of goals and implementation steps for the future. A more detailed review of each plan can be found in the Appendix. The MoKan/ NE Subregional Plan intends to align with the needs and goals of each agency and community within the study area. Information gathered from the plan reviews were used to inform the future concepts and recommendations found in Mokan/ NE Subregional Concept Plans. See below for a list of reviewed plans.

CAMPO
CAMPO 2040 Regional Transportation Plan
TxDOT
TxDOT Texas Transportation Plan 2040
TxDOT Unified Transportation Program 2019
TxDOT Texas Freight Mobility Plan
Travis County
Travis County Land, Water and Transportation Plan
Travis County Parks Master Plan
Williamson County
Williamson County Long-Range Transportation Plan
Williamson County Trails Master Plan
Municipalities
Imagine Austin
Austin Strategic Mobility Plan
Austin Bicycle Master Plan
Austin Sidewalk Master Plan
Elgin Comprehensive Plan
Elgin Thoroughfare Plan
Georgetown 2030 Comprehensive Plan
Georgetown Overall Transportation Plan
Georgetown Downtown Master Plan
Hutto 2040
Hutto Thoroughfare Plan
Heart of Hutto Old Town Master Plan
Pflugerville 2030 Comprehensive Plan
Pflugerville Master Transportation Plan
Round Rock General Plan 2020
Round Rock Transportation Master Plan
Round Rock Downtown Master Plan
Taylor, Texas A Vision for Future Development
Taylor Downtown Master Plan

Key Findings

An assessment of the existing conditions of the MoKan/NE Subregion have determined the need for further investigation into transportation options and concepts for the Subregion and more specifically, the test case corridors outlined in the sections above. Several key findings from the existing conditions assessment informed the next steps of the Plan. These key findings include.

- Past population and employment in Georgetown, Hutto, Manor and Pflugerville communities grew over 50% over a 16-year period, and this trend is expected to continue.
- Population in the CAMPO region is expected to grow from 2 million to nearly 4.5 million by 2045.
- Employment in the 6 county region is expected to grown from 1 million to nearly 2.25 million people 2045.
- The number of arterial roadways within the Subregional Plan area does not support current and forecasted volumes.
- More than double the number of workers commute into the Subregional Plan area and nearly four times the workers commute outside of the Subregional Plan area than live in the Subregional Plan area.
- The FM 685/Dessau Road/Cameron Road corridor shows the highest number of intersections where crashes exceed 60.
- Several transit deserts existing within the Subregional Plan area, most notably in eastern Pflugerville and Round Rock, as well as, Hutto.
- The Capital Metro service area includes less than 1/4 of the Subregional Plan area with most routes paralleling Interstate 35.
- The CARTS service area is less than 3/4 of the Subregional Plan area with routes only in Georgetown, along US 79 and along US 290.
- Major environmental constraints include variable soil plasticity, the San Gabriel River, Brushy Creek, Lake Pflugerville, Jollyville Plateau Salamander critical habitat, and small portions of the Edwards Aquifer.
- Open house mobility comments included providing guidance on the direction of the MoKan corridor, increasing public transit options & connectivity to the airport, planning for growth, and improving multimodal connectivity.

The findings above further demonstrate the need for a traffic modeling and conceptual assessment of the Subregion and test-case corridors. This includes the consideration of economic development opportunities, expanded transit service, improved connectivity between major "centers" and potential solutions to growing congestion issues. The upcoming sections describe the potential concepts to improve gaps within the existing roadway network and promote improved connectivity. The concepts and improvements made to each roadway were modeled in a number of traffic modeling scenarios to determine the impact of the improvements on the Subregion as well as the entire six-county CAMPO region.

Assessment

Model Scenarios

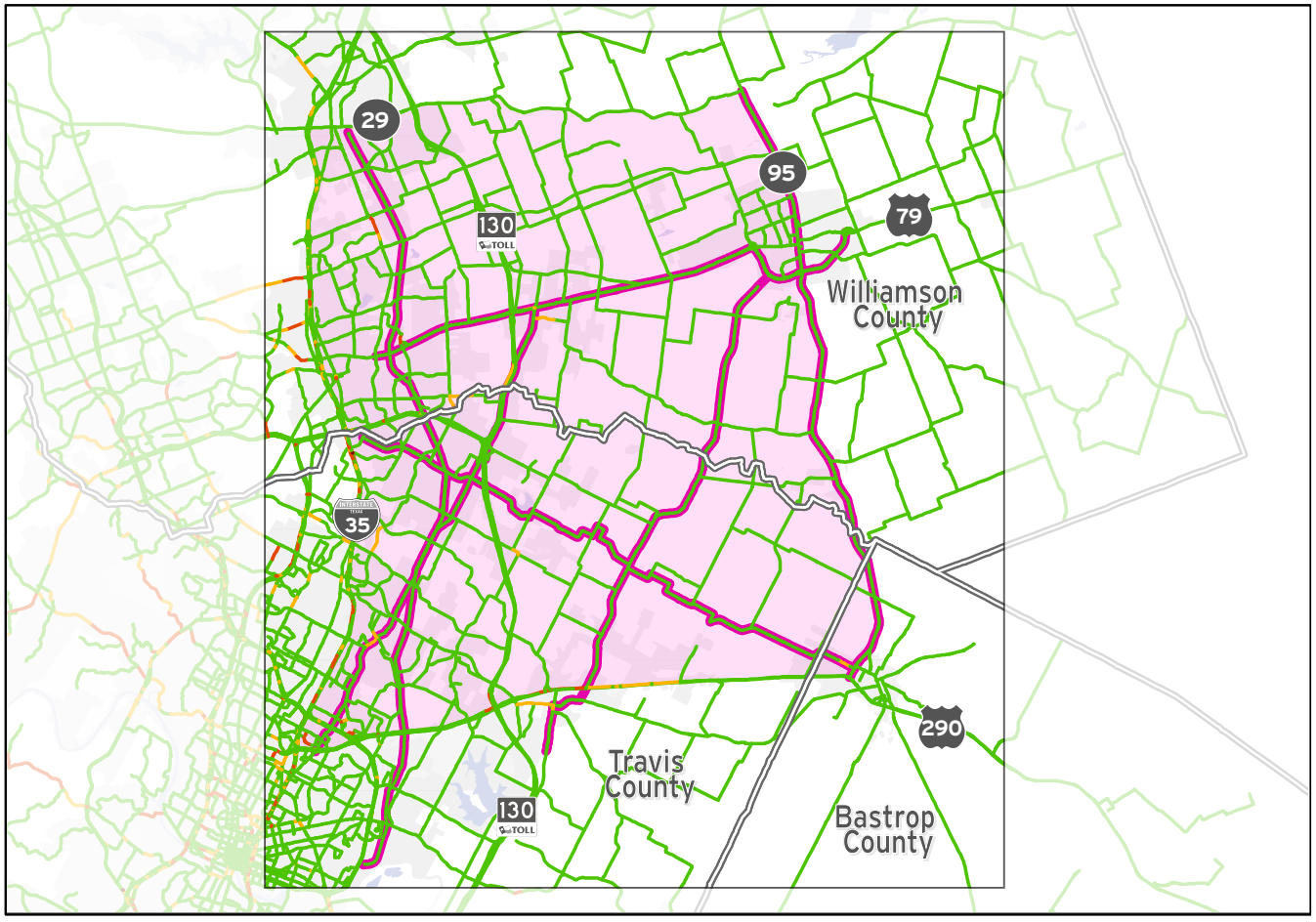
To better understand the impact of the improved and new facilities that make up the vision network, a series of five scenarios were developed. Four of the scenarios were assessed through the CAMPO Transportation Demand Model, while an additional scenario was analyzed outside the model.

Baseline Scenario

Scenario 0 reflects 2020 demographics and current transportation network performance. It represents the baseline for comparing the performance of each future scenario for 2040.

Figure _: Baseline Scenario – AM Peak Period (6am to 9am) Existing Congestion Levels

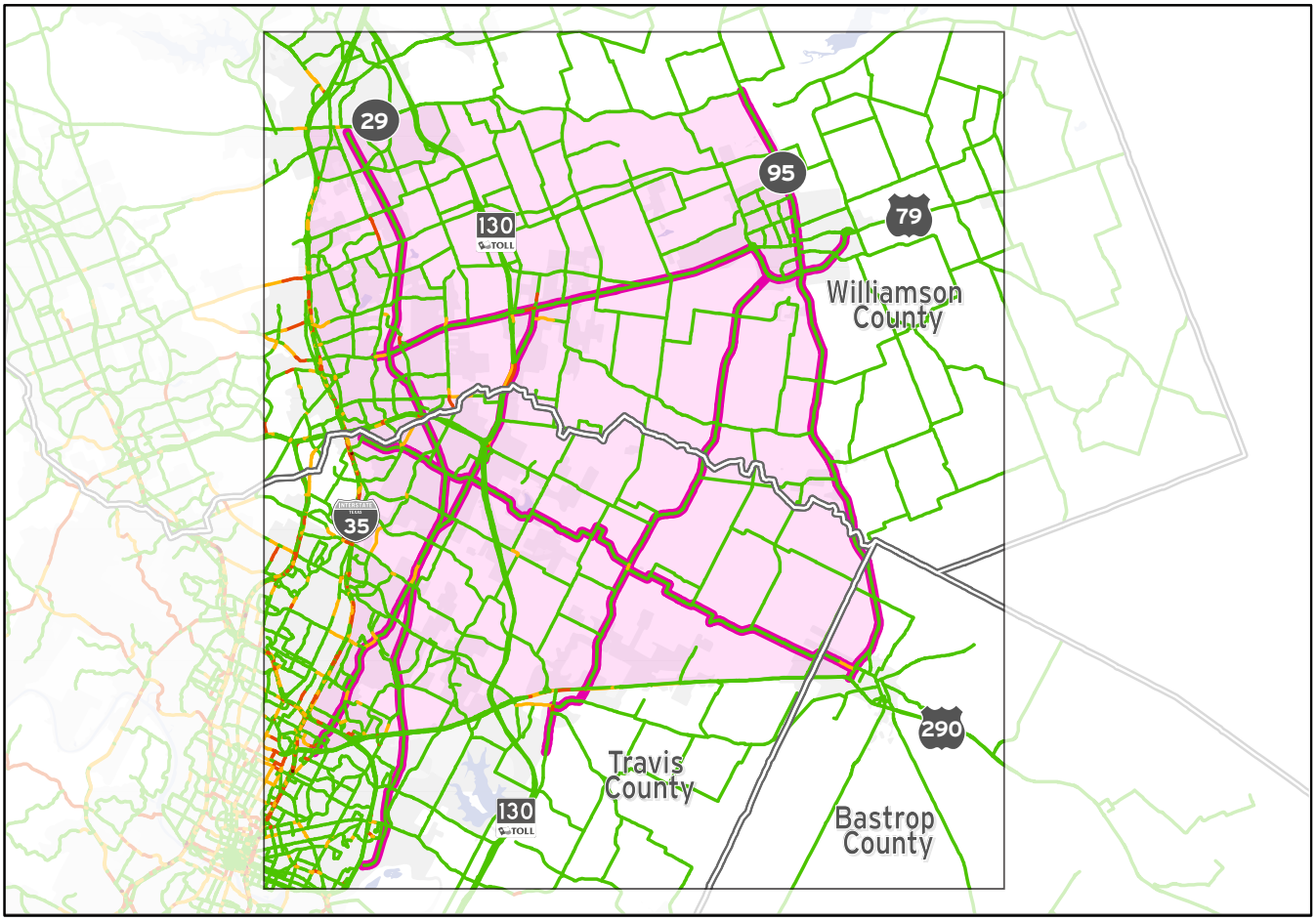
AM



Vehicle to Capacity (V/C) Ratio
- 0 - .85 (Free-Flow)
- .85 - 1 (Slow)
- 1 - 1.5 (Stop and Go)
- 1.5 - >1.5 (Parking lot)
- Mokan Study Area
- Subregional Priority Corridors

Source:
CAMPO, 2018
Texas Department of Transportation (TxDOT), 2018

Figure _: Baseline Scenario - PM Peak Period (3:30pm to 6:30pm) Existing Congestion Levels



Vehicle to Capacity (V/C) Ratio
- 0 - .85 (Free-Flow)
- .85 - 1 (Slow)
- 1 - 1.5 (Stop and Go)
- 1.5 - >1.5 (Parking lot)
- Mokan Study Area
- Subregional Priority Corridors

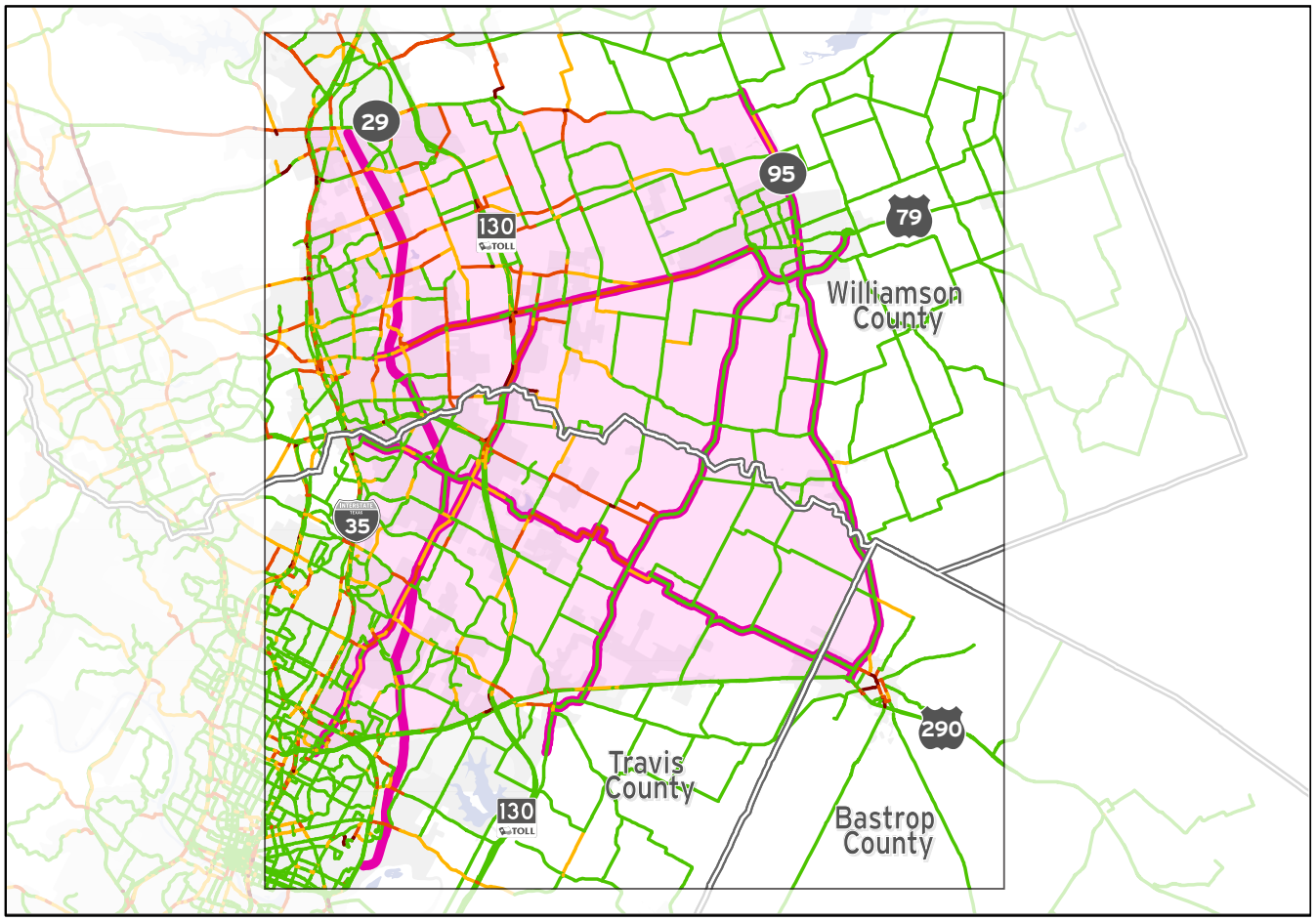
Source:
CAMPO, 2018
Texas Department of Transportation (TxDOT), 2018

Scenario Z: Future No Build

The Scenario Z uses the 2020 existing model network as a means of approximating the existing plus committed (built prior to 2025) network. The role of this scenario is to understand the impact to regional transportation if no additional facilities are improved or built given the significant amount of additional growth forecasted for the region. Thus, this scenario was run with 2040 demographic projections.

Figure _: Scenario Z - AM Peak Period (6am to 9am) Congestion Levels
2040 Population on Today's Roadways

AM

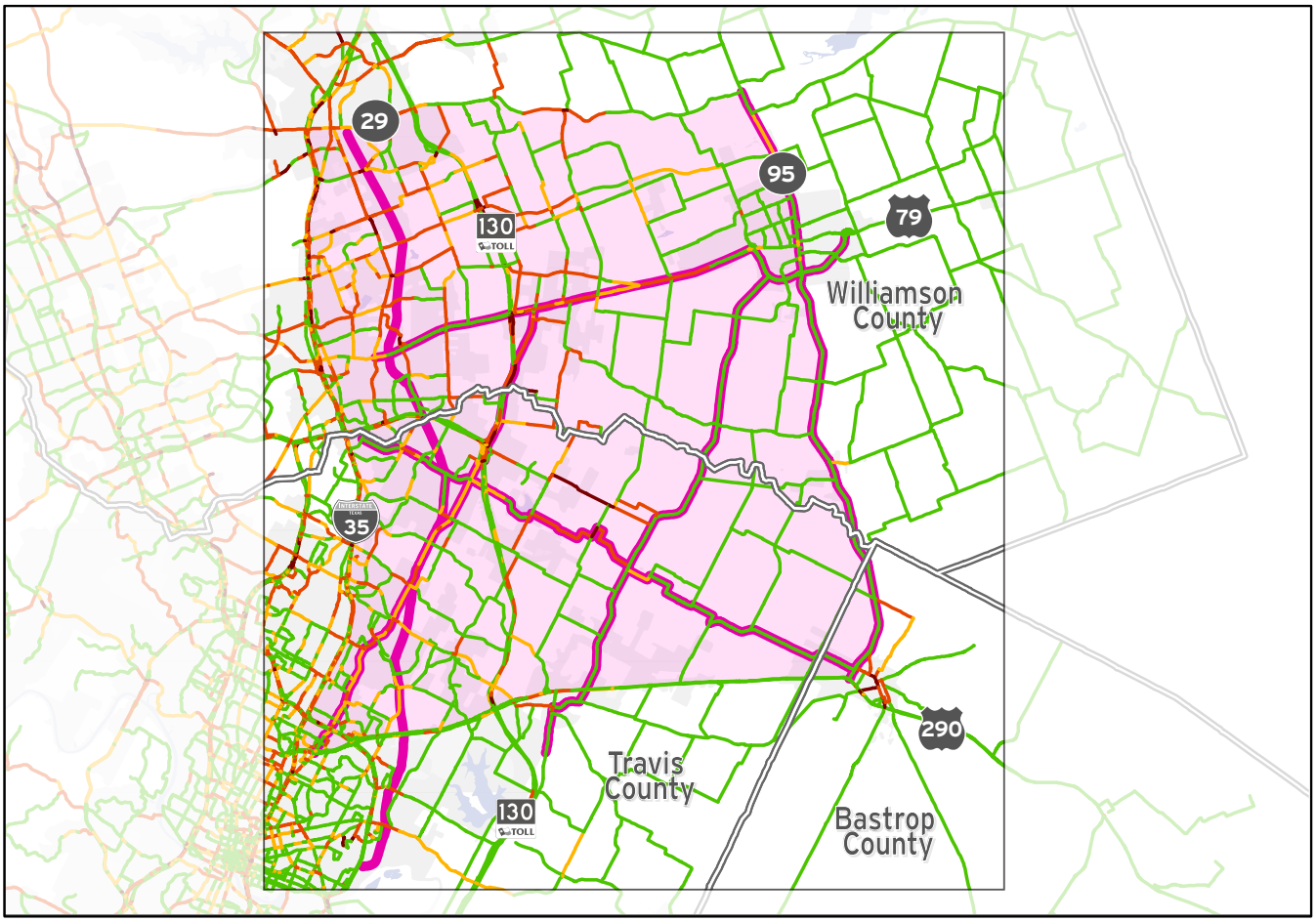


Vehicle to Capacity (V/C) Ratio
- 0 - .85 (Free-Flow)
- .85 - 1 (Slow)
- 1 - 1.5 (Stop and Go)
- 1.5 - >1.5 (Parking lot)
- Mokan Study Area
- Subregional Priority Corridors

Source:
CAMPO, 2018
Texas Department of Transportation (TxDOT), 2018

Figure _: Scenario Z - PM Peak Period (3:30pm to 6:30pm) Congestion Levels
2040 Population on Today's Roadways

PM



Vehicle to Capacity (V/C) Ratio
- 0 - .85 (Free-Flow)
- .85 - 1 (Slow)
- 1 - 1.5 (Stop and Go)
- 1.5 - >1.5 (Parking lot)
- Mokan Study Area
- Subregional Priority Corridors

Source:
CAMPO, 2018
Texas Department of Transportation (TxDOT), 2018

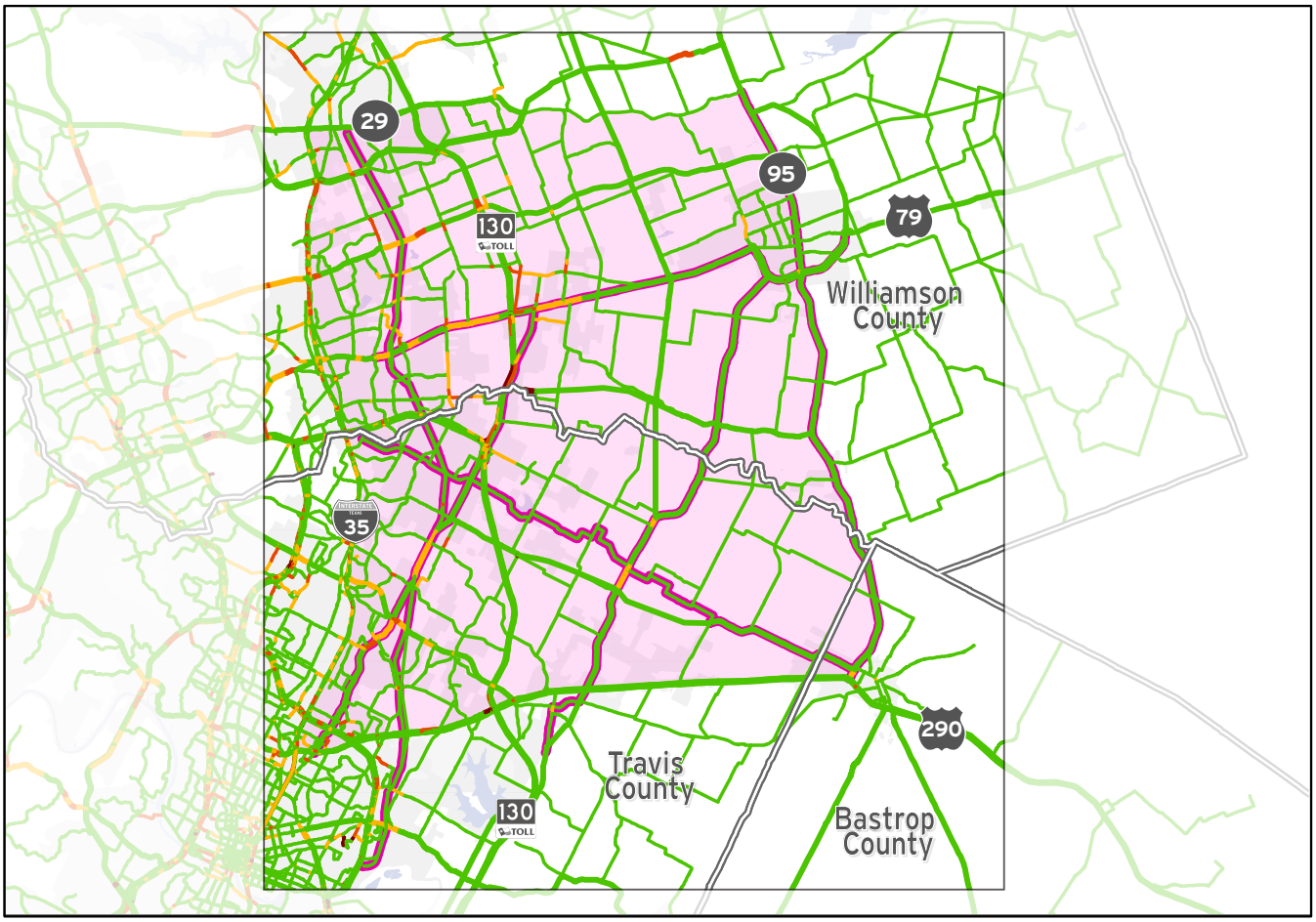
Scenario A ½: Interim Reversible Scenario A: Regional Connectors

As the previous analysis has indicated, it is apparent that not all arterial roadways within the network function the same or are used the same by residents and visitors within the region. Thus, it was determined that for the purposes of analysis a network of the highest functioning roadways should be developed to better understand how these new and improved facilities might benefit the region as the only improvements. The Scenario A roadway network includes all limited access and higher functioning principal arterials in the CAMPO region. This also includes a missing functional class, as suggested in the initial phases of the 2045 Regional Arterials Study, that has been identified as Regional Connectors. These facilities provide long-distance connections and allow for greater mobility due to tighter access controls. Along with the limited access facilities and a few strategically located major arterials, the Regional Connectors form an integrated system of multi-lane high-capacity principal arterials. More specifically they feature:

- Tight access management
  - Right turns in/out only
  - Left turns at signalized intersections only
- Intersections typically spaced no less than ½ mile apart (all signalized)
- Grade separated intersections with all other regional connectors and limited access roads
- Timed/synchronized lights
- Dedicated separated ped/bike facilities
- Bus pullouts

The Regional Arterials network is spaced appropriately for higher functional class roadways (3 to 5 miles or more). This was based on best practices developed by the case study regions examined in the Regional Arterials Study Pattern Book. Additionally, this network connects multiple centers; many of which provide mobility around the core, along with additional treatments or peak period uses that may be recommended to help improve mobility. The Scenario A corridors will be added to the current 2020 model network used in Scenario Z. Focusing on the Plan area the Scenario A model included upgrades and improvements to each of the Test Case corridors: US 79, FM 1100/Pflugerville Parkway, FM 685/Cameron Rd/Dessau Rd, SH 95, and FM 973. These improvements will be discussed in the Corridor Concept Plan section below. The results of these improvements in the Scenario A model included improved V/C ratios for each existing Test Case corridor (excludes MoKan).

Figure _: Scenario A – AM Peak Period (6am to 9am) Congestion Levels
2040 Population with E+C Tier I Regional Connectiors



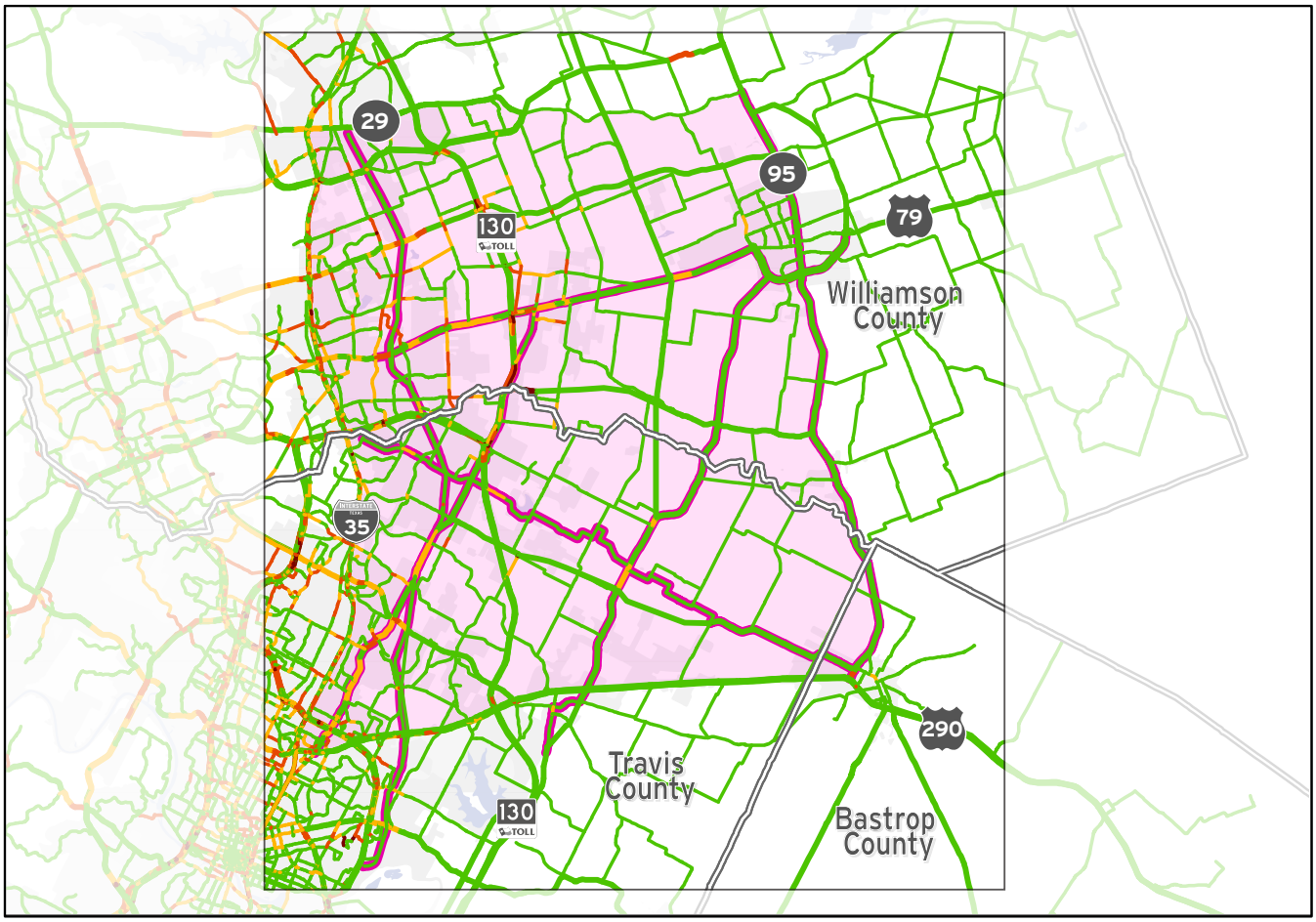
Vehicle to Capacity (V/C) Ratio

- 0 - .85 (Free-Flow)
- .85 - 1 (Slow)
- 1 - 1.5 (Stop and Go)
- 1.5 - >1.5 (Parking lot)
- 0 - .85 (Tier I) (Free-Flow)
- .85 - 1 (Tier I) (Slow)
- 1 - 1.5 (Tier I) (Stop and Go)
- 1.5 - >1.5 (Tier I) (Parking lot)
- Mokan Study Area
- Subregional Priority Corridors

Source:
CAMPO, 2018
Texas Department of Transportation (TxDOT), 2018

Figure _: Scenario A - PM Peak Period (3:30pm to 6:30pm) Congestion Levels
2040 Population with E+C Tier I Regional Connectors

PM



Vehicle to Capacity (V/C) Ratio

- 0 - .85 (Free-Flow)
- .85 - 1 (Slow)
- 1 - 1.5 (Stop and Go)
- 1.5 - >1.5 (Parking lot)
- 0 - .85 (Tier I) (Free-Flow)
- .85 - 1 (Tier I) (Slow)
- 1 - 1.5 (Tier I) (Stop and Go)
- 1.5 - >1.5 (Tier I) (Parking lot)
- Mokan Study Area
- Subregional Priority Corridors

Source:
CAMPO, 2018
Texas Department of Transportation (TxDOT), 2018

Scenario B: HOV

Scenario B was developed to qualitatively illustrate how facilities could increase person throughput by utilizing lane management techniques. This scenario includes the addition of a flexible lane type for a select number of the top tier roadways identified in Scenario A. Flexible lanes can be special use lanes that are managed – often referred to as "diamond" lanes. Their uses could change throughout the day. These flexible lanes or diamond lanes could be used for transit, high-occupancy vehicles (HOV) and motorcycles, be limited to parking during offpeak times, be used to support reversible lanes, or be used as variable priced facilities. The flexible uses on arterials in the study would be assumed in the right lane in each direction or using shoulders. Shoulder use would require additional legislation at the state level. Diamond lanes are thought to be an alternative that may increase mode shift; i.e. from single occupancy vehicles (SOV) to HOV or to transit. Shifting drivers from their single occupant vehicle to bus or other HOV vehicles can increase person throughput with less vehicles. HOV lanes require a minimum number of occupants to be in a vehicle. This objective achieves to move as many people but with fewer vehicles. Managing the type of vehicle that can use the lane can be an objective. For example, not allowing large commercial vehicles or allowing transit only vehicles. Tolling is also a common lane management tool. By tolling a lane, the users help fund its construction, but tolling can also control the demand within the lane so that an acceptable speed is maintained. Flexible lanes may be a viable option for regional connector project improvements. Analyzing the impacts of a HOV flex lane was accomplished by postprocessing model results from the Scenario A model run. The primary assumptions for post-processing impacts of Scenario B include:

- Vehicle occupancy rates for SOV, HOV, and transit bus
- Travel demand by time of day
- Vehicle capacity of an NML
- Bus frequency
- Bus Passenger Car Equivalent (PCE)
- Mode shift from SOVs to HOV vehicles

Like the Reversible Lane Option in Scenario A 1/2, a few selected roadways were chosen as a test case for evaluation. CAMPO worked with Capital Area Rural Transportation System (CARTS) and Capital Metro Transit Authority (CMTA) to develop transit assumptions for the year 2040. These assumptions were used to determine the potential change in person throughput. These assumptions can be found within the Appendix. The table below provides the results for the HOV option. Under the HOV option, person throughput could be significantly increased on major regional arterials.

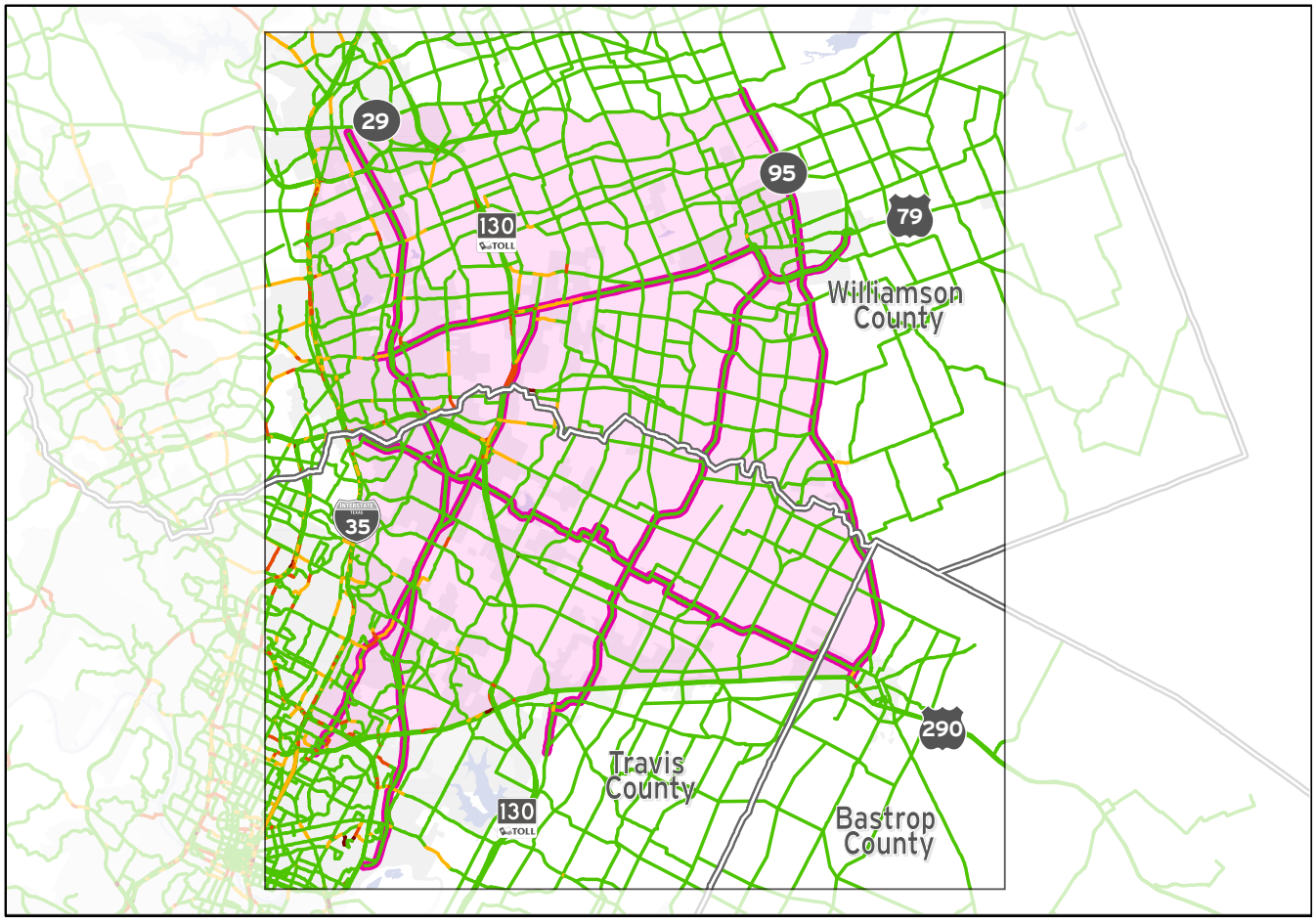
Facility	% Change in Vehicle Trips	% Change in Person Trips
US 290 W	14%	35%
FM 734	17%	42%
FM 685	21%	49%

Scenario C: Combined Concept

This scenario includes coding the additional road network needed to support the Scenario A corridors. The vision network increases network connectivity and provides relief to Scenario A facilities. Unlike Scenario A, Scenario B would pull elements from the vision network into the Regional Connector network and be tested. Corridor performance results from the Scenario Z model will be used as a trigger to determine which Scenario A corridors may need additional improvements above those already assumed.

Figure _: Scenario C Combined Concept – AM Peak Period (6am to 9am) Congestion Levels 2040 Population with E+C, Tier I, & Vision Network

AM



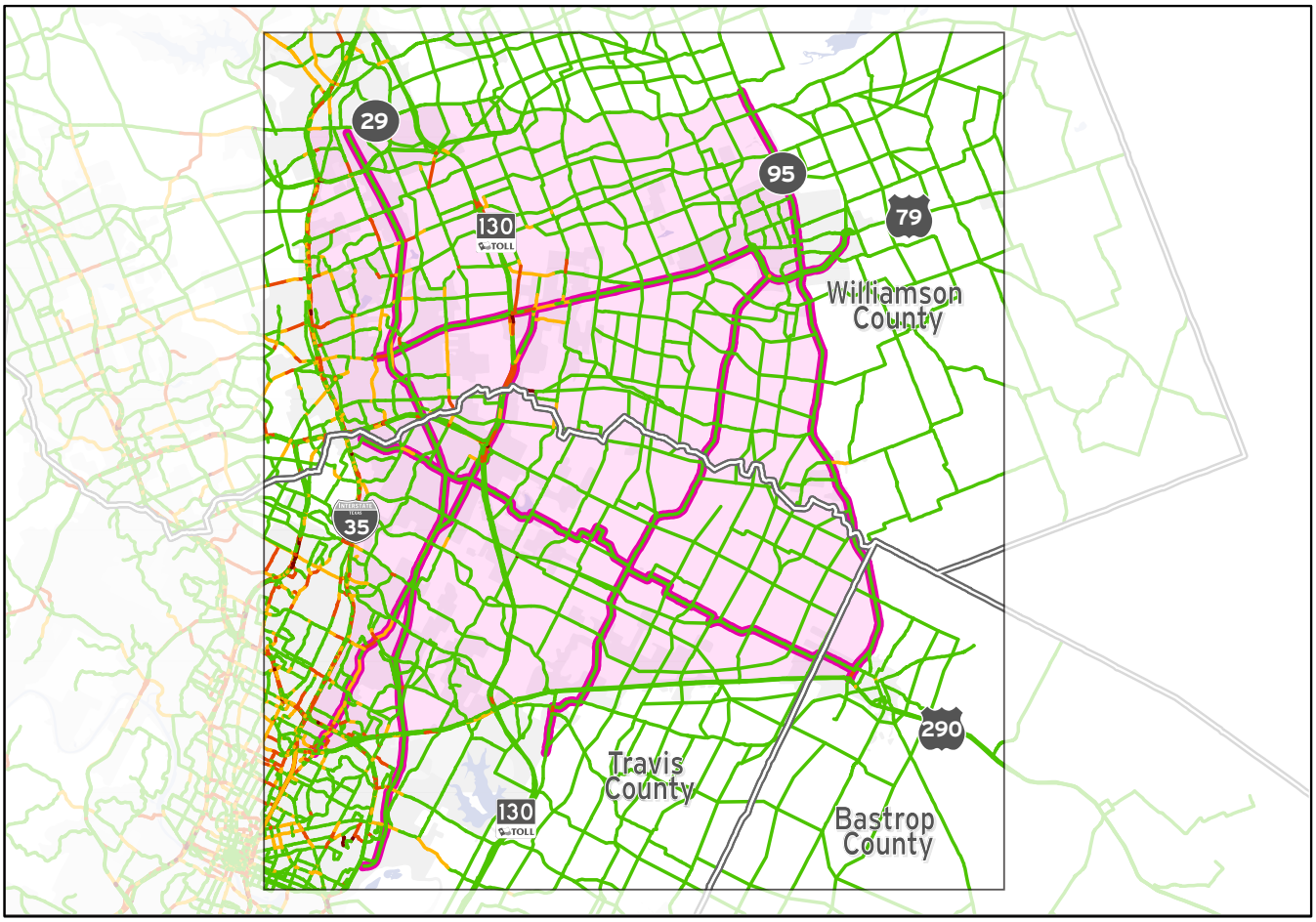
Vehicle to Capacity (V/C) Ratio
- 0 - .85 (Free-Flow)
- .85 - 1 (Slow)
- 1 - 1.5 (Stop and Go)
- 1.5 - >1.5 (Parking lot)
- Mokan Study Area
- Subregional Priority Corridors

Source:
CAMPO, 2018
Texas Department of Transportation (TxDOT), 2018

N

Figure _: Scenario C Combined Concept- PM Peak Period (3:30pm to 6:30pm) Congestion Levels
2040 Population with E+C, Tier I, & Vision Network

PM



Vehicle to Capacity (V/C) Ratio
- 0 - .85 (Free-Flow)
- .85 - 1 (Slow)
- 1 - 1.5 (Stop and Go)
- 1.5 - >1.5 (Parking lot)
- Mokan Study Area
- Subregional Priority Corridors

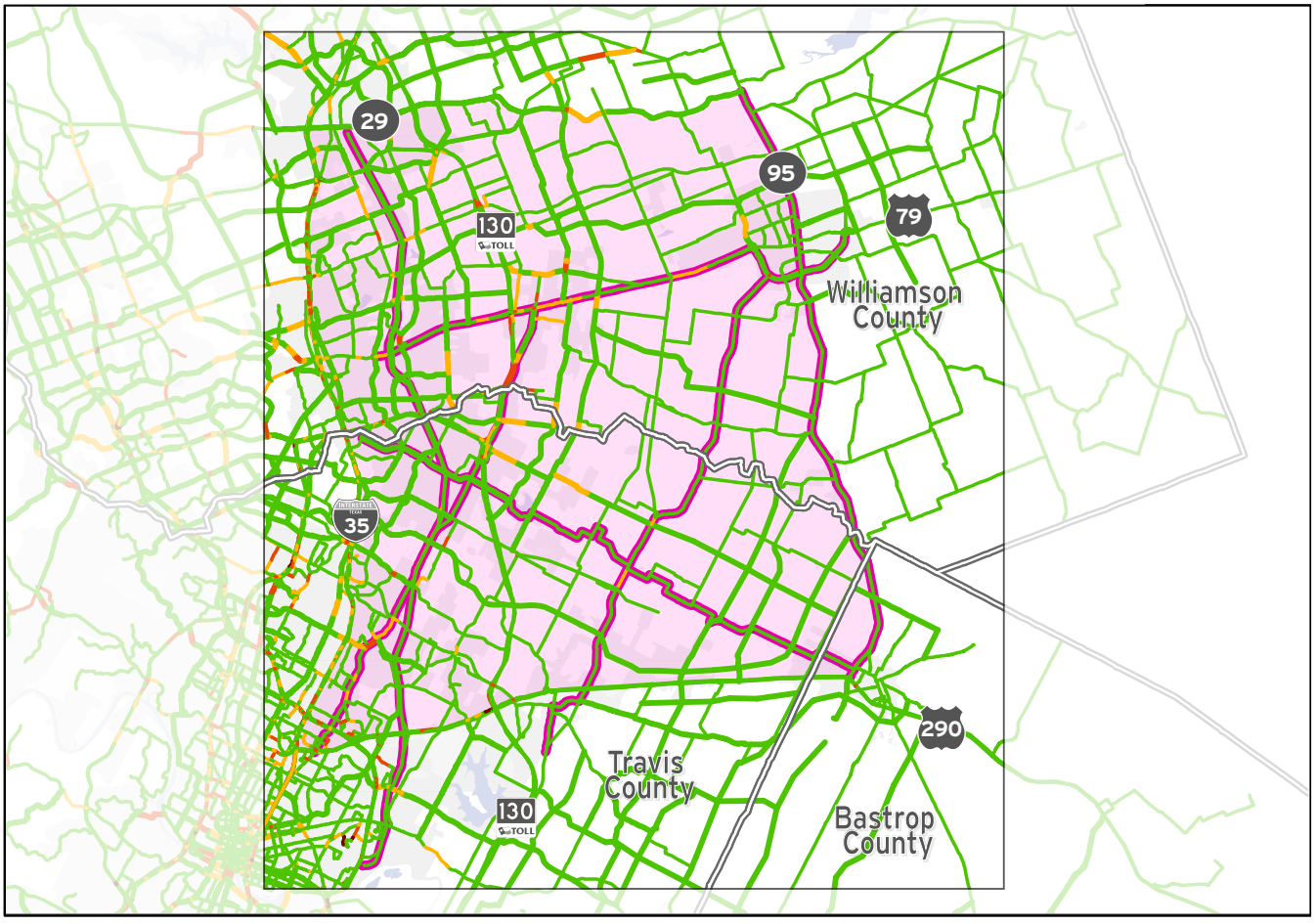
Source:
CAMPO, 2018
Texas Department of Transportation (TxDOT), 2018

Scenario D: Regional and Supporting Connectors

Finally, an additional scenario was developed and includes the Regional Connectors network with the top performing or supporting arterials in Scenario C. The selection of these supporting arterials is based on the previous model run.

Figure _: Scenario D Regional & Supporting - AM Peak Period (6am to 9am) Congestion Levels 2040 Population with E+C, Tier I, & Tier II Regional Connectors

AM



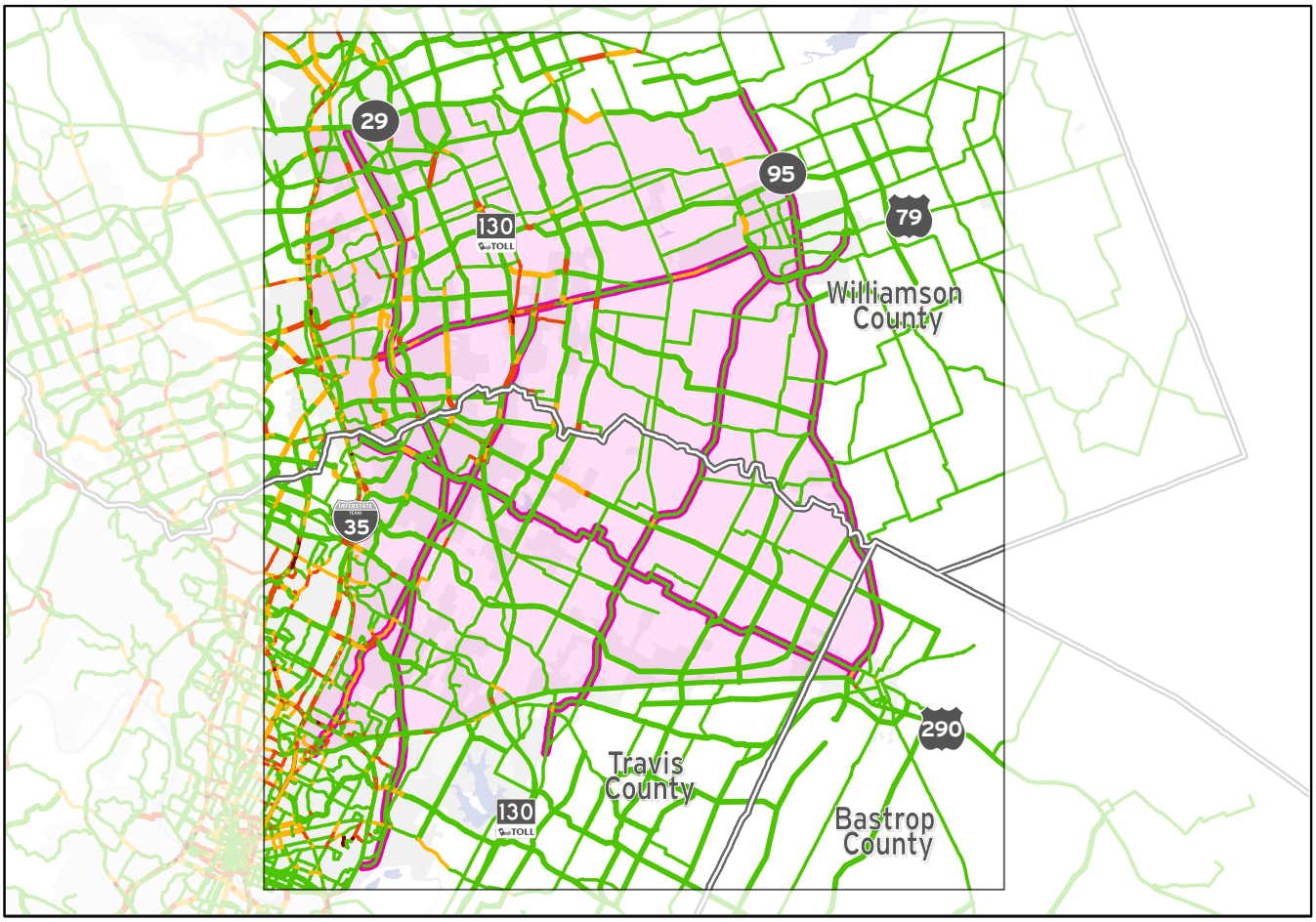
Vehicle to Capacity (V/C) Ratio

- 0 - .85 (Free-Flow)
- .85 - 1 (Slow)
- 1 - 1.5 (Stop and Go)
- 1.5 - >1.5 (Parking lot)
- 0 - .85 (Tier II) (Free-Flow)
- .85 - 1 (Tier II) (Slow)
- 1 - 1.5 (Tier II) (Stop and Go)
- 1.5 - >1.5 (Tier II) (Parking lot)
- Mokan Study Area
- Subregional Priority Corridors

Source:
CAMPO, 2018
Texas Department of Transportation (TxDOT), 2018

Figure _: Scenario D Regional & Supporting – PM Peak Period (3:30pm to 6:30pm) Congestion Levels
2040 Population with E+C, Tier I, & Tier II Regional Connectors

PM



Vehicle to Capacity (V/C) Ratio

- 0 - .85 (Free-Flow)
- .85 - 1 (Slow)
- 1 - 1.5 (Stop and Go)
- 1.5 - >1.5 (Parking lot)
- 0 - .85 (Tier II) (Free-Flow)
- .85 - 1 (Tier II) (Slow)
- 1 - 1.5 (Tier II) (Stop and Go)
- 1.5 - >1.5 (Tier II) (Parking lot)
- Mokan Study Area
- Subregional Priority Corridors

Source:
CAMPO, 2018
Texas Department of Transportation (TxDOT), 2018

Scenario Comparison

Scenario model runs indicate that the Scenario A Regional Connectors in the MoKan/Northeast Subregional Study Area are critical transportation improvements to avert network performance degradation and meet forecasted mobility demands for the growing subregion in 2040. Model runs demonstrate that Scenarios A (Regional Connectors), C (Combined Concept), and D (Regional and Supporting Connectors) all result in improved average speeds and a reduction in vehicle hours of travel (VHT) in the Plan Area compared to the Scenario Z (Future No Build) approach for 2040, with Scenario A bringing the greatest reduction in VHT (-19%). However, only Scenario A results in a reduction of vehicle miles of travel (VMT) in the Plan Area (-6%) and achieves this result with the lowest percent increase of lane miles (36%) per future scenario.

Scenario A's favorable results further demonstrate the critical importance of implementing the Regional Connector improvements as targeted and cost-effective priorities for maintaining and achieving optimal mobility in the Plan Area over the next twenty-five years. See **Table__** for the detailed model results per scenario and **Figures __** for scenario comparisons specific to lane miles, VMT, and, VHT.

Table _: MoKan/Northeast Subregional Study Area - Model Results by Scenario

MoKan/Northeast Subregional Study Area - Preliminary Model Results by Scenario							
		Lane Miles		Vehicle Miles Traveled		Vehicle Hours Traveled	
Scenario	Average Speed	Lane Miles	Change VS Scenario 1	VMT (millions)	Change VS Scenario 1	VHT	Change VS Scenario 1
Baseline	44	1,695		6.78		152,400	
Z - Future No-Build	35	1,695		15.04		423,356	
A - Regional Connectors	42	2,325	37%	14.26	-5%	342,672	-19%
C - Combined Concept	40	3,538	109%	15.96	6%	403,310	-5%
D - Regional and Supporting Connectors	42	3,239	91%	15.88	6%	378,702	-11

Figure _: Scenario Model Comparison

Context Sensitive Design

This assessment incorporates the CAMPO Context Zones. Context Zones are a tool to help stakeholders evaluate relevant best practices and to contextualize corridor treatments ensuring they are appropriate for given locations. The local roadway grid-spacing and intersection points typically change based upon the land uses through which an arterial travels. The changing land uses along corridors require roadway design modifications to allow the arterial to best serve travel demand, facilitate multimodal movements, and support economic development activity. The CAMPO Context Zones are described as:

- Z1- Urban 1/High-rise Downtown: Generally, mixed-use and high-rise development facing the street with many activity centers at corner lots.
- Z2- Urban 2/Main Street (Small Town): Generally, an activity center surrounded by lands with single family houses. Commercial buildings facing the street that are typically no taller than six stories.
- Z3- Suburban 1/Mixed-Use/Activity Center: An activity center surrounded by single family housing and commercial development. Buildings do not typically face the street.
- Z4- Suburban/Conventional: A lack of activity centers. Mostly housing typically with small "strip malls" or a single grocery store/ convenience store.
- Z5- Rural: Free from large developments with scattered single-family housing or the occasionally large facility.

Study area context zones predominantly include Zone 3: Suburban 1, Mixed-Use Activity Center, Zone 4: Suburban/Conventional and Zone 5: Rural. Within the MoKan/Northeast Subregion, there are few urban areas that match the Zone 2: Urban 2, Main Street (Small Town) classification.
The development of the concepts incorporates both the CAMPO Context Zones and roadway functional class, while addressing five corridor characteristics including multimodal, safety, access, urban form and land use. Throughout the development of the concepts, the connection between transportation and land use was a major consideration to support economic development opportunities such as transit-oriented development (TOD), local development along arterials and frontage roads, and regional nodal development at major interchanges and highway junctions. Corridor concepts that consider land use in design can enhance the local and regional economies through providing new and convenient access to economic development opportunities and improved mobility options between existing and new job centers and residential areas.

Corridor Cost Estimates

Developing planning level cost estimates for these regional corridor improvements is important for planning next efforts for funding and implementation. Planning level cost estimates per lane mile for each roadway functional classification have been developed for the Regional Arterials Study, and these lane mile cost estimates are the basis for determining cost estimates per each potential corridor concept and the network of potential corridor concepts for the MoKan/ Northeast Subregion Study area. They cost estimates are

For the Regional Arterials Study, the lane mile cost estimates per each roadway classification were developed by analyzing and comparing costs previously developed for the Williamson County Corridor Study, Mobility35, and other published programming cost reports. Evaluation examined programmatic costs ranging between approximately $1 million to $7 million per lane mile depending on project location and complexity. Based upon these ranges, a construction cost per lane mile was developed for each TXDOT/ FHWA functional classification contained in the model and then grouped into CAMPO's functional classifications (Limited Access, Principal Arterial, and Minor Arterial).

Considering these are high-level estimates for conceptual improvements, the lane mile costs assume a 30% factor for contingency, 10% factor for intersection improvements and direct connectors, and a 20% factor for planning, environmental, design and construction management activities necessary for project implementation. However, the cost estimates do not include right-of-way acquisition costs or utility relocation costs, as these costs are highly variable by corridor.

Per the Regional Arterial Study, the **Table___** lists the per lane mile cost estimates by functional class for use in developing cost estimates for the potential corridor concepts specific to the MoKan/ Northeast Subregion Study Area.

Table __: Cost Estimates per Corridor Lane Mile

CAMPO Functional Class	Cost Per Lane Mile				
	Construction	30% Contingency	10% Intersection Improvements & Direct Connectors	20% Planning, Engineering, Construction Mgmt.	Estimated Total
Limited Access	$ 2,500,000	$ 750,000	$ 250,000	$ 500,000	$ 4,000,000
Principal Arterial	$ 2,000,000	$ 600,000	$ 200,000	$ 400,000	$ 3,200,000
Minor Arterial	$ 1,900,000	$ 570,000	$ 190,000	$ 380,000	$ 3,040,000

Recommendations and Improvements Opportunities

Corridor Concept Plans

The following concepts were developed in conjunction with the Regional Arterials Plan (RAP). Coordination with stakeholders, including the RAP and Mokan/NE Subregion Steering Committees.

MoKan

Current Design (2018)

The MoKan Corridor runs approximately 27 miles between Georgetown to Austin, and the abandoned railroad corridor connects the cities of Georgetown, Round Rock, Pflugerville, and Austin. The facility is owned by TxDOT. As the region continues to grow, the MoKan Corridor remains a critical regional transportation asset for further consideration in improving mobility and transit options in the coming years.

The corridor currently does not have a designated transportation facility that spans its entire length, however there are locations along its rights-of-way in which a transportation facility has been built. In Pflugerville, a shared-use trail has been built on part of its alignment adjacent to Railroad Avenue. Approximately 1.8-miles of Dessau Road, from E. Custer Creek Drive in Pflugerville to Crystal Bend Drive in Austin, is also located within the MoKan right-of-way.

Potential Concept

For the MoKan/Northeast Subregional Plan, identifying enhanced transportation possibilities for the MoKan Corridor—that include multimodal elements—has great potential to improve regional and local mobility options and support economic development opportunities along the corridor.

The corridor presents a critical opportunity to accommodate HOV and enhanced transit—including express, BRT, and intercity bus services in the near-term and potentially rail services in the future—between Georgetown and Austin.

The MoKan Corridor will allow for potential connections to important east-west Regional Connectors such as Pflugerville Parkway, FM 685 and Parmer Lane. These Regional Connectors provide long-distance inter-city connections and allow for greater mobility due to tight access controls. Regional Connectors feature access management, dedicated/separate ped/bike facilities, grade separated intersections, timed signals, and bus pullouts. The MoKan Corridor has the potential to provide a similar service north-south, alleviating the volume of traffic through IH 35 and SH 130 as well as congested north-south local collectors.

The following ten intersecting Regional Connectors are envisioned as the limited access points to and from the MoKan Corridor (ordered north to south):

- SE Inner Loop (Georgetown)
- University Drive (Round Rock)
- US 79 (Round Rock)
- SH 45 (Round Rock)
- FM 1100/Pflugerville Parkway (Pflugerville)
- Pecan Street (Pflugerville)
- FM 685 (Pflugerville)
- US 290 (Austin)
- MLK/FM 969 (Austin)
- US 183 (Austin)

Planning level concepts for enhanced transportation options on MoKan north of SH 45 have been identified through other efforts, yet options south of SH 45 warrant further discussion and consideration.

Georgetown to SH 45 (Round Rock) via MoKan

Per the 2018 CTRMA MoKan Corridor Study, MoKan is envisioned as a four-lane, limited-access facility with shoulders and frontage roads designed for 70 miles per hour between Georgetown (SE Inner Loop) and SH 45. HOV and enhanced transit options could be accommodated on this segment of the MoKan Corridor, with stations, park-and-rides, and TOD opportunities at key regional intersections including University Avenue/SH 29 and SE Inner Loop in Georgetown and University Boulevard and US 79 In Round Rock. Providing transit connections between the MoKan Corridor and downtown Georgetown and downtown Round Rock is also recommended to further expand local mobility options and support local economic development opportunities.
In Georgetown, there are multiple options to extend MoKan transit services north from SE Inner Loop into downtown:

- **SE Inner Loop west to FM 1460 and S. Austin Avenue:** Enhanced transit services could travel west on SE Inner Loop, northwest on FM 1460, and north on S. Austin Avenue to downtown Georgetown. Continued travel east on University Avenue/SH 29 would add a direct connection to Southwestern University.
- **SE Inner Loop northeast to University Avenue/SH 29:** Enhanced transit services from MoKan could travel northeast on SE Inner Loop to SH 29 and then west on University Avenue/ SH 29 to Southwestern University and downtown Georgetown. This option would serve both downtown and Southwestern University, yet it requires out-of-direction travel to reach downtown.
- **Continue northbound on the MoKan Corridor via Maple Street to University Avenue/SH 29:** Enhanced transit could be routed via a transit-only extension of MoKan northward from SE Inner Loop via Maple Street to University Avenue/SH 29 with a termination spot near the intersection. This option would be the most direct routing to downtown and Southwestern University, with appropriate design treatments in consideration of nearby residential uses along Maple Street.

Connecting downtown Round Rock with MoKan enhanced transit could be facilitated through travel via US 79 to Mays Street, a distance of approximately 2.5 miles.

SH 45 through Pflugerville via MoKan

The prime intersection of MoKan and SH 45 would serve as a critical mobility junction to facilitate various MoKan travel options from the north to regional destinations to the south:

- SH 45 West to IH 35 and MoPac Expressway: MoKan HOV and transit traffic would have the option to travel west on SH 45 and south via IH 35 or Loop 1/MoPac into Austin. The routing option via MoPac would take advantage of new express lanes and provide direct access to The Domain.
- SH 45 East to SH 130: MoKan HOV and transit traffic would have the option to travel east via SH 45 and south on SH 130 to east Austin via US 290 and the Austin-Bergstrom International Airport.
- SH 45 to FM 685/Dessau Road: MoKan traffic could also route east via SH 45 and south via FM 685/Dessau Road through Pflugerville and then rejoin the MoKan corridor at Crystal Bend Drive in Austin. FM 685/Dessau Road's recommended expansion from four to six lanes between SH 130 to FM 734 (Parmer Lane) would help facilitate HOV and transit priority movements. Opportunities for TOD could include the FM 685/Pflugerville Parkway and FM 685/Pecan Street intersections.
- MoKan Mobility Corridor between SH 45 and Crystal Bend Drive: The limited access HOV/transit priority facility would travel through Pflugerville via the MoKan Corridor and merge with Dessau Road for 1.8-miles to Crystal Bend Drive. Lane configurations and travel speeds would be designed to match the available right-of way and land use characteristics while providing enhanced transit and alternative mobility options including a shared use path through Pflugerville.
    - Between SH 45 and Pflugerville Parkway, the corridor could accommodate HOV, enhanced bus, and local Pflugerville traffic traveling to or from the MoKan limited-access lanes north of SH 45.
    - The MoKan Corridor between Pflugerville Parkway and FM 685 could be tightly restricted to HOV, enhanced bus, electric vehicle (EV), autonomous vehicle (AV), and emergency responder traffic to prioritize mobility alternatives and limit traffic volumes through the central Pflugerville area. A design option that places the MoKan facility below grade, while retaining east-west neighborhood street connectivity at grade, could preserve neighborhood character and minimize potential visual and noise impacts. Railroad Avenue could continue to provide local access and be enhanced to include new shared use path facilities currently on the MoKan alignment.

Key TOD locations along the MoKan Corridor could include the area south of SH 45 and north of Meister Lane, Pflugerville Parkway, and downtown Pflugerville near Pecan Street. A downtown Pflugerville transit center, with park-and-ride facilities, could be an attractive option integrated with downtown TOD opportunities.
See Figure ___ for an illustrative map depicting possible regional travel opportunities via the MoKan Corridor and SH 45 junction.

In order to preserve local access and connectivity through Pflugerville, this study has considered and developed a concept utilizing the existing roadway Railroad Avenue. Railroad Avenue currently serves the Pflugerville community, providing through-town access as well as access to several community destinations, such as Brookhollow Elementary School. The Heritage Loop Trail currently runs parallel on the east side of Railroad Avenue. This concept includes the existing Railroad Avenue facility and configuration with the addition of a four-lane facility within the MoKan ROW. The potential option through MoKan also has the option of a grade separation. See the concept below.

Railroad Avenue (Local access)

Potential MoKan Option (At grade or below grade)

Crystal Bend Drive to US 290 via MoKan

MoKan HOV and transit priority southbound traffic traveling on Dessau Road would exit at Crystal Bend Drive to rejoin the dedicated MoKan right-of way for continued travel into east Austin at US 290. Operating on the MoKan Corridor through this segment will allow for potential regional transit connections at US 290 (CapMetro Green Line/ Park-and-Ride).

MoKan Options South of US 290

Further study is recommended to examine potential MoKan travel options south of US 290, the limits of the MoKan/Northeast Subregional Plan area, to downtown Austin and the Austin-Bergstrom International Airport.

Potential MoKan routing options for continued southbound HOV and enhanced transit travel could include the following:

- US 290 west (non-tolled managed lanes) to IH 35 south (managed lanes) for direct service to the University of Texas and downtown Austin.
- US 290 west to US 183 south to reach the CapMetro transit center near US 183/MLK, FM 969 into downtown, and/or the CARTS transit center at 7th Street. Continued travel via US 183 south could reach the Austin-Bergstrom International Airport
- Continued MoKan Corridor southbound travel to the CARTS transit center at 7th Street with an undetermined routing option west into downtown.
- US 290 east to SH 130 for direct service to the Austin-Bergstrom International Airport.

Figure __: MoKan Directional Map

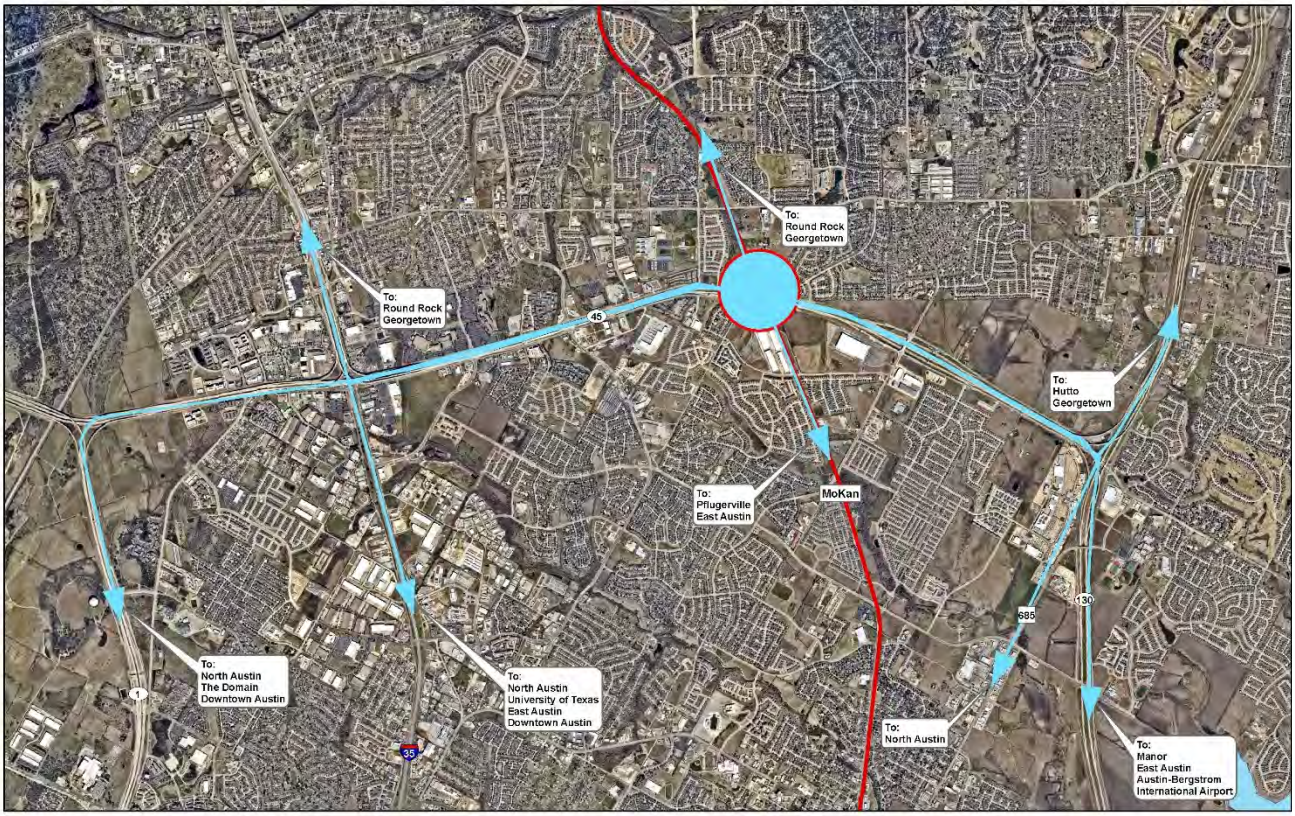
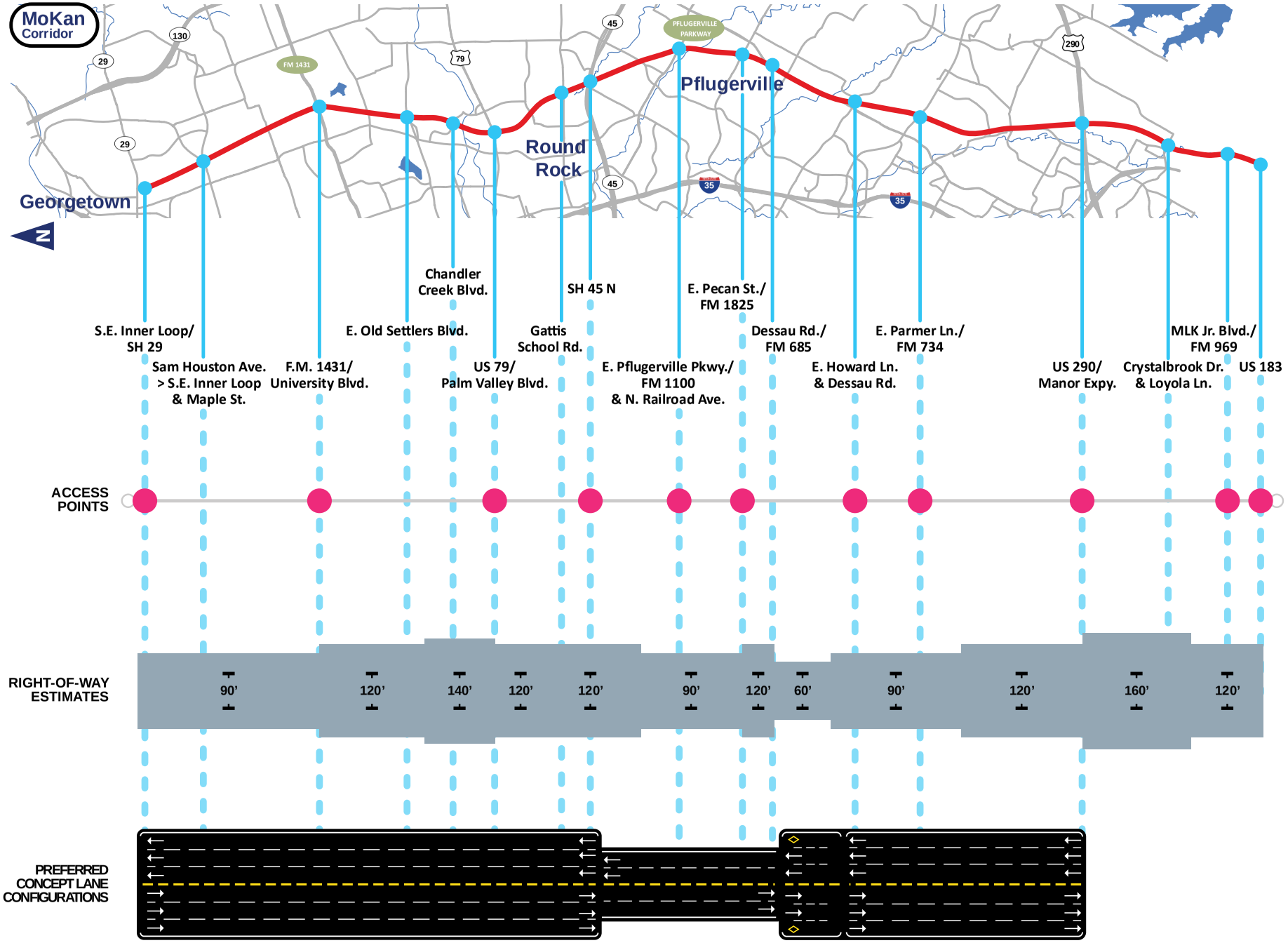


Table ____contains **a** summary of the potential design concepts to be applied to the MoKan Corridor by segment, and **Figure ____** depicts a related conceptual map. Representative cross-sections follow in **Figures_____**.

Table___: Potential 2045 Concept – MoKan

MoKan		Current Design - 2018			Preferred Design - 2045				
From	To	Functional Class	Design Type	Lanes	Functional Class	Design Type	Lanes	Context Zone	Cross-Section Pattern
SH 29	SH 45	N/A	N/A	N/A	Limited Access	Divided	4 General Purpose + Shoulders	Z5 Rural	2
SH 45	Pecan Street	N/A	N/A	N/A	Principal (Regional Connector)	Divided	2 General Purpose + 2 Diamond	Z5 Rural	17
Pecan Street	FM 685/Dessau	N/A	N/A	N/A	Principal (Regional Connector)	Undivided	2 General Purpose + 2 Diamond	Z2 Urban (Main Street/ Small Town)	14
FM 685/ Dessau	Crystal Bend	Minor Arterial	Divided	4 GP	Principal (Regional Connector)	Divided	4 General Purpose + Shoulders	Z3 Suburban (Mixed Use/ Activity Ctr)	10
Crystal Bend	US 290/ US 183/ 7th St CARTS	N/A	N/A	N/A	Principal (Regional Connector)	Divided	2 General Purpose + 2 Diamond + Shoulders	Z3 Suburban (Mixed Use/ Activity Ctr)	10


MoKan Corridor
Georgetown
Round Rock
Pflugerville
PFLUGERVILLE PARKWAY
FM 1431
N
S.E. Inner Loop/ SH 29
Sam Houston Ave. > S.E. Inner Loop & Maple St.
F.M. 1431/ University Blvd.
E. Old Settlers Blvd.
Chandler Creek Blvd.
US 79/ Palm Valley Blvd.
Gattis School Rd.
SH 45 N
E. Pflugerville Pkwy./ FM 1100 & N. Railroad Ave.
E. Pecan St./ FM 1825
Dessau Rd./ FM 685
E. Howard Ln. & Dessau Rd.
E. Parmer Ln./ FM 734
US 290/ Manor Expy.
MLK Jr. Blvd./ FM 969
Crystalbrook Dr. & Loyola Ln.
US 183
ACCESS POINTS
RIGHT-OF-WAY ESTIMATES
90’
120’
140’
120’
120’
90’
120’
60’
90’
120’
160’
120’
PREFERRED CONCEPT LANE CONFIGURATIONS

MoKan Corridor

S.H. 29 to S.H. 45

S.H. 45 to Pecan Street

Pecan Street to F.M. 685

F.M. 685 to Crystal Bend Drive

Crystal Bend Drive to US 290

Estimated capital costs for the potential MoKan Corridor concept are estimated at $369.9 million in 2019 dollars and are further detailed in **Table_____**.

Table____: MoKan – Estimated Capital Costs for Potential Concept

MoKan - Estimated Capital Costs for Potential Concept										
From	**To**	**Distance**	**Current Lanes**	**Current Lane Miles**	**Proposed Lanes**	**Proposed Lane Miles**	**New Lane Miles**	**Preferred Functional Class**	**Lane Mile Cost**	**Estimated Cost**
SH 29	**SH 45**	11.0	N/A	0.0	4 General Purpose + Shoulders	44.0	44.0	Limited Access	$4,000,000	**$176,000,000**
SH 45	**Pecan Street**	2.6	N/A	0.00	2 General Purpose + 2 Diamond (peak)	10.4	10.4	Principal Arterial	$3,200,000	**$33,280,000**
Pecan Street	**FM 685/Dessau**	0.75	N/A	0.0	2 General Purpose + 2 Diamond (peak)	3.0	3.0	Principal Arterial	$3,200,000	**$9,600,000**
FM 685/ Dessau	**Crystal Bend**	1.8	4 General Purpose	7.2	4 General Purpose + Shoulders (NTM peak)	10.8	3.6	Principal Arterial	$3,200,000	**$11,520,000**
Crystal Bend	**US 290**	10.9	N/A	0.00	4 General Purpose + Shoulders (NTM peak)	43.6	43.6	Principal Arterial	$3,200,000	**$139,520,000**
SUBTOTALS		**27.1**		**7.2**		**111.8**	**104.6**			**$369,920,000**

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US 79

Current Design (2018)

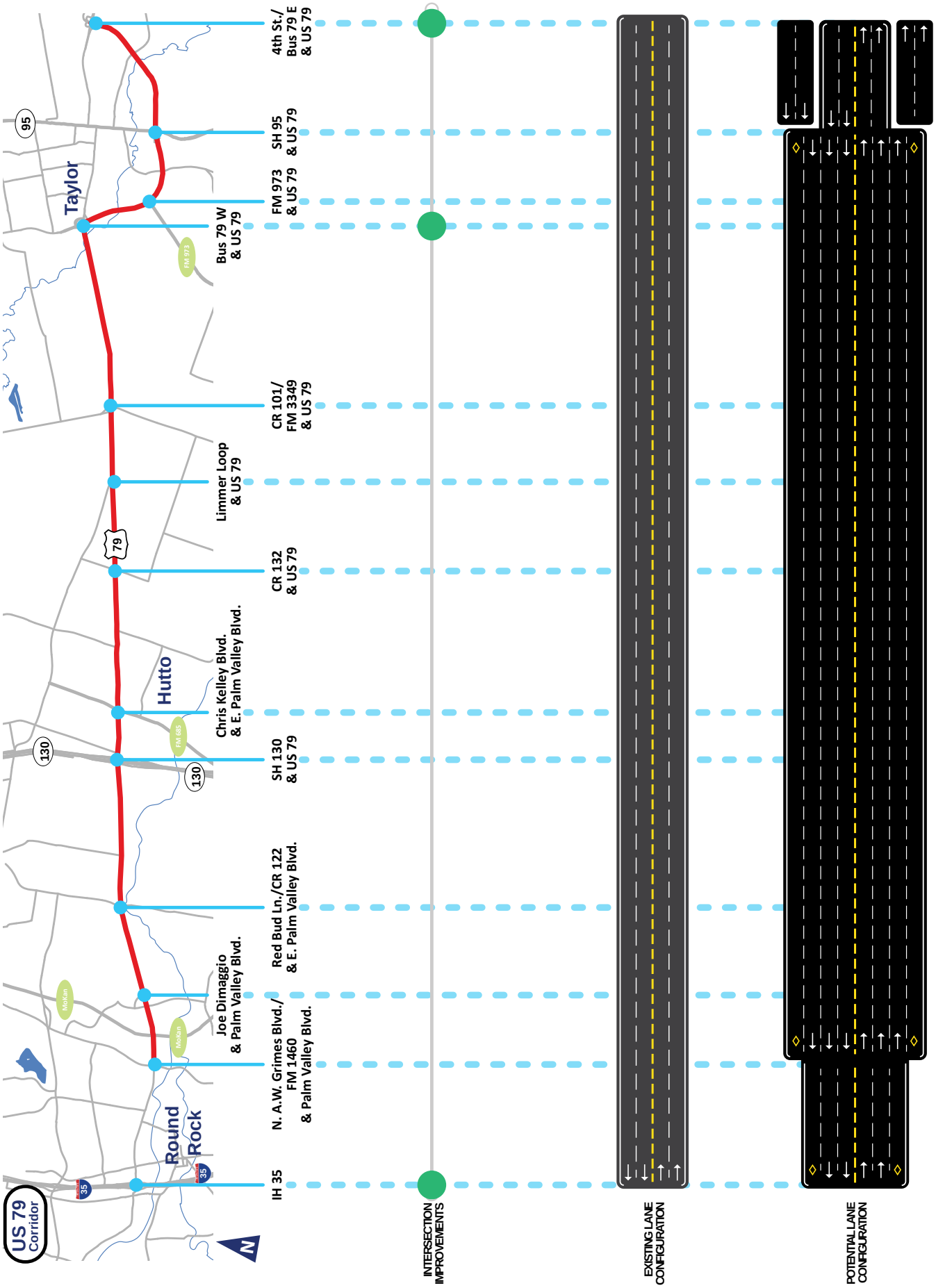
In the Plan area, US 79 provides a critical east-west 18.1-mile connection across Williamson County and serves the communities of Round Rock, Hutto and Taylor and intersects IH 35, SH 130, and SH 95. It is currently classified as a **principal/major arterial,** and generally functions with four general purpose lanes with center turn lanes at intersections between IH 35 and FM 1460. The facility is maintained by TxDOT.

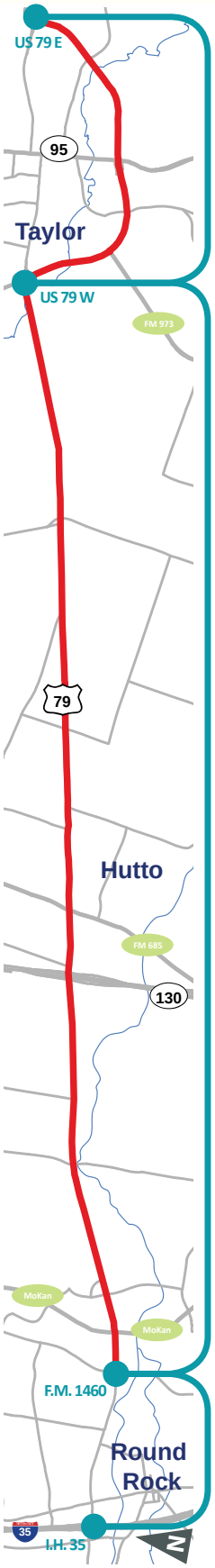
Potential Concept

For 2045, a potential concept is establishing US 79 as a **Principal – Regional Corridor** to improve its capacity to facilitate regional travel and enhanced mobility options. Roadway capacity would be expanded from four to six general purpose lanes between IH 35 and Business US 79 West in Taylor. The addition of shoulders between FM 1460 and Business US 79 West is also recommended to further enhance safety. The cross-section would also allow for potential non-tolled managed elements to be included in one lane in each direction for HOV and transit priority at certain times of day. Along the US 79 truck route through south Taylor between Business US 79 West and Business US 79 East, US 79 would be expanded to gain four frontage road lanes to support local economic development opportunities and enhance local mobility options. Along US 79 Business Route through downtown Taylor, context sensitive roadway treatments are recommended to support economic development, placemaking, and pedestrian and bicycle mobility. New direct connectors to improve regional mobility are envisioned between northbound IH 35 and US 79 ramps in Round Rock, US 79 South to IH 35 South in Round Rock, US 79 South at Business US 79 West in Taylor, and US 79 South at Business US 79 East in Taylor. These new connectors will have to potential to improve economic development opportunities at these critical regional nodes. New connectors will require additional planning and coordination with TxDOT and local entities.

Table___: Potential 2045 Concept – US 79

US 79		Current Design - 2018			Potential Design - 2045				
From	To	Functional Class	Design Type	Lanes	Functional Class	Design Type	Lanes	Context Zone	Cross-Section Pattern
IH 35	FM 1460	Principal (Major Arterial)	Undivided/Divided	4 General Purpose	Principal (Regional Connector)	Divided	6 General Purpose	Z4 Suburban (Conventional)	10
FM 1460	Bus 79 W	Principal (Major Arterial)	Undivided/Divided	4 General Purpose	Principal (Regional Connector)	Divided	6 General Purpose + Shoulders	Z5 Rural	11
Bus 79 W	Bus 79 E	Principal (Major Arterial)	Divided	4 General Purpose	Limited Access	Divided	4 General Purpose + 4 Frontage	Z4 Suburban (Conventional)	2
Bus 79 W (US 79 BR)	Bus 79 E (US 79 BR)	Principal (Minor Arterial)	Undivided	4 General Purpose	Principal (Minor Arterial)	Divided	4 General Purpose	Z2 Urban (Main Street/ Small Town)	21


US 79 Corridor
Round Rock
Hutto
Taylor
IH 35
N. A.W. Grimes Blvd./ FM 1460 & Palm Valley Blvd.
Joe Dimaggio & Palm Valley Blvd.
Red Bud Ln./CR 122 & E. Palm Valley Blvd.
SH 130 & US 79
Chris Kelley Blvd. & E. Palm Valley Blvd.
CR 132 & US 79
Limmer Loop & US 79
CR 101/ FM 3349 & US 79
Bus 79 W & US 79
FM 973 & US 79
SH 95 & US 79
4th St./ Bus 79 E & US 79
INTERSECTION IMPROVEMENTS
EXISTING LANE CONFIGURATION
POTENTIAL LANE CONFIGURATION



US 79

US 79 E to US 79 W

US 79 W to F.M. 1460

F.M. 1460 to I.H. 35

Total capital costs for the implementation of the US 79 potential concept is estimated at $170.6 million in 2019 dollars. See **Figure ____** for related cost estimates per corridor segment.

Figure: US 79 – Estimated Capital Costs for Potential Concept

US 79 - Estimated Capital Costs for Potential Concept										
From	**To**	**Distance**	**Current Lanes**	**Current Lane Miles**	**Proposed Lanes**	**Proposed Lane Miles**	**New Lane Miles**	**Preferred Functional Class**	**Lane Mile Cost**	**Estimated Cost**
IH 35	**FM 1460**	2.0	4 General Purpose	8.0	6 General Purpose	12.0	4.0	Principal Arterial	$3,200,000	**$12,800,000**
FM 1460	**Bus 79 W**	13.4	4 General Purpose	53.6	6 General Purpose + Shoulders	80.4	26.8	Principal Arterial	$3,200,000	**$85,760,000**
Bus 79 W	**Bus 79 E**	4.5	4 General Purpose	18.0	4 General Purpose + 4 Frontage	36.0	18.0	Limited Access	$4,000,000	**$72,000,000**
Bus 79 W (US 79 BR)	**Bus 79 E (US 79 BR)**	3.1	4 General Purpose	12.4	4 General Purpose	12.4	0.0	Principal Arterial	$3,200,000	**$0**
SUBTOTALS		**23.0**		**92.0**		**140.8**	**48.8**			**$170,560,000**

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FM 685/Dessau Road/Cameron Road

Current Design (2018)

The FM 685/Dessau Road/Cameron Road corridor runs north/south between US 79 in Hutto and US 290 in northeast Austin for approximately 17.6 miles, and it makes important regional connections with US 79, SH 130, US 183, and US 290. It currently operates as a divided **minor arterial.** Its northern segment between SH 130 in Pflugerville and FM 734 (Parmer Lane) in northeast Austin has four general purpose lanes and is a TxDOT facility; its southern segment from FM 734 (Parmer Lane) to US 290 has six general purpose lanes and is maintained by the City of Austin.

Potential Concept

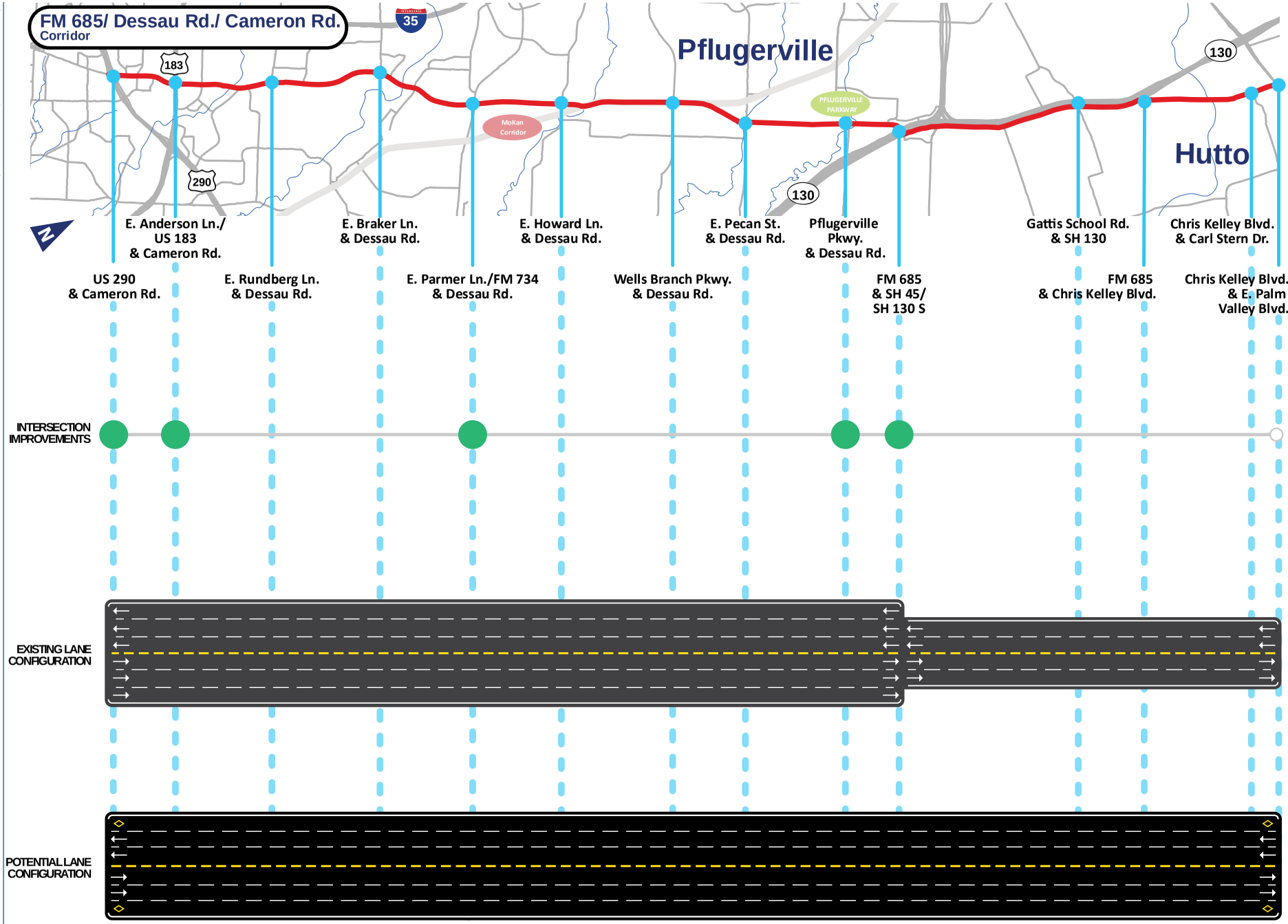
FM 685/Dessau Road/Cameron Road is recommended for upgrade to a **Principal - Regional Connector** through capacity and shoulder additions that will provide a consistent six lane facility between SH 130 and US 290. Specific planned roadway improvements include expanding FM 685 from four lanes to six lanes between SH 130 and FM 734 (Parmer Road) and adding new shoulders for the entire facility between SH 130 and US 290. Envisioned intersection improvements to enhance regional network connectivity and safety include an improved interchange with SH 130 that adds a direct connector from FM 685 north to the northbound frontage road and improved interchanges with Pflugerville Parkway, FM 734 (Parmer Road), US 183, and US 290. Right-of-way requirements for related interchange improvements will need further evaluation during corridor design to ensure optimal operations. These facility improvements may also enhance the corridor's market for north/south bus transit services and potential TOD at key intersections with other regional facilities – such as Pflugerville Parkway, FM 1825/Pecan Street, and FM 734/Parmer Road.

Dessau Road shares right-of-way with the MoKan Corridor between approximately Mountain View Drive in Pflugerville and Crystal Bend Drive in Austin. In this segment, design options that support transit priority are recommended to ensure an uninterrupted enhanced bus transit option along the MoKan Corridor between Georgetown, Round Rock, Pflugerville, and Austin in the future. For further context, please see the MoKan Corridor potential concept discussion.

Table ____ provides a summary of the potential design concepts to be applied to FM 685/Dessau Road/Cameron Road by segment, and **Figure ____** depicts a related conceptual map. Representative cross-sections follow in **Figures_____**.

Table___: Potential 2045 Concept – FM 685/Dessau Road/Cameron Road

FM 685/ Dessau/ Cameron		Current Design - 2018			Potential Design - 2045				
From	To	Functional Class	Design Type	Lanes	Functional Class	Design Type	Lanes	Context Zone	Cross-Section Pattern
SH 130	FM 734	Minor Arterial	Divided	4 General Purpose	Principal (Regional Connector)	Divided	6 General Purpose	Z4 Suburban (Conventional)	7
FM 734	US 290	Minor Arterial	Divided	6 General Purpose	Principal (Regional Connector)	Divided	4 General Purpose + 2 Nontolled Managed	Z3 Suburban (Mixed Use/ Activity Ctr)	10


FM 685/ Dessau Rd./ Cameron Rd.
Corridor
Pflugerville
Hutto
183
290
35
130
MoKan Corridor
PFLUGERVILLE PARKWAY
N
E. Anderson Ln./ US 183 & Cameron Rd.
E. Braker Ln. & Dessau Rd.
E. Howard Ln. & Dessau Rd.
E. Pecan St. & Dessau Rd.
Pflugerville Pkwy. & Dessau Rd.
Gattis School Rd. & SH 130
Chris Kelley Blvd. & Carl Stern Dr.
US 290 & Cameron Rd.
E. Rundberg Ln. & Dessau Rd.
E. Parmer Ln./FM 734 & Dessau Rd.
Wells Branch Pkwy. & Dessau Rd.
FM 685 & SH 45/ SH 130 S
FM 685 & Chris Kelley Blvd.
Chris Kelley Blvd. & E. Palm Valley Blvd.
INTERSECTION IMPROVEMENTS
EXISTING LANE CONFIGURATION
POTENTIAL LANE CONFIGURATION

F.M. 685/ Dessau Rd./ Cameron Rd.

S.H. 130 to F.M. 734

F.M. 734 to US 290

Estimated capital costs for the potential capacity improvements for the FM 685/Dessau Road/Cameron Road are approximately $48.6 million (2019 dollars) and are further detailed by segment in **Figure_____**.

Figure ____: FM 685/Dessau/Cameron – Estimated Capital Costs for Potential Concept

FM 685/Dessau/Cameron - Estimated Capital Costs for Potential Concept										
From	**To**	**Distance**	**Current Lanes**	**Current Lane Miles**	**Proposed Lanes**	**Proposed Lane Miles**	**New Lane Miles**	**Preferred Functional Class**	**Lane Mile Cost**	**Estimated Cost**
SH 130	**FM 734**	7.6	4 General Purpose	30.4	6 General Purpose	45.6	15.2	Principal Arterial	$3,200,000	**$48,640,000**
FM 734	**US 290**	8.6	6 General Purpose	51.6	4 General Purpose + 2 Nontolled Managed	51.6	0.0	Principal Arterial	$3,200,000	**$0**
SUBTOTALS		**16.2**		**82.0**		**97.2**	**15.2**			**$48,640,000**

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FM 973

Current Design (2018)

In the Plan area, FM 973 is a two lane minor arterial running north/south between Taylor and Manor and connects with US 79, US 290, and SH 130. Much of its 24 mile alignment crosses agricultural land in southeast Williamson County and northeast Travis County, yet its importance is expected to grow as regional population and development continues to advance northeast.

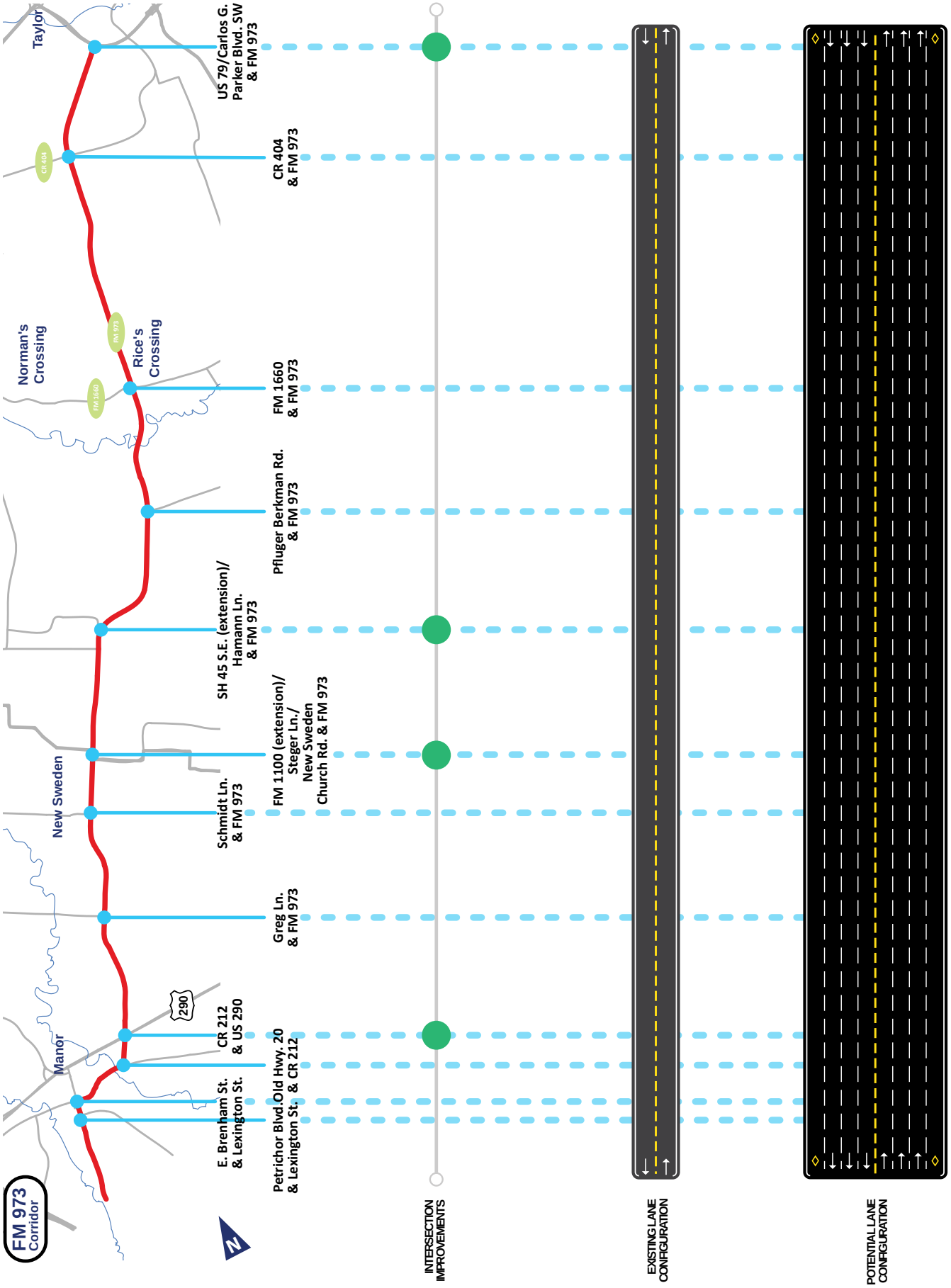
Potential Concept

To address a critical network gap in the CAMPO regional network, FM 973 would be upgraded to a **Principal - Regional Corridor** to provide a high-capacity north/south transportation option located between the Study area's other major north/south facilities, SH 130 and SH 95. FM 973 is envisioned to be widened from two general purpose lanes to six general purpose lanes with shoulders to better accommodate anticipated regional travel demands forecasted for the area. New interchanges are recommended at US 79, Pflugerville Parkway/FM 1100, and US 290 for improved regional connectivity between facilities and to support economic development opportunities at these regional nodes. Non-tolled managed lane facilities could be potentially used on this corridor to enhance HOV and transit priority movements. Right-of-way requirements for interchange improvements will need further evaluation to plan and design for optimal mobility.

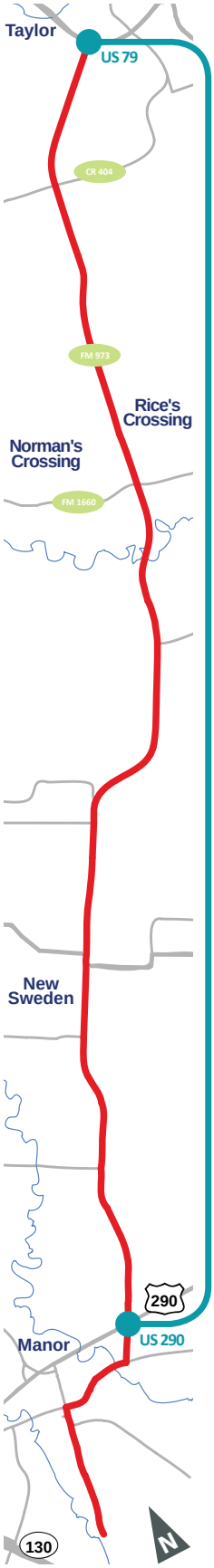
See **Table___** for a summary of the preferred 2045 roadway and cross-section concepts from the CAMPO Regional Arterials Pattern Book to be applied to the expanded FM 973 facility and **Figure____**for a related conceptual map. The recommended cross-section for the FM 973 corridor is depicted in **Table___**.

Table___: Potential 2045 Concept – FM 973

FM 973		Current Design - 2018			Potential Design - 2045				
From	To	Functional Class	Design Type	Lanes	Functional Class	Design Type	Lanes	Context Zone	Cross-Section Pattern
US 79	US 290	Minor Arterial	Undivided	2 General Purpose	Principal (Regional Connector)	Divided	6 General Purpose + Shoulders	Z5 Rural	11


FM 973 Corridor
Taylor
Norman's Crossing
Rice's Crossing
New Sweden
Manor
CR 404
FM 973
FM 1660
290
US 79/Carlos G. Parker Blvd. SW & FM 973
CR 404 & FM 973
FM 1660 & FM 973
Pfluger Berkman Rd. & FM 973
SH 45 S.E. (extension)/ Hamann Ln. & FM 973
FM 1100 (extension)/ Steger Ln./ New Sweden Church Rd. & FM 973
Schmidt Ln. & FM 973
Greg Ln. & FM 973
CR 212 & US 290
Petrichor Blvd./Old Hwy. 20 & CR 212
E. Brenham St. & Lexington St.
Petrichor Blvd./Old Hwy. 20 & Lexington St.
N
INTERSECTION IMPROVEMENTS
EXISTING LANE CONFIGURATION
POTENTIAL LANE CONFIGURATION

F.M. 973



US 79 W to US 290

Estimated capital costs for the FM 973 potential concept improvements are $224 million (2019 dollars) and are further detailed in **Table____**.

Table____ FM 973 – Estimated Capital Costs for Potential Concept

FM 973 - Estimated Capital Costs for Potential Concept										
From	**To**	**Distance**	**Current Lanes**	**Current Lane Miles**	**Proposed Lanes**	**Proposed Lane Miles**	**New Lane Miles**	**Preferred Functional Class**	**Lane Mile Cost**	**Estimated Cost**
US 79	**US 290**	17.5	2 General Purpose	35.0	6 General Purpose + Shoulders	105.0	70.0	Principal Arterial	$3,200,000	**$224,000,000**
SUBTOTALS		**17.5**		**35.0**		**105.0**	**70.0**			**$224,000,000**

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Pflugerville Parkway/FM 1100

Current Design (2018)

Pflugerville Parkway, running southeast from Pflugerville, and FM 1100, running northwest from Elgin, are loosely connected via a set of rural roads between these segments. This 22.5 mile corridor intersects FM 685, SH 130, FM 973, and SH 95, and its roads are functionally classified as two to four lane **collectors**. The City of Pflugerville maintains Pflugerville Parkway, TxDOT maintains FM 1100, and Travis County generally maintains the rural roads between these two segments.

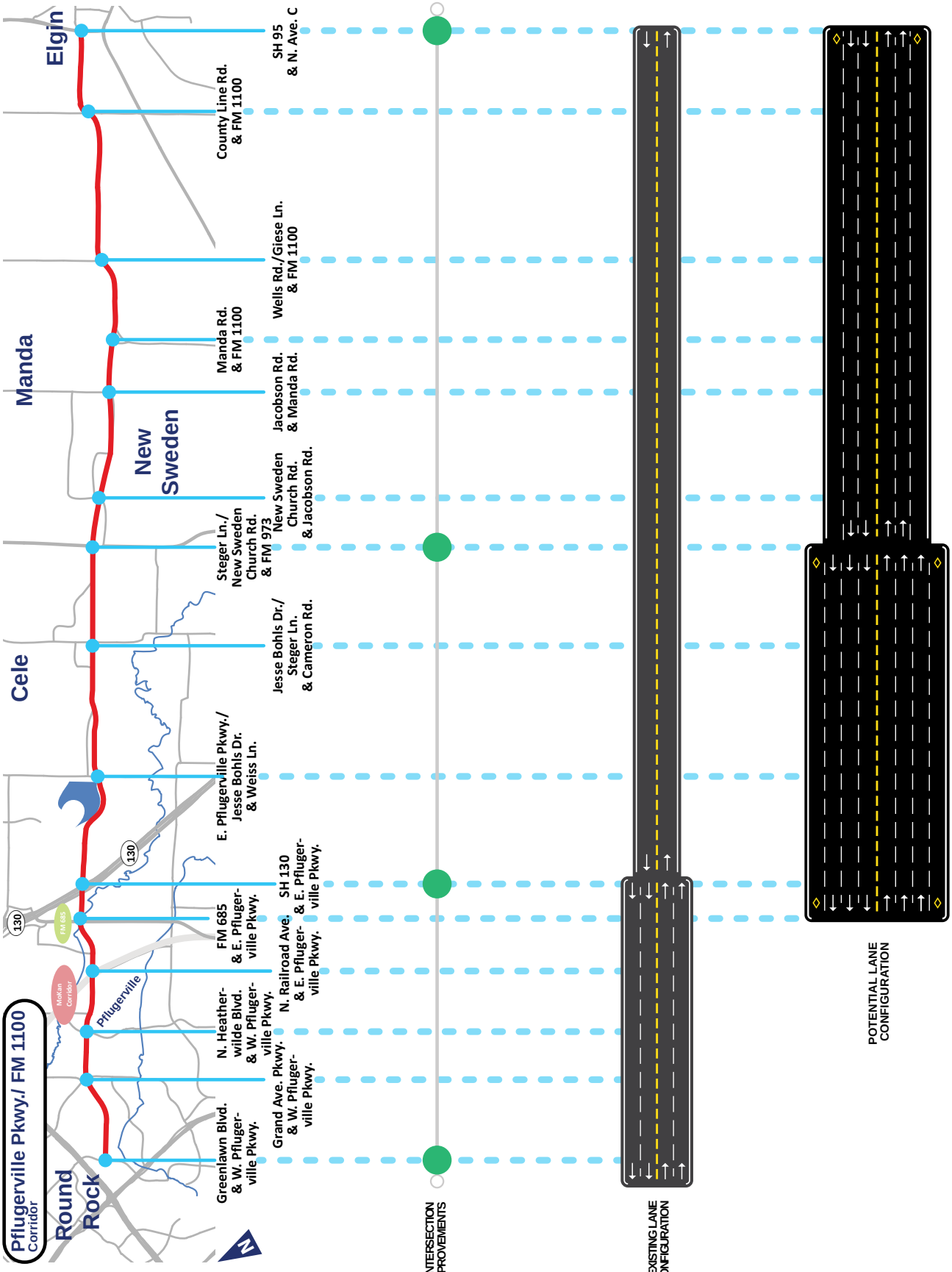
Potential Concept

The Pflugerville Parkway/FM 1100 segments present the opportunity to create an important east/west **Principal - Regional Corridor** across northeast Travis County and into Bastrop County and to address a critical transportation gap in the CAMPO regional system. This new four to six lane facility would provide an alternative east/west route to US 79 and US 290 and include improved interchanges at FM 685, SH 130, FM 973, and SH 95 to best facilitate regional travel movements and economic development opportunities near these junctions. Right-of-way requirements for interchange improvements will need further evaluation as the corridor concept is further refined. Capacity improvements on Pflugerville Parkway between FM 685 and FM 973—from two to four general purpose lanes to six general purpose lanes plus shoulders—are envisioned to support anticipated regional growth patterns and to match planned 6-lane capacity improvements for FM 973 running north/south between Taylor and Manor in the Plan area; non-tolled managed lanes may also be considered to support HOV and transit travel options. Between FM 973 and SH 95, the corridor would be expanded from a two lane to a four lane general purpose facility with shoulders to improve roadway capacity, speeds, and safety.

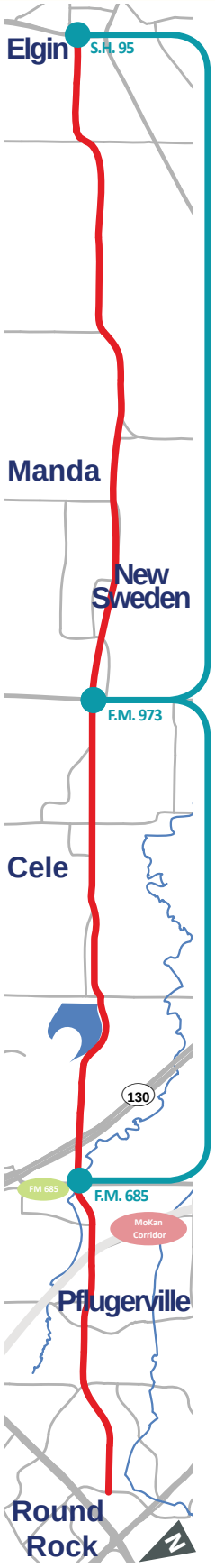
See **Table___** for a summary of the potential 2045 roadway and cross-section concepts from the CAMPO Regional Arterials Pattern Book to be applied to the new Pflugerville Parkway/FM 1100 facility between Pflugerville and Elgin, with a related conceptual map available in **Figure ____**. Recommended cross-sections for the corridor are illustrated in **Figures____**.

Table___: Potential 2045 Concept – Pflugerville Parkway/ FM 1100

Pflugerville Pkway/ FM1100		Current Design - 2018			Potential Design - 2045				
From	To	Functional Class	Design Type	Lanes	Functional Class	Design Type	Lanes	Context Zone	Cross-Section Pattern
FM 685	FM 973	Collector/ New Facility	Divided/ Undivided	4 General Purpose 2 General Purpose	TBD	Divided	6 General Purpose + Shoulders	Z4 Suburban (Conventional)	17
FM 973	SH 95	Collector/ New Facility	Undivided	2 General Purpose	Principal (Regional Connector)	Divided	4 General Purpose + Shoulders	Z5 Rural	11


Pflugerville Pkwy./ FM 1100
Corridor
Elgin
Manda
New Sweden
Cele
Round Rock
Pflugerville
MoKan Corridor
FM 685
130
130
SH 95 & N. Ave. C
County Line Rd. & FM 1100
Wells Rd./Giese Ln. & FM 1100
Manda Rd. & FM 1100
Jacobson Rd. & Manda Rd.
New Sweden Church Rd. & Jacobson Rd.
Steger Ln./ New Sweden Church Rd. & FM 973
Jesse Bohls Dr./ Steger Ln. & Cameron Rd.
E. Pflugerville Pkwy./ Jesse Bohls Dr. & Weiss Ln.
SH 130 & E. Pfluger-ville Pkwy.
N. Railroad Ave. & E. Pfluger-ville Pkwy.
FM 685 & E. Pfluger-ville Pkwy.
N. Heather-wilde Blvd. & W. Pfluger-ville Pkwy.
Grand Ave. Pkwy. & W. Pfluger-ville Pkwy.
Greenlawn Blvd. & W. Pfluger-ville Pkwy.
INTERSECTION IMPROVEMENTS
EXISTING LANE CONFIGURATION
POTENTIAL LANE CONFIGURATION

PFLUGERVILLE PARKWAY/ F.M. 1100



S.H. 95 to F.M. 973

F.M. 973 to F.M. 685

Estimated capital costs for the FM 1100/Pflugerville Parkway corridor concept total $128 million (2019 dollars), as further detailed in Table___.

Table ____ FM 1100/Pflugerville Parkway – Estimated Capital Costs for Potential Concept

FM 1100 / Pflugerville Parkway - Estimated Capital Costs for Potential Concept										
From	**To**	**Distance**	**Current Lanes**	**Current Lane Miles**	**Proposed Lanes**	**Proposed Lane Miles**	**New Lane Miles**	**Preferred Functional Class**	**Lane Mile Cost**	**Estimated Cost**
FM 685	**FM 973**	7.6	4 General Purpose 2 General Purpose	22.8	6 General Purpose + Shoulders	45.6	22.8	Principal Arterial	$3,200,000	**$72,960,000**
FM 973	**SH 95**	8.6	2 General Purpose	17.2	4 General Purpose + Shoulders	34.4	17.2	Principal Arterial	$3,200,000	**$55,040,000**
SUBTOTALS		**16.2**		**40.0**		**80.0**	**40.0**			**$128,000,000**

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SH 95

Current Design (2018)

In the Plan area, SH 95 is a north/south minor arterial running approximately 22 miles through eastern Williamson and Travis counties between Circleville, Taylor, and Elgin. Along its route, it connects with SH 29, US 79, FM 1100, and US 290. The undivided highway typically has two general purpose lanes, with four general purpose lanes at locations near communities and highway junctions. The facility is maintained by TxDOT.

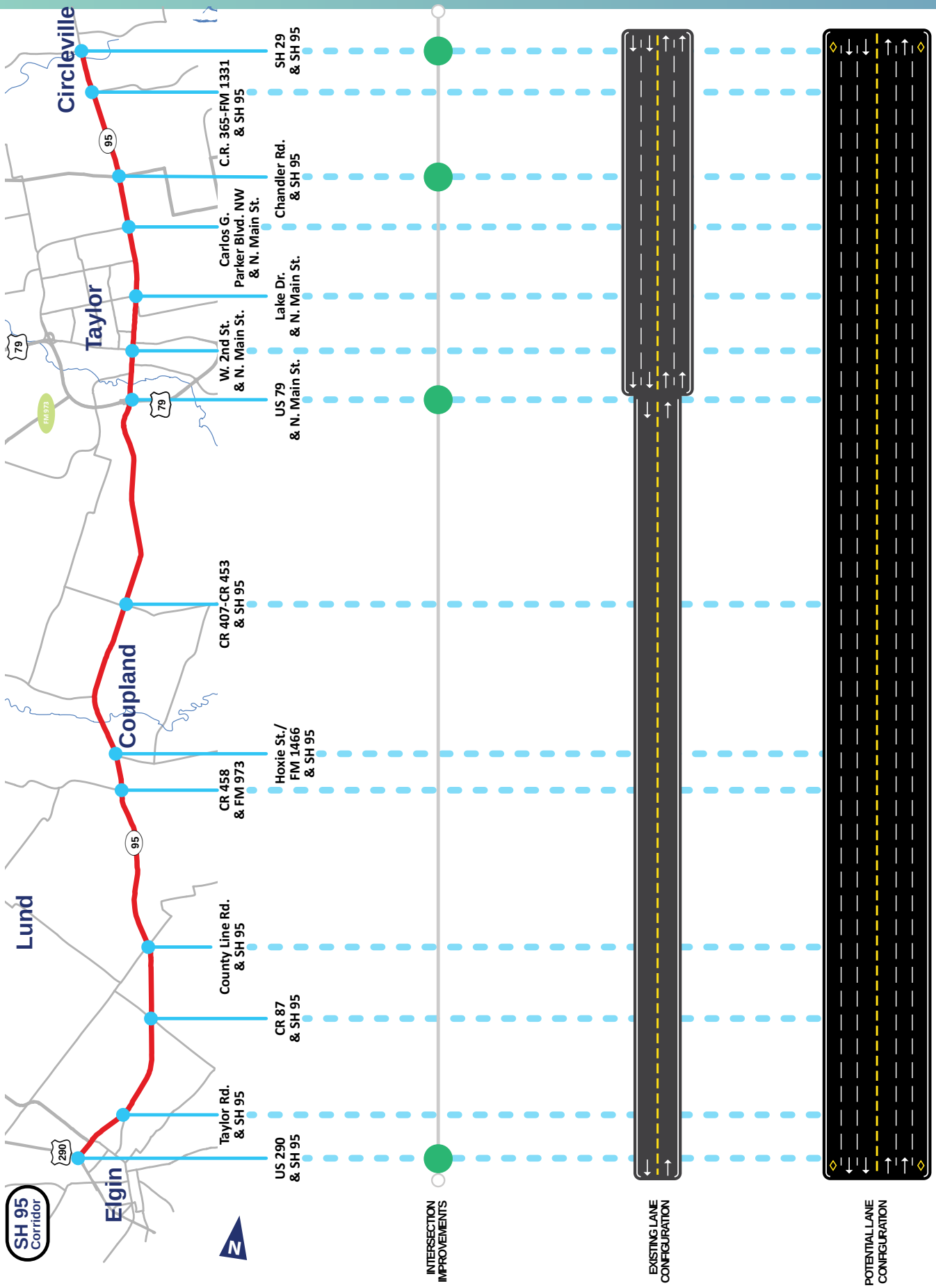
Potential Concept

Consistent with TxDOT long-range and Williamson County 2045 transportation plans, SH 95 is proposed to be improved to a **Principal – Regional Connector** through the addition of new general purpose lanes and shoulders for enhanced capacity and safety. This will result in a uniform design for SH 95 as a divided four lane highway between SH 29 and US 290. Recommended junction improvements include Chandler Road, US 79, and US 290 (west Elgin), and new direct connectors are envisioned from US 290 east to SH 95 north, from US 290 east/SH 95 south to SH 95 south, and from SH 95 north to US 290 west/ SH 95 north. Right-of-way requirements for junction improvements will need further consideration in future design phases. In addition to enhancing regional connectivity, the junction improvements will also support development opportunities at key regional nodes. Options for downtown bypasses and context-sensitive design treatments for SH 95 business access through downtown Taylor and Elgin are recommended to further support placemaking and walkability.

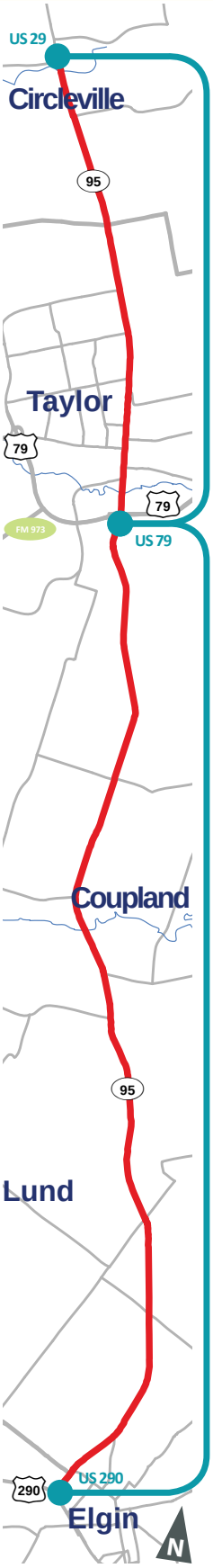
See **Table___** for a summary of the potential 2045 roadway and cross-section concepts from the CAMPO Regional Arterials Pattern Book to be applied to the upgraded SH 95 facility between Circleville and Elgin, and **Figure____**for a related conceptual map of the corridor improvements. Cross-section examples are depicted in **Figures____**.

Table___: Potential 2045 Concept – SH 95

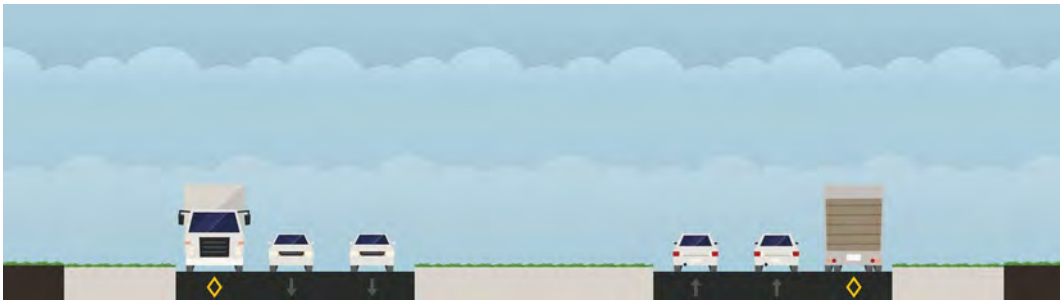
SH 95		Current Design - 2018			Potential Design - 2045				
From	To	Functional Class	Design Type	Lanes	Functional Class	Design Type	Lanes	Context Zone	Cross-Section Pattern
SH 29	US 79	Minor Arterial	Undivided	2-4 General Purpose	Principal (Regional Connector)	Divided	4 General Purpose + Shoulders	Z5 Rural/ Z2 Urban (Main St)	11 21
US 79	US 290	Minor Arterial	Undivided	2-4 General Purpose	Principal (Regional Connector)	Divided	4 General Purpose + Shoulders	Z5 Rural/ Z2 Urban (Main St)	11 21


SH 95 Corridor
Circleville
Taylor
Coupland
Lund
Elgin
95
79
290
FM 973
N
SH 29 & SH 95
C.R. 365-FM 1331 & SH 95
Chandler Rd. & SH 95
Carlos G. Parker Blvd. NW & N. Main St.
Lake Dr. & N. Main St.
W. 2nd St. & N. Main St.
US 79 & N. Main St.
CR 407-CR 453 & SH 95
Hoxie St./ FM 1466 & SH 95
CR 458 & FM 973
County Line Rd. & SH 95
CR 87 & SH 95
Taylor Rd. & SH 95
US 290 & SH 95
INTERSECTION IMPROVEMENTS
EXISTING LANE CONFIGURATION
POTENTIAL LANE CONFIGURATION

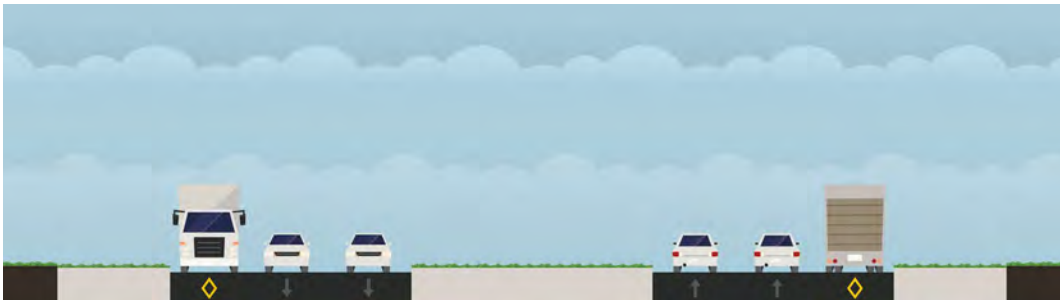
S.H. 95



US 29 to US 79



US 79 to US 290



Estimated construction costs for the SH 95 potential concept improvements total $209.3 million (2019 dollars) as further detailed in **Table___.**

Table ____ SH 95 – Estimated Capital Costs for Potential Concept

SH 95 - Estimated Capital Costs for Potential Concept										
From	**To**	**Distance**	**Current Lanes**	**Current Lane Miles**	**Proposed Lanes**	**Proposed Lane Miles**	**New Lane Miles**	**Preferred Functional Class**	**Lane Mile Cost**	**Estimated Cost**
SH 29	**US 79**	6.8	2-4 General Purpose	20.4	6 General Purpose + Shoulders	40.8	20.4	Principal Arterial	$3,200,000	**$65,280,000**
US 79	**US 290**	15.0	2-4 General Purpose	45.0	6 General Purpose + Shoulders	90.0	45.0	Principal Arterial	$3,200,000	**$144,000,000**
SUBTOTALS		**21.8**		**65.4**		**130.8**	**65.4**			**$209,280,000**

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Southeast Loop

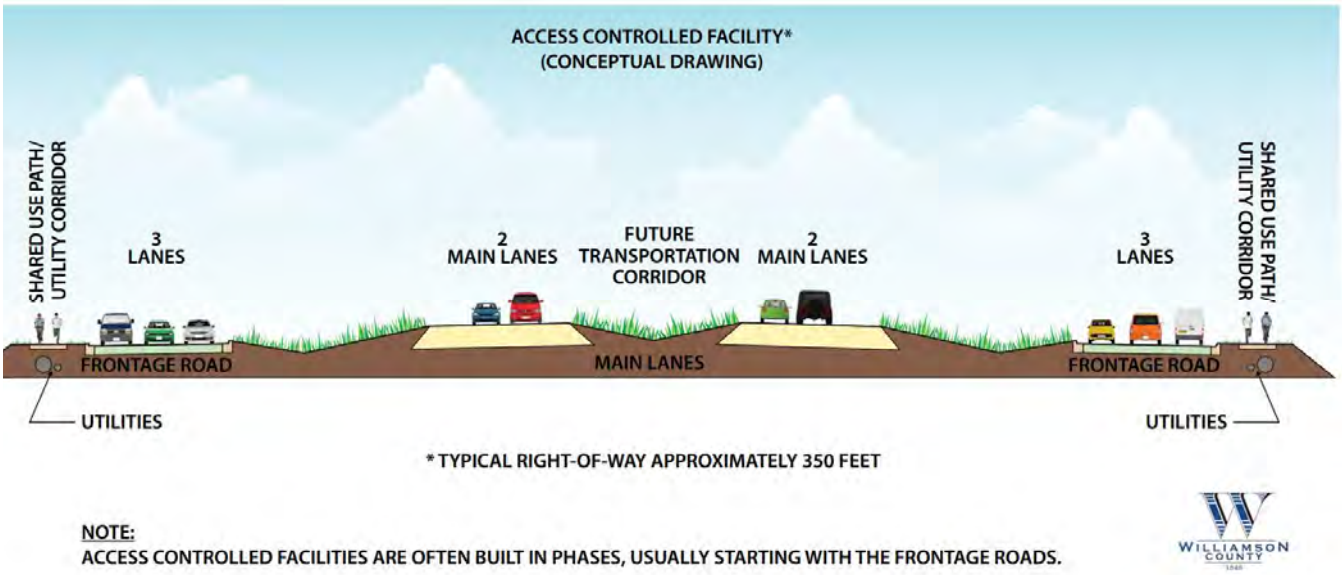
Current Design (2018)

Southeast Loop currently does not exist as roadway.

Potential Concept (2018)

Corridor Southeast Loop is being developed as new limited-access arterial by Williamson County to improve local and regional mobility near Hutto and Taylor. The approximately 10-mile facility will connect SH 130 with US 79, providing a new transportation access south and east of Hutto and west of Taylor. The corridor will consist of four limited-access travel lanes accommodating regional travel, with six frontage road lanes and shared-use paths providing local access and mobility options in support of local economic development opportunities. The first phase is planned for three lanes with an estimated cost $118-million. As this project fully supports the goals of the MoKan/Northeast Subregional Plan, CAMPO has added Southeast Loop to the Plan as a critical priority for improving mobility in the area. Please see Figure___ for a conceptual cross-section of the Southeast Loop Corridor per the Williamson County.

Figure 33: Southeast Loop Conceptual Cross Section, Williamson County



Cost Estimates – Package of Study Area Potential Concepts

Planning level estimates for the potential regional corridor improvements prioritized in the MoKan/ Northeast Subregion Study have a total package price of approximately $1.268 billion (2019 dollars). As previously noted, these are high-level cost estimates for conceptual planning purposes and do not account for potential right-right-of-way acquisition costs or utility relocation costs, as these costs are highly variable by corridor. Furthermore, potential grade separation and bike/ped facility improvements are not reflected in these estimates. Additional planning and engineering efforts are recommended to develop more detailed cost estimates per each corridor. See **Table___** for a cost summary of the potential regional transportation concepts for the subregion.

Table 10: ____Cost Estimates -Package of MoKan/Northeast Subregion Potential Concepts

Corridor	Preferred Functional Class	New Lane Miles	Estimated Total Cost
MoKan	Limited Access	104.6	$ 369,920,000
US 79	Principal Arterial	48.8	$ 170,560,000
FM 685/Dessau/Cameron	Principal Arterial	15.2	$ 48,640,000
FM 973	Principal Arterial	70.0	$ 224,000,000
FM 1100 Pflugerville Pkway	Principal Arterial	40.0	$ 128,000,000
SH 95	Principal Arterial	65.4	$ 209,280,000
E1 - Williamson County	Principal Arterial	30.0	$ 118,000,000
		374.0	$ 1,268,400,000

Implementation Strategy

Building from this study, there are several strategic steps that can be taken in regional collaboration to further advance project definition, funding, and implementation of these important regional corridor improvements.

The MoKan/Northeast Subregion Study network of regional connectors, the MoKan Corridor, and Southeast Loop limited access route should continue to be planned and advanced toward future implementation. Building upon these potential concepts, more detailed planning is necessary to further refine the design alternatives and cost estimates of each concept. Continued partnerships between regional and local entities that share access to each corridor is encouraged to collaboratively advance an option that well-serves local and regional mobility and development needs. As feasible and applicable, roadway design guidelines presented in the CAMPO Regional Arterials Pattern Book should be considered for regional system consistency.

Coordinate local transportation and economic development efforts to build upon and capitalize from these proposed regional corridor concepts. Besides providing enhanced regional mobility options, the corridor improvements have the potential to improve transportation access and provide new development opportunities at the local level. Municipalities and local entities should consider proactively planning and coordinating right-of-way needs, local traffic patterns, intersecting arterials, access roads, and water and sewer infrastructure to maximize community and economic benefit with the new regional transportation improvements.

Corridor right-of-way should be proactively preserved for full concept development. Full development of these proposed regional corridor concepts may require a phased approach that incrementally adds capacity over time as travel demand increases and funding is available. Yet, preserving right-of-way in the immediate future is a proactive and critical step in ensuring the full concepts can be developed in the future—particularly for the rural portions of US 79, SH 95, and FM 973 in the study area. Local planning and funding partnership efforts should proactively secure corridor right-of way for full build out, as required right-of-way is typically less costly and easier to obtain in the short-term and before development encroachments occur along the preferred corridor. Corridor design should consider the entire right-of-way width for full concept development and include implementation phases that build travel lanes from the outside of the right-of-way limits toward the inside and reserve medians for future lane development.

Corridor improvement design and access management strategies should maximize regional connectivity and economic development opportunities at major intersections and highway junctions. Major intersections and highway junctions along these regional corridors present critical opportunities to expand travel options in multiple directions across the regional network, and they should be designed to intuitively, efficiently, and safely facilitate regional travel connections and diverging movements. These intersections and junctions will become major transportation nodes on the

regional network, and local planning efforts should consider strategies for capturing and maximizing the economic development potential at these regional nodes. Access management strategies that consolidate and focus intersecting commercial drives and neighborhood collectors in limited spatial intervals are recommended to enhance mobility, traveling safety, and development potential along these regional connectors.

Consider submitting these corridor improvements for inclusion in the next CAMPO Metropolitan Transportation Plan (MTP). These corridor improvements have regional significance, and they may be solid project candidates for CAMPO's next 2045 metropolitan transportation plan and eligible for federal funding. Inclusion in the MTP requires a local funding sponsor(s) and allows projects to compete for STBG-UZA federal funding available at the regional level. Since the MTP is financially constrained and limited to a list of prioritized regional projects that meets anticipated funding levels, collaborative efforts between project partners is encouraged to locally prioritize and financially sponsor these corridor projects to secure listing in the MTP and compete for federal project funding.

Plan and design the corridor improvements with the flexibility to be funded and implemented in prioritized segments and sequential phases. Transportation improvement projects typically require significant lead time for planning and engineering and to secure funding, and these regional corridors are lengthy. Therefore, planning efforts should consider options to incrementally improve these corridors as available funding allows. A strategy of phased improvements can be beneficial in maintaining project momentum and prioritizing segments with the most pressing and critical need for improvements. Phasing efforts should focus on proactively preserving right-of-way and advancing corridor improvements outward from the urbanized area to incrementally and systematically serve greatest travel demand and growing suburban areas.

The MoKan Corridor should be further advanced by regional partners to fully define and advance a potential transportation alternative for the 27-mile alignment between Georgetown and Austin. This study has further confirmed that the MoKan Corridor presents a valuable and unique regional asset for enhancing multimodal travel options and spurring economic development. This concept includes enhanced mobility options and design treatments supportive of local land use characteristics and economic development opportunities along its alignment between Georgetown and US 290 in Austin. Continued planning and collaboration between Georgetown, Round Rock, Pflugerville, Austin, Williamson County, Travis County, Cap Metro, CARTS, CTRMA, TxDOT, CAMPO, and other local jurisdictional partners is encouraged to collectively advance a potential mobility improvement for the MoKan Corridor with an enhanced transit component. Additional study of the MoKan Corridor south of US 290 is recommended to further explore potential travel options for connecting into downtown Austin and the Austin-Bergstrom International Airport.

Future study of the MoKan Corridor should include the system of connecting and parallel transportation corridors to further enhance local and regional travel options. Though an important regional transportation asset, the MoKan Corridor is not a singular solution for north/south regional travel and should continue to be examined in a regional context. Continued project advancement efforts for MoKan should consider connection opportunities with intersecting and parallel highways and arterials that can expand MoKan's regional transportation role and maximize its regional and local mobility options.

The intersection of MoKan and SH 45 should be further considered as a potential regional mobility node to facilitate vehicular travel and transit options in multiple directions. The MoKan Corridor and SH 45 junction has the potential to serve as a key node for regional travel and greatly expand MoKan travel options beyond its north/south corridor. From this important node, MoKan traffic could gain east/west travel options via SH 45 to and from MoPac, IH 35, FM 685/Dessau Road and SH 130 and new options to and from downtown Austin, The Domain, and the Austin-Bergstrom International Airport. Furthermore, launching enhanced transit services on MoKan would likely prime this regional node for TOD.

The potential mobility concept for the MoKan Corridor should include context sensitive designs to support the varying land use characteristics and development opportunities adjacent to the corridor. The MoKan Corridor travels through rural, suburban and urban areas with different development characteristics and densities, and a potential transportation concept will bring new opportunities for development. Corridor design should balance regional mobility needs with local land use characteristics and development preferences, ensuring the MoKan transportation improvements enhance adjacent areas and support local communities.

Enhanced transit options for the MoKan Corridor should allow for mode flexibility and mode upgrades as travel demand increases and new funding opportunities emerge over time. In the interest of addressing immediate mobility needs, enhanced bus-based services—such as commuter express, BRT, and intercity bus service—could be launched in the near-term with the build-out of the MoKan Corridor roadway facilities and serve as a precursor for developing rail transit when future conditions present funding opportunity. Launching enhanced bus services as the first phase of MoKan transit has the advantages of shorter project lead time and smaller start-up costs than rail and provides opportunity to further build a ridership market and local support necessary to secure federal funding for future rail phases. Strategic placement and adaptable design of transit facilities, stations, and TOD centers is encouraged for accommodating near and long-term enhanced transit modes for the MoKan Corridor.

Next corridor planning efforts should assist municipalities in identifying and planning potential station areas along MoKan that could support and benefit from transit oriented-development. Transit is an attractive mobility option when it quickly and directly connects activity nodes, and an enhanced transit option on the MoKan Corridor has great potential to link several regional nodes and encourage transformative TOD at its stations. Technical assistance for municipalities along the MoKan Corridor recommended to identify potential development opportunities near stations and update local development codes to attract and benefit from quality TOD.

Conclusion

Developing a coordinated network of Regional Connectors is critical to proactively providing safe, reliable, and multimodal local and regional mobility options that support the forecasted development and population growth coming to the subregion over the next twenty-five years. Modeling results have indicated that focusing potential improvements on the subregion's seven Regional Connector corridors—MoKan, US 79, FM 685, FM 973, FM 1100/Pflugerville Parkway, SH 95, and Southeast Loop—could result in an improved regional network featuring targeted capacity improvements, regional connections, HOV and transit options, and favorable travel speeds that match the significant travel demand forecasted for 2045. Continued collaborative efforts at the local, regional, and state levels are encouraged to further evaluate, refine, and potentially advance these potential Regional Corridor concepts through approaches that balance and support local priorities and regional mobility needs.

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Appendix

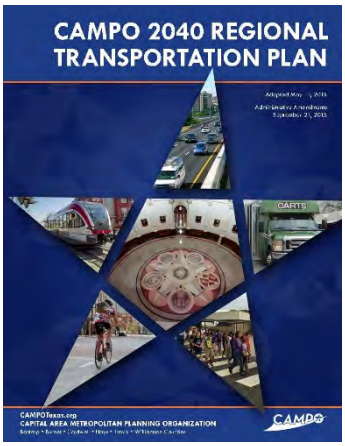
Public Involvement Summaries – PENDING

Past MoKan Studies Summaries – PENDING

Plan Reviews

Regional Plans

CAMPO 2040 Regional Transportation Plan:



The CAMPO 2040 Regional Transportation Plan (RTP) (May 2015) is the blueprint that guides the planning and investment of regional partners so that they adequately plan and design projects, secure funding, and build public support long before a road, bicycle path, or transit route opens to travel. The RTP is updated every five years per federal law. The updates ensure that this blueprint is consistent with ever-changing transportation and land use trends. At a minimum, the RTP process looks ahead 20 years in the future, and must include all the expected road and transit projects forecasted to occur within that time period. The RTP vision is stated as

"Develop a comprehensive, multimodal, regional transportation system that safely and efficiently addresses mobility needs over time, is economically viable, cost-effective and environmentally sustainable, supports regional quality of life, and promotes travel options."

The RTP goals are:

- Social Equity: Ensure the benefits and impacts of the transportation system are equitably distributed regardless of income, age, race, or ethnicity.
- Land Use and Transportation: Support coordinated planning of land use and transportation, where applicable.
- Safety and Security: Increase the safety and security of the transportation system.
- Cost Effectiveness: Maximize the affordability of the transportation system in both the near and long-term.
- Mobility and Access: Maintain and enhance mobility and access of goods and people with the region.
- Connectivity: Improve connectivity within and between the various transportation modes for goods and people of all ages and abilities.
- Economy: Maximize the economic competitiveness of the region.
- Project Delays: Reduce project delays through the project development and delivery process, and in the allocation of funds.
- Environment, Noise, and Neighborhood Character: Minimize negative impact to environmental resources, reduce adverse noise impacts, and preserve neighborhood character.
- Air Quality and Energy: Minimize air pollution and energy consumption related to the transportation system.
- Efficiency: Improve the efficiency and performance of the transportation system.
- System Preservation: Ensure that the transportation system can be maintained and operated over time.

Mobility is a guiding principle to the RTP process. All modes of transportation and travel demand management practices are considered to address current and future congestion of the region. This includes non-vehicular modes of transportation such as bicycle and pedestrian movement, in addition to transit network expansion and operations improvements to existing infrastructure.

TxDOT Texas Transportation Plan 2040:

The Texas Transportation Plan (TTP) 2040 was adopted in February 2015, and serves as a guide for transportation investment decisions in the State of Texas. These decisions ensure that the investment is aligned with performance outcomes to address passenger and freight needs and demands in a time of high growth statewide. TTP 2040 was developed to support TxDOT goals found in the 2015-2019 TxDOT Strategic Plan, as well as national goals defined in the Moving Ahead for Progress in the 21st Century (MAP-21) Act. TTP 2040 is organized into four different performance-based planning and programming principles:

- Strategic Direction – Where do we want to go?
- Long-Range Planning – How are we going to get there?
- Transportation Programming – What will it take?
- Implementation and Evaluation – How did we do?

The specific TTP 2040 goal areas are defined with the Strategic Direction principle. These goals include:

- Financial Sustainability
- Safety
- Asset Management
- Mobility and Reliability
- Multimodal Connectivity
- Stewardship
- Customer Service

TTP 2040 goals were defined based on continuous feedback from stakeholders and the public, and finalized after an extensive stakeholder and public outreach campaign. The long-range planning principle addresses long-range transportation needs such as maintenance and the replacement of aging infrastructure. Within this principle, TxDOT analyzed existing modal plans, metropolitan planning organization transportation plans, and rural plans to make certain that consistency was present between state and local initiatives to address needs. TTP 2040 ensures that TxDOT will advance asset management planning and predictive capabilities for all project types, both at the Division and District levels; make strategic capacity enhancements to reduce bottlenecks and improve travel times in key passenger and freight corridors; continue to work with elected officials to identify and develop sustainable funding sources; and continue its partnerships with multimodal transportation providers to develop and implement new technologies, demand management strategies, system operations and non-motorized transportation improvements to meet identified needs.

TxDOT Unified Transportation Program 2019:

The Unified Transportation Program (UTP) is a TxDOT planning process that serves as a guide to the development of Texas's transportation projects. The 2019 UTP was adopted in late 2018. The UTP links key objectives from the Statewide Long-Range Transportation Plan (SLRTP) while also addressing the detailed project-level activities under the Statewide Transportation Improvement Program (STIP). The primary intent of the UTP is project implementation to reach TxDOT's overarching mission, goals, and key performance objectives. Although the UTP is an important planning and programming tool, it is neither a budget nor does it guarantee that projects will or can be built. The UTP provides the authorization for TxDOT to begin preparing specific projects for construction with activities such as, preliminary engineering design, environmental analysis, ROW acquisition, and final engineering.

- The main product of the UTP is a list of projects and programs that will guide TxDOT's development projects over the next 10-years. The UTP specifically discusses information on the following points: Mobility, Connectivity, Congestion, and Expansion Project Listings;
- Public Transportation Program;
- Maritime Program;
- Aviation Program;
- Rail Program; and
- Freight and International Trade Program.

A major aspect of the UTP is the Funding Forecast. Each year TxDOT uses a projected baseline forecast based on its various funding sources and cannot exceed the planning scenario forecast. The projected revenue stated in the UTP is distributed amongst 12 funding categories that are associated with a specific type of transportation project or range of activities. In the process of selecting projects for the updated UTP, projects are aligned with the uses of the 12 category funds based on the type of project. Those 12 categories include:

1) Preventive Maintenance and Rehabilitation
2) Metropolitan and Urban Area Corridor Projects
3) Non-Traditionally Funded Transportation Projects
4) Statewide Connectivity Corridor Projects
5) Congestion Mitigation and Air Quality Improvement
6) Structures Replacement and Rehabilitation
7) Metropolitan Mobility and Rehabilitation
8) Safety
9) Transportation Alternatives Program
10) Supplemental Transportation Projects
11) District Discretionary
12) Strategic Priority

TxDOT Texas Freight Mobility Plan 2017:

The 2017 Texas Freight Mobility Plan was adopted November 2, 2017. The 2017 Texas Freight Mobility Plan takes key objectives from the 2016 Plan to ensure a comprehensive approach to facilitate the safe movement of people and freight while also meeting recently established federal requirements. The 2017 Plan achieves the following purposes:

- Outlines high-, medium-, and low-priority plans for freight investments and planning activities.
- Identifies freight transportation facilities that are critical to economic growth and goods movement and updating the Texas Multimodal Freight Network through a comprehensive, data-driven, stakeholder-informed process.
- Provides strategies to enhance economic growth and competitiveness by focusing on key freight intensive industries throughout the state and improvements on the Freight Network.
- Updates the economic impact of freight modes on Texas and its economy.
- Validates and expands policies and investment strategies to enhance Texas' freight transportation system.
- Ensures consistency with neighboring states and federal goals and objectives.
- Provides a realistic implementation plan focused on immediate and robust strategies to ensure prioritized needs will be addressed within a reasonable timeframe.

The goals outlined in the 2017 Plan highlight, Safety, Economic Competitiveness, Asset Preservation and Utilization, Mobility and Reliability, Multimodal Connectivity, Stewardship, Customer Service, and Sustainable Funding. The product of the 2017 Plan is a set of 22 recommended freight policy actions for the short-, mid- and long-term. These recommendations are broad-based strategies designed to meet Texas' institutional, regulatory and systemic challenges and bottlenecks.

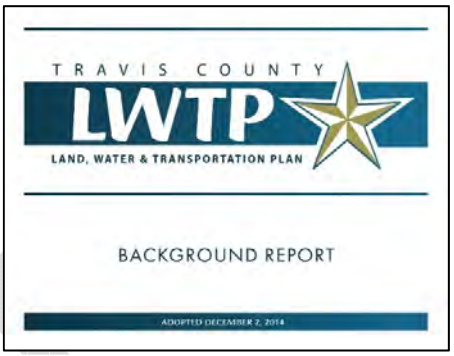
Local Plans

Travis County:

The Travis County Land, Water and Transportation Plan was adopted December 2, 2014. The Plan is a framework for formulating and enacting policies and capital improvement programs to guide growth while protecting critical natural resources in unincorporated Travis County. The goals of the Plan include the below.

- Help establish priorities for the transportation and conservation-related Capital Improvement Programs
- Guide the formulation of growth-related policies and practices
- Guide long-range, collaborative planning efforts
- Guide transportation and conservation-related public/private partnerships
- Inform the county's legislative program
- Guide annual work plans and budgets
- Foster meaningful public engagement in all the above

The Plan seeks to balance development with natural resource conservation by combining the County's Development Concept with its Land Conservation Concept to create an overarching Growth Guidance Concept. The Development Concept promotes new growth in the unincorporated areas of Travis County to be more compact and connected. The Development Concept offers residents that live in "activity centers" more housing and transportation choices by encouraging alternatives to single-family



only land development patterns and mobility options for all ages beyond the automobile. The Land Conservation Concept is built upon 20 years of effort to preserve habitats of endangered species while also acquiring parkland in unincorporated Travis County. The Growth Guidance Concept brings together the goals, objectives, and policies identified in the Development and Land Conservation Concepts. The Growth Guidance Concept provides a foundation for the development of Travis County Transportation and Natural Resources annual work plans, budget and capital improvement priorities, growth-related policies and practices, and informing the county's legislative agenda.

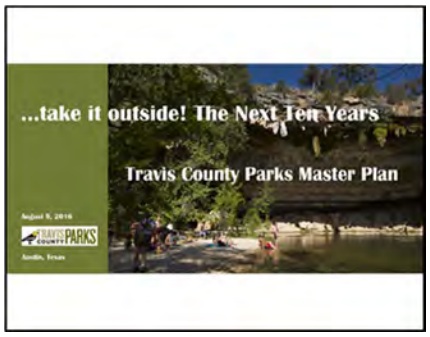
The Plan calls for a number of bicycle and pedestrian improvements including:

- Connecting multi-use trails in county parks to regional bicycle and pedestrian facilities;
- Providing bike lanes, sidewalks or shared-use paths on arterial roads, increasing capacity of the regional transportation system, including transit, roadway, freight, and bicycle/pedestrian modes;
- Providing roadway and bicycle/pedestrian access to transit station and stops, developing a roadway system that is compatible with the

needs of all modes, including transit, motor vehicles, freight, and bicycle/pedestrian modes; and

- Connect transportation bicycle facilities with recreation bicycle facilities, particularly where recreational facilities are destinations.

The Plan also calls for the development of a county transportation plan, currently underway and a bike, pedestrian and trail plan.



Travis County also developed a Parks Master Plan, adopted in 2016**. The Parks Master Plan** works in coordination with the Land, Water and Transportation Plan, and recommends the development of a comprehensive greenway multi-use trail system and connecting multi-use park trails to regional bike and pedestrian systems. The main goals of the Travis County Parks Master Plan include:

- Support the health and wellbeing of Travis County residents.
- Protect natural and cultural resources.
- Use Travis County resources responsibly.

Williamson County:

The Williamson County LongRange Transportation Plan was adopted October 13, 2009, and last amended March 30, 2016. The Long-Range Transportation Plan focuses on what road and transit improvements should be built or improved over the next 25 years to help address expected growth in the county. This plan will guide and aid in decision making for future capital improvements. Additionally, the plan will serve as a blueprint for future bond programs and will provide opportunities to partner with cities in making decisions about infrastructure improvements throughout the county. The plan will also help guide relationships with developers and landowners regarding land-planning and preservation.

The Long-Range Transportation Plan includes a variety of proposed projects that are anticipated to start during a 20-year period starting in 2016 to 2035. Through extensive coordination with other communities and counties, the Plan identifies projects that were submitted for CAMPO's 2035 MTP. The recommendations include transit, bicycle, pedestrian, trail and bottleneck projects. The proposed projects were placed in three categories. These include:

1) Operational Improvements
    a) Access control
    b) Signal timing
    c) Turn lanes
2) Major Operational Improvements/Minor Construction Improvements
    a) Reversible flow
    b) Super Streets
    c) Roundabouts
3) Major Construction Improvements
    a) Direct connectors
    b) Overpasses
    c) Interchanges

The Long-Range Transportation Plan provides opportunities for local municipalities to install sidewalks and bike lanes as new roadways are built. This would provide sidewalk opportunities for portions of the corridors in the Plan area, specifically MoKan, US 79, FM 685/Dessau Road, and FM 973. Williamson County also adopted the Trails Master Plan February 1, 2017. The Trails Master Plan encourages additional trails for hiking and walking, as well as the extension and continuation of the existing hike and bike trail network.

Austin:

The Austin City Council unanimously adopted **Imagine Austin** on June 15, 2012. The Planning Commission reviews the comprehensive plan annually and may propose amendments to the City Council for approval. Imagine Austin is organized in five chapters to tackle six key challenges and opportunities:

- Preserving Our Livability;
- Expanding Transportation Choices;
- Tackling the Ethnic Divide;
- Protecting Our Natural Resources;
- Promoting Prosperity for All; and
- Collaborating Regionally.

Within this comprehensive plan, the City of Austin considers a vision for shaping existing conditions in light of past and projected population growth, as well as increasing environmental, fiscal, and social costs. A major priority within Imagine Austin is to address and develop solutions to better address current transportation and land use practices to build a more "compact and connected Austin." Imagine Austin explores the possibility of bringing more compact places, complete streets, and people friendly places while reducing the dependence on vehicular movement and devoting more development to walkability and bicycle travel.

In addition to Imagine Austin, the City of Austin is currently undergoing the process of developing a new city-wide transportation plan, the **Austin Strategic Mobility Plan (ASMP).** The ASMP is intended to expand the vision of Imagine Austin and create actionable mobility-related goals and objectives to guide near-term and long-term transportation investments. Such investments include proposed facilities that parallel and/or intersect one of the

corridors in the Plan area. The ASMP recommended strategy also focuses on:

- Identifying ways to improve efficiencies in our existing systems, manage demand, and strategically add capacity in all modes.
- An integrated approach to planning for all modes of our transportation network.
- Approaching transportation access and mobility as essential to quality of life for Austin residents.
- Adding performance measures that will track the City's progress and ensure accountability.
- Considering technological advances shaping the 21st century transportation network.

The ASMP also makes suggestions to improve safety along and across existing and proposed facilities. The planning process for the ASMP began in 2016, and is expected to be presented to Austin City Council for adoption in early 2019.

The City of Austin has also adopted its **Bicycle Master Plan Update and Sidewalk Master Plan.** The Bicycle Master Plan recommends:

- Providing an all-ages and abilities bicycle network of integrated on-street and off-street facilities with end of trip facilities;
- Fully integrating cycling with transit service;
- Expanding the bike share system.

The highest priority recommendation of the Bicycle Master Plan is to fund and implement an all-ages and abilities bicycle network, which consists of several facilities that intersect and parallel the MoKan and FM 685/Dessau Road corridors.

The Sidewalk Master Plan identifies approximately 2,500 miles of roads without sidewalks, recommends constructing sidewalks in these locations, and provides background on how sidewalks are to be included in all new roadway construction projects. The Sidewalk Master Plan organizes the City of Austin into "Districts". Districts 1, 4 and 7 are bisected by both the MoKan and FM 685 corridors. These districts also contain roadways with missing sidewalks which have been rated from "very low" to "very high" priorities.

Elgin:

The City of Elgin developed its **Comprehensive Plan** in 2016 that serves as a long-range plan for physical growth and development within the community. The Comprehensive Plan was officially adopted by the City Council on May 24, 2016and provides a tool for the City of Elgin to guide growth and development while also improving the quality of life for Elgin residents. The purpose of the Comprehensive Plan is outlined below:

The Long-Range Transportation Plan includes a variety of proposed projects that are anticipated to start during a 20-year period starting in 2016 to 2035. Through extensive coordination with other communities and counties, the Plan identifies projects that were submitted for CAMPO's 2035 MTP. The recommendations include transit, bicycle, pedestrian, trail and bottleneck projects. The proposed projects were placed in three categories. These include:

- Provides a general blueprint for future development and redevelopment in the City and its ETJ).
- Documents anticipated issues, trends, opportunities, and challenges facing the community.
- Defines a series of Guiding Principles that together form a future vision for the community.
- Identifies policies to guide daily decision-making for elected and appointed officials.
- Establishes a set of specific strategies and priorities to see the vision of the Plan achieved in the desired time frame.

The Plan addresses the topics of land use and development, transportation, utility infrastructure, public facilities and services, parks and recreation, and economic development. An underlying purpose of the Comprehensive Plan is to create a blueprint and foundation for policy making for the City's development codes and ordinances. Ultimately, the Comprehensive Plan is to be used by City officials and departments to guide decisions regarding growth and development, capital improvements, and annual work programs. The guiding principles of the Comprehensive Plan include:

- Preserve the local history, natural landscape, and creative spirit that together give Elgin its unique sense of place.
- Connect the community and region to ensure that all residents have access to safe and affordable modes of transportation.
- Foster sustainable development patterns that are accessible and accommodate the diverse needs of all residents, especially those of future generations.
- Regulate development in a manner that facilitates economic growth while also ensuring that the built environment respects the local character and values of the community.

- Attract the kind of development that strengthens the property tax base, provides local employment, and improves the diversity of options within the community.
- Promote development the creates a safe community now and in the future.
- Balance the traditions and values of the old with the innovation and diversity of the new.

The 2016 Elgin Comprehensive Plan includes a **Thoroughfare Plan** that analyzes the existing and future regional traffic network, local traffic network, sidewalks and trails network, rail network, and transit network. The Thoroughfare Plan also serves as a guide for the development of a future transportation system that enhances mobility, provides economic development opportunities, and increases community quality of life. In conjunction with the MoKan/Northeast Subregional Plan, the Elgin Thoroughfare Plan includes recommendations for FM 1100, part of the Pflugerville Parkway/FM 1100 corridor. The City of Elgin has been working with TxDOT on construction plans to widen FM 1100 between County Line Road and SH 95, into a two-lane road with a shared turn lane, and to realign the curve in FM 1100 east and west of County Line Road to intersect in a "T" configuration.

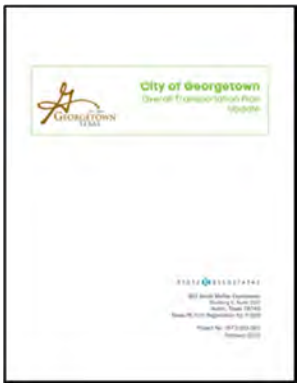
Georgetown:

The **City of Georgetown 2030 Comprehensive Plan** followed the foundations built in the Century Plan - Policy, Development, and Future Land Use Plans last adopted in 2002. The Comprehensive Plan was adopted February 26, 2008. Through a series of public engagement efforts, citizens in Georgetown defined the Comprehensive Plan as:

- A reflection of our values, aspirations and shared vision;
- A guide for the management of change;
- The foundation for policies, strategies and actions;
- Georgetown's 20-year "To-Do" list

The Comprehensive Plan vision looks at four major themes including quality of life, sustainable development, balanced transportation/efficient mobility, and effective governance. A major aspect of the Comprehensive Plan is the Land Use Element. Outlined in the Land Use Element are the future desires of the City of Georgetown for future land uses and how those can shape zoning decisions. The Land Use Element Goals include:

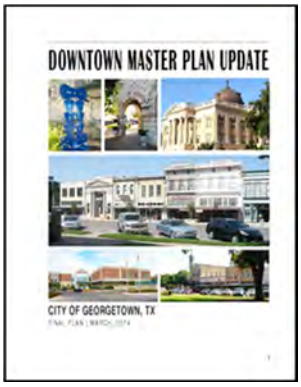
1) Promote sound, sustainable, and compact development patterns with balanced land uses, a variety of housing choices and well-integrated transportation, public facilities, and open space amenities.
2) Promote sound investment in Georgetown's older development areas, including downtown, aging commercial and industrial areas, in-town neighborhoods, and other areas expected to experience land use change and obsolescence.
3) Provide a development framework for the fringe that guides sound, sustainable patterns of land use, limits sprawl, protects community character, demonstrates sound stewardship of the environment, and provides for efficient provision of public services and facilities as the city expands.
4) Maintain and strengthen viable land uses and land use patterns (e.g. stable neighborhoods, economically sound commercial and employment areas, etc.).



In addition to the Comprehensive Plan, the City of Georgetown also completed the **Overall Transportation Plan (OTP)** in 2015. The OTP guides future roadway improvements and the construction of new facilities, while still maintaining the transportation goals outlines in the Comprehensive Plan. The goals and objectives of the OTP are:

- Implement improvements to the local road and traffic control system, including new thoroughfare linkages to enhance connectivity, improved and coordinated traffic signalization, standards for access management to enhance traffic flow and safety.
- Progress toward a functional, well-integrated, multi-modal transportation system that provides a variety of choices – bicycle, public transportation, and pedestrian – on a local and regional level.
- Reduce reliance on single-occupant automobile traffic by retrofitting bicycle lanes and sidewalks in underserved areas to enhance bicycle and pedestrian mobility; incorporating these facilities in new developments; and encouraging compact mixed-use and other "walkable" development types.
- Guide the future growth and development of the City toward a more balanced approach between employment and commercial centers, school and other high traffic generators.

Stakeholder outreach during the development of the OTP identified another goal to provide a high degree of safety for motorists, transit users, pedestrians and bicyclists.



The City of Georgetown also adopted its **Downtown Master Plan Update** in March 2014. The Downtown Master Plan updates the vision for downtown Georgetown and revises previous concepts and design ideas to enable the city, property owners and citizens to make informed, strategic decisions about future developments and enhancements. The updated Downtown Master Plan details a downtown framework system and identifies the elements that interface most closely with it: new development, pedestrian circulation, streetscape design, wayfinding systems, parks and open space, and circulation and parking. The Downtown Master Plan also guides an implementation strategy to prioritize and fund investments. The Downtown Master Plan is based on three elements to improve what is now downtown Georgetown. Those elements include the following ideas: downtown Georgetown is a pedestrian-oriented place; the heart of the city, and the key economic center for the entire business community.

Hutto:

The City of Hutto adopted **Hutto 2040,** the city's comprehensive plan, on May 7, 2015 and references several adopted plans such as the Thoroughfare Plan, Water Master Plan, and the Parks, Trails and Open Spaces Master Plan. Hutto 2040 does not serve as zoning regulations or establish zoning district boundaries. Rather, Hutto 2040 serves as a guide to coordinate and establish development regulations. Hutto 2040 informs the planning issues of zoning, population, demographics, and permits, while also addressing the historical context of the City of Hutto. The goals of Hutto 2040 are categorized into quality of life, mobility, resiliency, community, and future land use. Specific goals include:

Quality of Life:

- Acquire and develop open space of various scales for active, passive, and programmed use;
- Cultivate an expansive urban tree canopy;
- Celebrate Hutto's heritage and preserve our history for future generations;
- Support the growing arts community;
- Promote Hutto as a destination;
- Increase economic viability of downtown Hutto.

Mobility:

- Develop a transportation network which safely accommodates driver, pedestrians and cyclists;
- Support efforts to serve Hutto with regional public transit, such as bus or rail;
- Ensure that transportation projects respect and preserve surrounding character to the greatest practical extent;
- Provide a developed trail system to connect neighborhoods, commercial areas, schools and downtown to one another.

Resiliency:

- Pursue a financially-sustaining development pattern;
- Reduce retail and job leakage;
- Improve environmental performance;
- Consistently maintain infrastructure to extend the lifespan of the city's assets;
- Ensure utility capacity and availability for current and future users;
- Ensure that neighborhoods will hold value and remain safe.

Community:

- Offer a variety of housing products to serve the needs of a diverse population through all stages of life;
- Strengthen connections between residents;
- Advance Hutto as a place for a qualified, diverse workforce;
- Facilitate a diverse mix of uses to serve Hutto residents;
- Develop the Co-Op site as a vibrant, mixed-use district.

The City of Hutto also adopted the **Hutto Thoroughfare Plan** in 2011. The Thoroughfare Plan is focused on major thoroughfares and

connections throughout the Hutto city limits, extra-territorial jurisdiction, and future growth area. It is a long-range plan for identifying needed roadway connection as well as for classifying existing thoroughfares for future improvements and adequate ROW reservation. The Thoroughfare Plan includes four goals that improve transportation safety in Hutto, each consisting of several policies and objectives to help achieve these goals. The goals focus on:

- connectivity and mobility;
- effective transportation;
- land use coordination;
- multi-modal transportation; and
- quality of life

Under the connectivity and mobility goal, Hutto is to encourage the signalization of intersections at major arterials, and strive to mitigate issues created by barriers to connectivity such as rail lines and natural features. The goal of effective transportation and land use coordination will ensure that new development proposals have adequate internal circulation, appropriate connections to adjacent uses, and multi-modal connections to the City of Hutto's overall transportation system. In achieving this goal, Hutto will also create corridor plans that identify the needs for particular roadways in relation to adjacent development and their density levels. The multi-modal transportation goal will ensure that all new roadways are designed to accommodate automobiles, pedestrians, and in many cases, bicyclists. Additionally, the multi-modal transportation goal strives to stay updated on plans for regional rail and bus systems, and work with and encourage Capital Metro, TxDOT, CAMPO and any other applicable agencies to extend rail and bus systems to Hutto to help serve the high number of commuters. Lastly, under the quality of life goal, Hutto will strive to ensure that the city is a safe, walkable place for its citizens, particularly those with special needs, in addition to enforcing traffic laws and development regulations to ensure the safe use and efficiency of the transportation system.

The City of Hutto adopted the **Heart of Hutto Old Town Master Plan** February 19, 2009. Due to extremely high population growth in Hutto, 400 percent, the Old Town Master Plan aims to guide the development of Old Town Hutto to reflect such a growth in population. The key goals of the Old Town Master Plan are:

- Preserve and maintain the resources which help define the existing character of the City of Hutto.
- Strengthen the links and reinforce gateways and corridors between the surrounding neighborhoods and downtown.
- Create a downtown which appropriately balances pedestrian, bike, and vehicular traffic.
- Provide a range of public open space that adds value to adjacent development and which is linked to and accessible from the Hutto street grid.
- Provide a vision that is economically and socially viable for the redevelopment and integration of the Co-op Site into downtown Hutto.
- Develop a set of standards which responds to existing conditions in the city and provides a framework for the integration of new development into the existing fabric of the downtown.
- To create an accurate understanding of the current capacity and future needs for improvements to the City infrastructure.

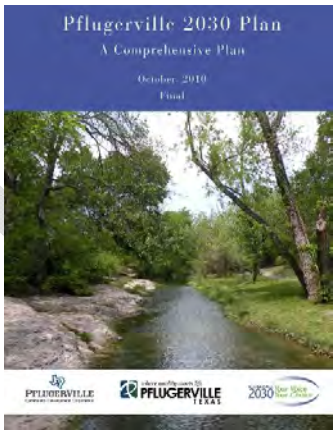
The Plan outlines a New Urbanism approach that drives economic development and focuses on a vision for placemaking. The transportation infrastructure section, timelines for a variety of area developments/redevelopments. TxDOT's current plans call for an upgrade of US 79 to a six-lane divided major arterial before the year 2030. However, Hutto recommended that US 79 be upgraded by the year 2015 in a manner compatible with the Master Plan Vision set forth by the community, while still being designed for an appropriate traffic capacity. Since the demolition and removal of many existing buildings along US 79 is undesirable, an alternative cross-section for US 79 needs to be examined further. According to the Old Town Master Plan, one option that would balance regional mobility goals with placemaking and local access would be the use of the "slip street" concept along the northern edge of US 79. The Old Town Master Plan recommends that Hutto work with CAMPO and TXDOT to evaluate the feasibility of re-designating US 79 in Hutto as a context sensitive urban boulevard. Lastly, the Old Town Master Plan prioritizes projects for implementation into three tiers and includes possible street sections for the projects including one for a slip street design.

Manor:

The City of Manor does not have a comprehensive planning document at this time.

Pflugerville:

The **Pflugerville 2030 Comprehensive Plan** was officially adopted by the Pflugerville Planning Commission and City Council in October 2010. The Comprehensive Plan guides the following types of decisions for the future of Pflugerville:



- It provides a general framework for evaluating individual land development and referral applications submitted to the city on an ongoing basis.
- It provides an action plan for revisions to Pflugerville's Unified Development Code and official Zoning Map, which are the regulatory tools by which the city implements this Comprehensive Plan. It also provides a context within which Pflugerville can make capital improvement investment decisions to implement the Comprehensive Plan.
- It establishes the priorities for more detailed plans which Pflugerville will likely formulate for specific areas of Pflugerville (the sub-area plans) and for specific topics (such as open space, trails, and roads).

The vision for the Comprehensive Plan was developed by the citizens advisory committee and states:

> "Pflugerville is the most desirable community in Central Texas because of its greatest assets such as first-rate parks, connected trails, exceptional schools, cohesive neighborhoods, diverse and creative employment opportunities, and vibrant shopping districts."

The key focus areas of the Comprehensive Plan include Infill, SH 130 and SH 45, East Pflugerville, Housing Diversity, Parks and Open Space, the Civic Center, and Old Town Pflugerville. The Comprehensive Plan also calls for:

- A network of trails that link parks, homes, schools and community facilities across the entire city in order to provide safe routes for bicycles and pedestrians to key locations;
- Reinforcement of the existing network of trails;
- Continued utilization of the MoKan corridor as a hike and bike trail;
- Development of a street design manual that includes complete streets standards;
- Requirement that trail connections link all neighborhoods and centers.

In conjunction with the Comprehensive Plan, the **Pflugerville Master Transportation Plan (MTP),** adopted in May 2015, intends to guide the development of transportation improvements in the area. The MTP encourages improvements to the network that generally improve safety. The four goals of the MTP are:

- Pflugerville will have a regional transportation presence and will maintain a voice in regional transportation planning and funding opportunities.
- In order for Pflugerville to continue to be a vibrant community, land use and transportation must be balanced.
- The design, development and maintenance of the roadway network shall take into consideration the community as a whole.
- The cost associated with the development of the transportation network shall be shared.

The MTP makes recommendations along the Pflugerville Parkway corridor, near Lake Pflugerville, to be developed into a 4-lane divided boulevard with shared-use paths separated from the roadway on both sides. Lastly, the MTP recommends maintaining an active Safe Routes to School program to encourage walking and bicycling to school.

Round Rock:

The **Round Rock General Plan 2020** is the official policy document guiding long-range planning and community development in the City of Round Rock. The General Plan informs policy decisions on a number of issues including:

- Land Use
- Environment and Quality Life
- Transportation
- Water and Wastewater
- Parks, Recreation Facilities, and Open Space
- Historic Preservation
- Community Quality

The vision of the General Plan states, "Round Rock will be the city of choice for entrepreneurs, business leaders, researchers, educators, and members of the various creative professions, who want to combine professional accomplishment and achievement with a culturally rich, recreationally and socially diverse lifestyle." Overall, the General Plan outlines strategies to manage three changes in Round Rock's development:

- Certain areas of the city are aging and are approaching the point where redevelopment will occur and transform these areas;
- Over the next 50 years, the city's population will grow from about 100,000 to approximately 300,000, and this growth will change Round Rock from a suburban-oriented city to a mature city; and
- The city will need to transition to a more sustainable and energy efficient community, with less impact on the environment, and built on the diverse economic engines that are now emerging.

The City of Round Rock, also adopted its **Transportation Master Plan** Update in 2017. The Transportation Master Plan (TMP) defines goals and policies for growth and recommends transportation investments to prepare for the future mobility needs of the community. It aims to meet ultimate build-out traffic demands, guides development, and establishes organized growth within a transportation network. The TMP also seeks to preserve the environmental, aesthetic, historic, and natural resources of the area, while providing safety and mobility. To plan for the ultimate growth of Round Rock, the TMP establishes the ultimate roadway network and protects adequate ROW to meet future transportation need for all modes, including cars, pedestrians, cyclists and transit. The goals of the TMP are:

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- Ensure citizens of Round Rock are afforded an adequate future transportation system.
- Ensure efficient utilization of the 1997 ½ cent sales tax dedicated to roadway improvements.
- Identify major deficiencies in the existing transportation network.
- Maintain the quality of life enjoyed by the citizens of Round Rock.

The City of Round Rock adopted its **Downtown Master Plan** in January of 2010. The primary goal of the Downtown Master Plan is to create a design and policy strategy for a thriving town center featuring a mix of retail, entertainment, residential and public spaces, in a walkable and historically-sensitive environment to enhance the sense of place, economy and quality of life. The Plan seeks to create a bustling town center beyond its two-block historic area that will feature a viable mix of uses in a walkable environment, and to enhance the community's economy, quality of life, and sense of place. The Plan aims to achieve five objectives:

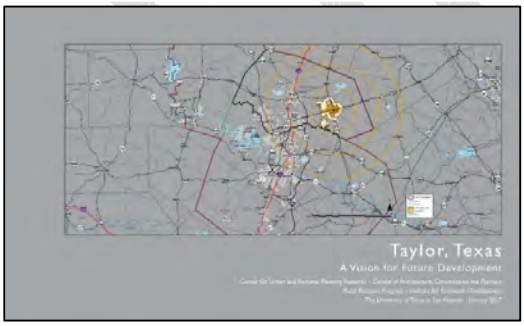
1) Accentuate the area's assets and build upon past planning efforts.
2) Present a cohesive vision and identity for the Plan area.
3) Describe place-making concepts to achieve an activated and attractive downtown.
4) Provide strategies to implement the urban design concepts.
5) Stimulate responsible and foresighted growth in downtown.

The location of downtown near IH-35 and adjacent to a rail line offer other opportunities for the study area. The Downtown Master Plan describes a northbound exit ramp from the IH-35 frontage

road that could increase the viability of commerce such as a hotel in the southwest downtown area. Palm Valley Boulevard (US 79) is also envisioned as a reprogrammed corridor with retail and commercial uses and an infusion of more pedestrian focused street design. Both Brushy Creek and Lake Creek are other amenities that can be capitalized on as well.

The Downtown Master Plan presents a multi-pronged approach for overall implementation including: Identifying seven "Catalytic Projects", development/implementation of a form-based code, and recommendation of policy initiatives. Lastly, the Downtown Master Plan provides a design guide serving as a pattern book. It includes a variety of plan view images, 3-D drawings, street networks, and development photos.

Taylor:



Taylor, Texas: A Vision for Future Development, was adopted by Taylor City Council in January 2017. This land use study evaluates the potential for future residential, commercial, office and industrial development growth within the decades ahead. The study examines six existing and emerging growth sectors in the City of Taylor. The six growth sectors include, Taylor Historic Downtown District, Taylor North, Taylor East, Taylor South, Taylor West, and Airport. The study seeks to enhance the community's local economy while also maintaining the community's character. Equally important, the study identifies and analyzes many infrastructure factors that must be considered if Taylor is to grow its economy, create new job opportunities and attract additional investment.

Within each of the six growth sectors, the study discusses the following infrastructure factors:

- Development Potential;
- Existing Land Use;
- Zoning;
- Utility Infrastructure;
- Circulation;
- Floodplain and Topography; and
- Recommended Land Use.

A Vision for Future Development produced seven major recommendations as part of its planning and development strategy. Those recommendations include:

- An impact fee study to determine cost implications of new growth.
- A planning/economic analysis to develop ratios for residential vs commercial development which is important for balanced and sustainable development for the future of Taylor.
- An analysis of appropriate development tools/ mechanisms for areas in the extra-territorial jurisdiction outside of growth sectors.
- A planning study to develop commercial corridor standards for significant corridors in Taylor. Overlay districts can then be applied to implement the standards for development.
- An analysis of the alignment of the future land use plan with the Water and Wastewater Masterplan to promote sustainable growth.
- Major components of the study should be updated every five to eight years. These include the major thoroughfare plan, the existing and future land use plan, the park master plan and the community facilities master plan.

The City of Taylor also adopted the **Taylor Downtown Master Plan** in April 2015. The Downtown Master Plan identified goals based on community outreach and past planning efforts. Those goals include:

1) Stimulate economic development.
2) Provide entertainment, recreation, programming and events.
3) Direct visitors to key locations with signage, parking and streetscapes.
4) Be a pedestrian-friendly destination.
5) Meet the vision of a broad range of stakeholders.
6) Serve the needs of visitors and residents alike.
7) Provide more recreational opportunities and access to nature.
8) Protect the unique history and character of Taylor.

The Downtown Master Plan looks at high traffic-volume streets in the areas that have potential for more productive uses functionally, socially, and economically. Integral to the Plan is the implementation of traffic calming designs such as bulb outs, street furniture, and reducing the size of the street from four lanes to three. Many other streets are prioritized with recommendations as well. Each of these improvements are intended to complement a possible multi-modal hub near the downtown Amtrak station that can accommodate CARTS, Amtrak and the terminus of the Lone Star Rail line.

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CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

COMMENT CARD

Name (required): Mike Doty

Address:

Zip Code:

Email: [redacted]

Please share your comments on:

- [x] The Regional Arterials Study
- [x] The Transportation Demand Management Plan
- [x] The MoKan/Northeast Subregional Plan
- [ ] Other

I appreciate the professional approach that CAMPO has brought to Transportation Planning in the last few years.

Public comment period closes at 5 p.m. Monday, July 15, 2019.

RETURN COMMENTS BY:

Fax: 737.708.8140
Mail: CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

COMMENT CARD

Name (required): DAVID BAKER

Address: [redacted]

Zip Code: 78676

Email: [redacted]

Please share your comments on:

- [x] The Regional Arterials Study
- [x] The Transportation Demand Management Plan
- [x] The MoKan/Northeast Subregional Plan
- [x] Other

It would be helpful to see the land use plan associated with each scenario.

Do not expand any new roads or improvements to western hays other than multimodal lanes specifically on RR 12, FM 150 & Elderhill Road. (FM 170)

Focus on capacity along I-35 & EAST OF THE EDWARDS AQUIFER.

ESTABLISH RAIL CORRIDORS (LONE STAR RAIL) REDESIGNED ALONG UNION PACIFIC ALIGNMENT OR NEW ALIGNMENT IN ORDER TO CLUSTER DEVELOPMENT AT CRITICAL POINTS BETWEEN AUSTIN-SANMARCOS & SAN ANTONIO

DO NOT BUILD NEW ROADS IN WESTERN HILL COUNTRY ESPECIALLY IN CONSERVED LANDS & CRITICAL WATERSHEDS IN HAYS & TRAVIS COUNTY

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CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

COMMENT CARD

Name (required): LeAnn Hilton

Address: [redacted]

Zip Code: 78660

Email: [redacted]

Please share your comments on:

- ☐ The Regional Arterials Study
- ☐ The Transportation Demand Management Plan
- ☐ The MoKan/Northeast Subregional Plan
- ☐ Other

No super highways going through neighborhoods or downtown Pflugerville. Proposals presented put super highways going directly through many high neighborhoods butting up to houses (front yards and back) as well as almost on top of schools. This is not an acceptable proposal for these reasons and many more.

Residents and others are more likely to support and benefit from a bike and bike trail and alternative transportation solutions going through Downtown.

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CENTRAL TEXAS

COMMENT CARD

Name (required): ADELINE BUI

Address: [redacted]

Zip Code: 78660

Email: [redacted]

Please share your comments on:

- ☐ The Regional Arterials Study
- ☐ The Transportation Demand Management Plan
- ☒ The MoKan/Northeast Subregional Plan
- ☐ Other

I apposed to any highways or mass transportation thru down town Pflugerville. I own 2 properties in down town Pflugerville and my businesses as well as safety of the public will be in danger if a major roads are implemented thru down town.

I support more bike + trail or more toward walk trail thru down town. Highway

Highways surround Pflugerville with I35 + 1H130. If another highway needed, then more to Dessau or roads that have already been established and not have to retrofit into a neighborhood that cannot support such development.

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CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

COMMENT CARD

Name (required): Bryan Weiss

Address: [redacted]

Zip Code: 78660

Email: [redacted]

Please share your comments on:

- ☐ The Regional Arterials Study
- ☐ The Transportation Demand Management Plan
- ☒ The MoKan/Northeast Subregional Plan
- ☐ Other

These roads are needed. Our roads in this area are 50 years behind which causes obvious congestion but also increases traffic hazards due to the problems moving around.
Citizens are going to drive their ~~vehicles~~ vehicles and we need more lanes - there is no way to sugar-coat or spin it.
Government at all levels ~~are~~ need to get behind this ~~project~~ concept and put priorities on projects that will increase lanes to move traffic

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CENTRAL TEXAS

COMMENT CARD

Name (required): Wallis Mesher

Address: [redacted]

Zip Code: 78665

Email: [redacted]

Please share your comments on:

☐ The Regional Arterials Study

☐ The Transportation Demand Management Plan

☐ The MoKan/Northeast Subregional Plan

☐ Other

1. Redundancy of MoKan w/ (funded) Kenny Fort + 35, AW Grimes, + 130 = MoKan NOT NEEDED
2. Already have enough N/S, need E/W, or a hike + Bike trail, not another highway.
3. Need local connectivity, NOT more highways. I cant get to the park < 1 mile from my house w/o walking 5+ miles.
4. Dont take away fire access for our neighborhood. Existing ingress/egress is required to meet fire code.
5. Lets Fix what we have (ie 79, access roads on 45, local connectivity) instead of spending $ on highways we dont need!
6. Please include light rail, hike + bike not just highway.

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CENTRAL TEXAS

COMMENT CARD

Name (required): Cynthia Caden

Address: [redacted]

Zip Code: 78665

Email: [redacted]

Please share your comments on:

- [x] The Regional Arterials Study
- [ ] The Transportation Demand Management Plan
- [x] The MoKan/Northeast Subregional Plan
- [ ] Other

In my subdivision my home backs right up to the MoKan proposed road - it would be better to use the TexDot property for hiking & biking trails for north/south to connect to the Gattis ~~School~~ Elementry School and local dog park. There is already Hwy 79 and Fort Kenney Rd within .5-1 mile away.

Also in the 20 year plan there should be less roads & much more light rail.

The citys should focus more on local connectivity between roads. For example we have to get on the 45 Toll road to go one exit, instead of having a feeder road between Round Rock and Pflugerville

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CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

COMMENT CARD

Name (required): DICK KALLERMAN

Address: [redacted]

Zip Code: 78704

Email: [redacted]

Please share your comments on:

- ☐ The Regional Arterials Study
- ☐ The Transportation Demand Management Plan
- ☒ The MoKan/Northeast Subregional Plan
- ☐ Other

Dedicated lanes for transit should be clearly designated for Bus Rapid Transit or light rail. If a light rail is considered for the Giles Line rail ROW it should also be considered for MoKan

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CENTRAL TEXAS

COMMENT CARD

Name (required): John Laycock

Address: [redacted]

Zip Code: 78702

Email: [redacted]

Please share your comments on:

- [x] The Regional Arterials Study
- [ ] The Transportation Demand Management Plan
- [x] The MoKan/Northeast Subregional Plan
- [ ] Other

Consider why MoKan needs to be a large highway parallel to & other wise highways

TDM plan - sabotaged by the arterial plan

Arterial plan - this is an absurd waste of planning expertise and money. Why bother with a fanciful wishlist generated by naive and incompetent modeling? No induced demand? No land use?

It sets up your whole plan to be totally car-dominated. You've done a huge bulk of work with the idea of "mode shift" later. Too much inertia

Anyway, thanks!

Public comment period closes at 5 p.m. Monday, July 15, 2019.

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CENTRAL TEXAS

COMMENT CARD

Name (required): Eva Esparza

Address: [redacted]

Zip Code: 78723

Email: [redacted]

Please share your comments on:

- ☐ The Regional Arterials Study
- ☐ The Transportation Demand Management Plan
- ☑ The MoKan/Northeast Subregional Plan
- ☐ Other

There should be a passenger high speed and local rail along this coridor. It could easily be extended to the airport in the south and Dallas/Ft Worth in the North. By the time a highway is build capacity would already be used up in my opinion. The pollution of cars will shorten the lives of those living around the highway.

I'm disappointed in the short sightedness of this study.

Perhaps including rail along a highway may satisfy those who ignore the future where climate change is the reality.

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CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

COMMENT CARD

Name (required): Robert Paigh

Address: [redacted]

Zip Code: 78726

Email: [redacted]

Please share your comments on:

- [x] The Regional Arterials Study
- [ ] The Transportation Demand Management Plan
- [x] The MoKan/Northeast Subregional Plan
- [ ] Other

SH 95 should have a wide center median like US 183.

What you are showing is not in conformance with the Williamson County Transportation Plan.

Public comment period closes at 5 p.m. Monday, July 15, 2019.

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Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705

From: KAREN ADAIR
To: CAMPO Comments
Subject: MOKAN/Northeast Subregional Plan
Date: Sunday, July 14, 2019 10:18:59 AM

I moved to South Creek over 30 years to a quiet community. While I know "progress" is always inevitable, being surrounded on all sides by 4-6 lane roads is asking to much of any neighborhood. The City Council, in their last 5-year plan, discarded the notion of doing anything with this piece of land. We already have A.W. Grimes (6 lanes) to our west, Kenny Fort (4 lane) to our east and Gattis School (4 lane) to the south. Why do we need yet another 6-lane in such close proximity.

It has grown considerably and is taking away the living spaces for our wildlife, sending them into our neighborhoods making it unsafe for our kids and pets. Coyote and mountain lion sightings are now common. Their space is dwindling.

Between the new Waterpark, Dell Diamond, A.W. Grimes, Kenny Fort, Gattis School Road, I believe we have had our share of progress. Doublecreek is another 4 lane road to our east. We hear the noise from all of these due to all the trees being cut down for "progress" taking away any type of noise barrier we have.

Make it a nice bike trail and keeping a small piece of green space for people to enjoy.

Enough is enough.

Karen Adair
South Creek resident

From:	Ashwin
To:	CAMPO Comments
Cc:	Jayanth Reddy
Subject:	Mokkan Corridor project
Date:	Tuesday, June 18, 2019 9:48:21 PM

Hi,

Currently the Mokkan Corridor serves as a wonderful greenbelt community for the neighborhood with the neighbors enjoying the peaceful nature. With the proposed project, this will put everything in jeopardy so kindly request the project to be stalled and let all of us enjoy the serenity around us.

Thanks,
A worried resident.

From: morning song
To: CAMPO Comments
Subject: Mokan project
Date: Monday, July 15, 2019 7:25:30 AM

EXTERNAL email: Exercise caution when opening.

To whom it may concern,

My family and I have lived in South Creek Subdivision since 2005. When we were looking at the home we ended up buying I went out in the middle of the street to see if I could hear traffic and I did not. (This would have been a deal breaker for us) It is quiet back here in the older part of South Creek Subdivision. Please do not build. Noone back here wants an expressway or a highway back here. We can now hear traffic on 79 some and do not want to hear anymore. Not only that ....many people will be displaced and also many people will leave the area due to a very noisy highway...expressway or freeway whatever you are calling this proposed road. I have spoken with all of our neighbors and noone wants this road to be put in. Perhaps put a road in somewhere where there is already a commercial zoning and already a LOT of traffic. This is a very quiet subdivision with very little traffic if you will. I do not believe putting in a road back here will be good at all for Round Rock economy as the people who are here and have been here for many many years will leave the area.
Please consider this and move on to a better location for your expressway and NOT through our nice quiet area.

Kathy Campbell LMT CMT CTPT CNMT
[redacted]

From: Bhargava Cingaram
To: CAMPO Comments
Subject: MoKan Corridor
Date: Tuesday, June 18, 2019 9:04:02 PM

EXTERNAL email: Exercise caution when opening.

_____

I am a resident of Round Rock and submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mokan corridor.

I believe that the best use of that land is to leave it intact to be very few green belt strips in this area for the sake of environment or as a hike and bike trail. A hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases air and sound pollution for closely located neighborhoods causing health hazards.

Thanks & Regards
Bhargava

From:	Tracy Colello
To:	CAMPO Comments
Subject:	Public Comment for MoKan/Northeast Subregional Plan
Date:	Monday, July 15, 2019 8:38:16 AM

I attended your open house on June 17th in Round Rock for the Regional Arterials Study. I didn't have time to fill out a card at the meeting, so I am sending in my comment after seeing the online form.

For my neighborhood (South Creek), I don't think the current plan will benefit us. It will not improve access, decrease local travel time, or decrease traffic around our neighborhood because there won't be any entrances or exits closer than the roads we already use to travel between 79 or 45. The plan describes a wide, multi-lane expressway for cars jammed into a narrow right of way, without enough space left over for a hike and bike trail that could be used by local residents. It will add noise and pollution, but won't improve our escape routes from fire or flooding.

Several years ago, a plan that would have used the same right of way for SH 130 was proposed, which would have gone through some of the yards in South Creek. That plan was rejected in favor of moving SH130 further away from 35, to be a better bypass through an undeveloped area that could grow. The difficulties with building a large road through an area with existing neighborhoods and lots of development hasn't changed since then. For example, the Concorde neighborhood, on the other side of the right of way, has been built right up to the edge of the Mokan corridor. I've heard the classic story of people buying those houses assuming it was a greenbelt.

I understand that the width of the available right of way changes quite a bit along the whole path. Unfortunately, that seems to limit the continuity of the plan. It makes sense to me to plan for longer distance options such as trains or buses to bypass 35, without as much of an increase in traffic east to west.

Tracy Colello

Round Rock, TX

From: CAMPO
To: Campo; Doise Miers; Doise Miers
Subject: New submission from Contact Form
Date: Tuesday, June 18, 2019 8:05:44 PM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

https://www.campotexas.org/contact/

Name
David Dalesandro
Email
[redacted]
Comment
For the proposed use between 79 and 45 (along Expedition Way), I strongly recommend a bike path or light rail. A highway makes absolutely no sense since Kenny Fort already exists and is funded. Thanks.

From: Davis, Nathan
To: CAMPO Comments
Subject: Mokan Study Comment
Date: Tuesday, June 18, 2019 3:38:51 PM
Attachments: image001.png

To Whom It May Concern:

I would like to Comment on the purposed use of the Mokan land. I cannot speak about the entire length of the route, but I can say that the portion in Round Rock goes through several residential areas. I understand that growth and change are inevitable, but I think that it should be responsibly done. It should have as little impact on the residence and environment as possible.

From reading through the study it appears that the suggestions made for the Mokan route were done to inflict the greatest amount of impact possible. Much of the current rout has become green space that goes between subdivisions and contains Brushy Creek and many of its tributaries. This impromptu green space helps to control flooding and run-off for the area. Furthermore, the study did not appear to contain the new subdivision of The Concord in Round Rock, this changes right of way distances.

As a resident of Round Rock I would rather you improve and extend existing road was rather than create new one. For example if we need a new North – South artery widen and extend Kenny Fort Blvd to HWY 45.

If the Mokan must be developed, the only use I find acceptable would be commuter rail or a road way exclusively for mass public transit.

DIGNITY MEMORIAL USA

Nathan Davis
General Manager

O 512-352-3636 **C** 512-560-0449
Condra Funeral Home/Goodnight Funeral Home
DignityTexas.com

From: AliceRose Duerr
To: CAMPO Comments
Subject: Feedback on MOKAN/NORTHEAST Subregional Plan
Date: Friday, June 21, 2019 4:50:12 PM

Hello and thank you for the phenomenal work that went into the MOKAN/NORTHEAST Sub-regional Plan. I was unable to attend the open house but did read the entire 140 page report.

I live on [redacted] in Pflugerville. Previously lived and traveled extensively in different parts of the country and abroad where the majority of residence use public transit. It's a 15 to 20 minute drive from my home to the bus stop. Even so, I do catch the bus at Tech Ridge to go into Austin for events. It's a nice way to avoid traffic, not worry about parking, etc.

I live within walking distance of an HEB. Walking is out of the question because there are no sidewalks along FM 685. Not to mention the unsafe pedestrian crossing at FM 685 and Gattis School road. Which is sad because walking is healthy!

Granted this is a long term plan and things will change, but it's a great start.

Thank you.

Alice Duerr
[redacted]
Pflugerville, TX 78660

From: Song Campbell
To: CAMPO Comments
Subject: Mokan project
Date: Monday, July 15, 2019 8:01:27 AM

To whom it may concern,

My family and I have lived in South Creek Subdivision since 2005. When we were looking at the home we ended up buying I went out in the middle of the street to see if I could hear traffic and I did not. (This would have been a deal breaker for us) It is quiet back here in the older part of South Creek Subdivision. Please do not build. Noone back here wants an expressway or a highway back here. We can now hear traffic on 79 some and do not want to hear anymore. Not only that ....many people will be displaced and also many people will leave the area due to a very noisy highway...expressway or freeway whatever you are calling this proposed road. I have spoken with all of our neighbors and noone wants this road to be put in. Perhaps put a road in somewhere where there is already a commercial zoning and already a LOT of traffic. This is a very quiet subdivision with very little traffic if you will. I do not believe putting in a road back here will be good at all for Round Rock economy as the people who are here and have been here for many many years will leave the area.
Please consider this and move on to a better location for your expressway and NOT through our nice quiet area.

Thank you for your consideration,
Bob Durham

From: Jenai Estrada
To: CAMPO Comments
Subject: Mokan comments
Date: Thursday, June 20, 2019 9:58:29 PM

I absolutely hate the idea of running a north-south road behind the Concord At Brushy Creek subdivision, crossing over Forest Creek. I think it is a terrible idea for several reasons:
1- We already have two major 6-lane north-south roadways nearby (AW Grimes Blvd and Kenney Fort Blvd), so it would be redundant and unnecessary.
2- It would be a huge waste of money because you would have to build yet another bridge over Brushy Creek. Which is redundant because of the other nearby bridges.
3- I don't want another major road/highway close to Gattis elementary school.
4- It would drastically lower property values.
5- It would be devastating to the local wildlife.
6- That space would be better used as a hike/bike trail.

Please do not build a road there. Please.

Thanks for your consideration,
Jenai Estrada

From: Clay Hunn
To: CAMPO Comments
Subject: Mo-kan corridor
Date: Wednesday, July 3, 2019 10:44:22 AM

The old Mo-kan rail line seems like an ideal route for rail connecting Georgetown, Round Rock, Pflugerville and Austin. Just look at the car traffic on IH35 and now 130. Any roadway built in this area is destined to be gridlocked in a very short time. We need to really start thinking beyond the car. The whole region is barely moving. Time to start seriously using rail to move people in the metro area. Thanks. Clay Hunn

From: Jayanth Reddy
To: CAMPO Comments
Subject: Request on MoKan Corridor
Date: Tuesday, June 18, 2019 1:26:07 PM

EXTERNAL email: Exercise caution when opening.

_____

Hi,

I am a resident of Concord at Brushy Creek. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mokan corridor.

I believe that the best use of that land is to leave it intact to be very few green belt strips in this area for the sake of environment or as a hike and bike trail. A hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases air and sound pollution for closely located neighborhoods causing health hazards.

Thanks
Jayanth

From: CAMPO
To: Campo; Doise Miers; Doise Miers
Subject: New submission from Contact Form
Date: Sunday, July 14, 2019 9:41:06 AM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

https://www.campotexas.org/contact/

Name
Yong Hi Lambert
Email
[redacted]
Comment
Mokan/Northeast should run from Georgetown through Pflugerville to North Austin.

From: Tiffany Manatt
To: CAMPO Comments
Subject: Suggestions for Expedition Way area Plan/Concord at Brushy Creek
Date: Tuesday, June 18, 2019 3:02:55 PM

EXTERNAL email: Exercise caution when opening.

_____

Hello,

We have recently moved into the Concord at Brushy Creek and beg of you to reconsider a road going through our neighborhood. The road will not only destroy the beautiful natural landscape, but create traffic right outside of our home. There are young families and it would become dangerous for the children to play if it becomes a busy strip of road.

Please reconsider with a walking or a biking trail instead.

I beg of you,
Tiffany

From: Megan Marshall
To: CAMPO Comments
Subject: MoKan Draft Plan
Date: Monday, July 15, 2019 10:13:47 AM

The proposed plan to split Pflugerville with yet another 4-lane roadway is beyond disappointing. This would disrupt neighborhoods, schools, and a space that is currently very friendly to pedestrians, bicyclists, and community activity. In its place, we would have what appears to be a replica of Dessau cutting through residential neighborhoods, duplicated less than a mile away in many places. This seems to go directly against the plan's claimed goals of minimizing community impact and being environmentally sensitive.

Please reconsider this plan. It's frankly terrible. Previously, some excellent ideas involving bike and/or light rail options have been suggested. With the addition of proper bus service, light rail would stand a better chance of serving low-income commuters while providing an efficient, eco-friendly option for all travelers in the area. Preserving some green space and trails would integrate well with the existing park systems in the area, and avoid turning rare suburban green space into yet another concrete corridor.

Braess's paradox seems to have been conveniently ignored during this plan's development--adding more roads is a solution we've been trying for decades, and it's not working. It would be a serious blow to the communities impacted and, based on similar projects undertaken in the Austin area over the past 10 years, create yet another traffic problem to solve in the long term. Please do better for our communities.

Regards,
Megan Marshall

From: Cynthia Ogden
To: CAMPO Comments
Subject: MoKan proposal
Date: Monday, June 24, 2019 6:20:11 AM

The stretch of the MoKan between Gattis School Road and Hwy 79/Palm Valley Rd should be used for a hiking/biking trail. This would allow all of the children in the surrounding neighborhoods to walk to Gattis School Elementary and Cedar Ridge High School in safety. As it is now there are numerous cars on the roads taking children to school and picking them up. This would cut down on traffic and provide a healthy opportunity for the children to walk and get exercise.

Cynthia Ogden
[redacted]
Round Rock TX 78665

Sent from Mail for Windows 10

From: Susan Pantell
To: CAMPO Comments; Kelly Porter
Subject: MoKan/Northeast Subregional Plan comments
Date: Friday, July 5, 2019 12:47:30 PM

Ms. Porter,

Following are my comments on the Draft MoKan/Northeast Subregional Plan. The discussion of scenarios is confusing because the Open House displays list Scenarios A, B. and C; whereas the draft plan lists Scenarios 1-4.

It is important that we increase transit in the region, and that should be a priority for this plan. Improving transit is listed in Goal 4, and it is an important component of achieving all of the goals. I strongly support bus lanes on all of the corridors evaluated, and Scenario 3 is the preferred scenario because it includes managed lanes for buses on all of the primary corridors. If more people ride the bus, that would reduce vehicle miles traveled for single-occupant vehicles. You do not include Scenario 3 in the evaluation, and it appears that you did not even model it, and that is problematic. Please explain why Scenario 3 is not included in your analysis.

It is essential to include bus lanes on the MoKan Corridor, and it is important that the MoKan Corridor connect with downtown Austin, as discussed in the plan.

I support CAMPO encouraging and assisting with transit-oriented development (TOD) along the MoKan Corridor. The policy of encouraging TOD should be expanded to all of these corridors.

I do not support adding additional lanes to these corridors unless they are needed for safety, since the added capacity will only fill up with traffic. I oppose the frontage road lanes for the E-1 Corridor because frontage road speeds are too high to support safe pedestrian, bike and transit use.

Please acknowledge receipt of these comments.

Sincerely,
Susan Pantell

From: Robert Colello
To: CAMPO Comments
Subject: The MoKan/Northeast Subregional Plan
Date: Saturday, July 13, 2019 10:25:56 PM

Hello,
I attended your open house in Round Rock last month. Thank you for having it. I would like to share my concerns about the following:

The MoKan/Northeast Subregional Plan

I am not in favor of a 4 or 6 lane expressway in the Williamson County portion of the Mokan Corridor. This may have made sense 20 years ago but the area has been built up too much with other roadways and many single-family homes directly against the right of way. The right of way is too narrow to properly support a large, high speed road while still maintaining a safety and green space buffer with the existing neighborhoods as pictured in the draft.

Additionally, this section of Mokan is very close to the 6 lane AW Grimes Blvd and 6-lane Kenny Fort Boulevard that provide easy access north and south. Those roadways could have capacity expanded with overpasses at critical intersections such as with US-79 and Gattis School Road. This area needs more east/west capacity instead, and limited resources should go to other areas such as building the beneficial SouthEast loop around Hutto.

As this used to be a railroad, the grade of the right-of-way is very level and gradually changes elevation. This would make it well suited for light rail or commuter rail which I would fully support and utilize if it connected into Austin. Alternatively, a dedicated busway with one lane in each direction could effectively move a lot of people at much lower expense and a lower impact on neighborhoods and historic structures like Palm Valley Church.

While I know this project, in any form, is a long way away from fruition, this would be a great opportunity to save this valuable land for futuristic options that might come along such as high speed hyperloop technology, rail or busways instead of more automobile focused solutions. While a hike/bike trail would be great, it is not realistic. A good compromise would be dedicated lanes for busses only so they are not slowed down by IH-35 traffic.

Take the savings and apply them to the other worthy road projects such as the Hutto Southeast loop project or more critical projects in Austin, growing Hays County and western Williamson.

Thank You

Robert Colello
Round Rock, TX

Sent from Mail for Windows 10

From: dilip reddy chintaparti
To: CAMPO Comments
Subject: Save MOKAN/NORTHEAST SUBREGIONAL corridor
Date: Tuesday, June 18, 2019 8:57:46 PM

EXTERNAL email: Exercise caution when opening.

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I am a resident of Concord at Brushy Creek. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mokan corridor.

I believe that the best use of that land is to leave it intact to be very few green belt strips in this area for the sake of environment or as a hike and bike trail. A hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases air and sound pollution for closely located neighborhoods causing health hazards.

Thanks,
Dilip Reddy

From: Cade Ritter
To: CAMPO Comments
Subject: Comments on Mokan corridor
Date: Thursday, June 13, 2019 1:48:40 PM

Last I heard, the MoKan corridor was being considered for a rail connection from downtown Austin to Georgetown (which we badly, badly need). After reading the draft plan, I was absolutely aghast to learn that you are proposing a 70 MPH highway there instead. We are in a climate crisis. Expanding roadways does nothing for traffic (induced demand?). A highway through an urban area quite literally tears the urban fabric in two. This is a bad, bad idea.

In a time where we need to see a massive expansion of high capacity transit options for central Texans, it blows me away that this is being proposed here. Please build rail. Please. For the environment, for our city, for our people. A new highway is the last thing we need.

From: Sarah Simpson
To: CAMPO Comments
Subject: Mokan Subregional Plan Comments
Date: Sunday, July 14, 2019 2:59:16 PM

To CAMPO,

I write today to recommend that all of the suggestions put forth in the Mokan Subregional Plan be abandoned to redirect the focus of this study on local and regional public transportation spending throughout this northern CAMPO region on existing right-of-ways. The proposed plan offers only status-quo solutions of roadway widening and roadway expansion that primarily serve single-occupant vehicles, which will only result in increased vehicle miles traveled throughout the region, increased congestion, increased suburbanization, further environmental damage and loss.

The vision statement states that the goal of this plan is "*to facilitate a framework of a broad set of mobility choices that are safe, convenient, reliable, 29 resilient, and efficient and that promote equitable prosperity, region-wide connectivity, economic 30 development, and healthy communities.*" After reviewing the plan, it is clear that this study fails to achieve vision because currently, the only option for travel through this area is by car, and what has been proposed perpetuates this condition. The stated goals of increased safety, increased mobility, effective growth planning, environmental protection and equitable community prosperity are all woefully ignored in what appears to be continued congestion chasing through sole focus on increased roadway building.

Not once is the phenomenon of induced demand mentioned in the Mokan Subregional study, which undermines any supposed gains offered by these plans. The more lanes, the more roads that are built, the more cars will fill them and the more people will drive. This region does not need new lanes or new roads, but needs instead investment in regional public transportation on existing right-of-way and expansion of viable active transportation.

Even more irresponsible, not once is the current climate crisis mentioned in the plan. It is as if this has been developed in a bubble where cause and effect are completely ignored. More roads and cars, especially when induced demand is factored in, equals increase emissions, poorer air quality, more high temperature days, more volatile weather patterns, all of which will make huge infrastructural expansion as suggested in this plan that much more difficult and expensive to maintain. The seemingly pervasive idea of moving cars quickly through an area to avoid emissions by building more and more lanes and roadways sacrifices long-term reduction of vehicle miles traveled. When will transportation engineers actually confess to this?

Instead of building new roads, widening roads, or converting the existing abandoned railway into a 4 - 6 lane road - which all will likely function like high speed roads with what are likely 12' lanes, may or may not serve BRT, and get a token sidewalk or shared use paths tacked on so that CAMPO can say "look, it's multimodal!" - let's instead take a new approach. Take advantage of this once-in-a-lifetime opportunity to create a rails to trails project and extend regional active transportation facilities for both commuting and recreation. Then focus on maintenance of our existing road network and invest in lane conversions for dedicated BRT

lanes on existing right-of-way. Not only will this be more affordable, it will also actually work to achieve the vision and goals noted in the plan, especially those concerning roadway safety, environmental preservation, and transportation equity - the most pressing issues of our time.

If the proposals in this plan are carried out, we will be back in this exact same situation in just a few years time, thus, I urge the leaders at CAMPO to change course. We need leadership for the environment, equity, safety not more of the same.

Thank you,
Sarah Simpson
Austin, District 9

From: Paul Smith
To: CAMPO Comments
Subject: MoKan Corridor
Date: Monday, June 17, 2019 2:22:00 AM

Dear CAMPO:

It seems to me that these plans are a shortsighted missed opportunity to add a third commuter rail line connecting Georgetown, Round Rock, and Pflugerville to downtown. Since the downtown MetroRail station is being upgraded to hold three trains at once, why not have trains going simultaneously to Georgetown, Leander, and Elgin?

Thank you,
Paul Kevin Smith

From: william tamayo
To: CAMPO Comments
Cc: Kelly Porter
Subject: Comments from MOKAN/NORTHEAST SUBREGIONAL PLAN OPEN HOUSE
Date: Tuesday, June 18, 2019 11:44:03 AM

please see attached card.

Thanks,
William Tamayo

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

COMMENT CARD

Name (required): William Tamayo
Address: [redacted] Round Rock
Zip Code: 78664
Email: [redacted]

Please share your comments on:

- [ ] The Regional Arterials Study
- [ ] The Transportation Demand Management Plan
- [x] The MoKan/Northeast Subregional Plan
- [ ] Other

I live in a neighborhood that borders the Mokan right of way between Toll way 45 and Hwy 79.

I strongly oppose any option that puts motor vehicles on that track of land.

It seems redundant and to be honest silly to have that option pondered while the soon to be built Kenny Fort extension will serve the same purpose.

I am in favor of light rail that connects to downtown, hike & bike trails and the possibility of the autonomous rail rapid which I feel would add value, and options to the area and not just another road to sit in traffic.

Public comment period closes at 5 p.m. Monday, July 15, 2019.

RETURN COMMENTS BY:
Fax: 737.708.8140
Mail: CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705

From: Lisa Wright
To: CAMPO Comments
Subject: MOKAN corridor comments
Date: Thursday, June 27, 2019 7:29:58 AM

I was unable to attend the June "meetings". Based on what I am seeing in the draft there is still a consideration of using the MOKAN abandoned rail route north/south thru Pflugerville. I absolutely, completely, wholly object to the considered use of this route for bus, rail, metro rail, cars or any kind of transit. There are elementary and middle schools in close proximity to this route. I see no consideration for the safety of children and families that traverse to these schools. I only see the 30000 ft view of "we have to get people from Georgetown to Austin". One death of a child due to any transport on this route is unacceptable.

Campo TX needs to abandon this route as it has been abandoned by MOKAN. If people want to live in Georgetown and drive to work in Austin, then they have to be willing to live with the traffic. The smarter choice would be to make Austin more affordable to live and the schools of higher quality to avoid people moving out of Austin. I do not agree with my quality of life and my property being degraded to support someone else being able to get from Georgetown to Asutin and I do NOT support any kind of high volume traffic going so close (across the street) from elementary and/or middle schools.

I respectfully request you abandon this foolishness of considering the MOKAN corridor.

Lisa M Wright
[redacted]

MoKan Northeast Subregional Plan Comments

Adding more capacity for cars improves nobody's quality of life. More emissions, more traffic fatalities, more cars on the road, a more dangerous urban landscape (especially MoKan - 70 MPH through Austin?). Please stop expanding roadways. Listen to urban planners.

Why on EARTH are you guys planning on paving the MoKan corridor? It was originally proposed as a rail connection to Austin's commuter rail system! And now you want to expand road capacity? A 70 MPH road is a highway. And I'm sure you all know what highway expansion in urban areas amounts to: traffic. And more emissions. You do know that we're in the middle of a climate crisis, right? Make MoKan rail! No more new highways in our city!

No MoKan through downtown Pflugerville!

Date:	July 22, 2019
Continued From:	N/A
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item:	4
Subject:	Discussion on the 2045 Regional Transportation Plan (RTP) Project Submission Process

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) has begun the development of the 2045 Regional Transportation Plan (RTP). In addition to providing goals, policies and performance measures to guide the development of transportation in the region, the RTP includes a fiscally-constrained project list of regionally significant activities that could be developed and implemented over the next 20 years. In order to create the project list, CAMPO is developing a submission process to be implemented this upcoming Fall through which sponsors can submit their regionally significant projects for inclusion in the RTP.

FINANCIAL IMPACT

Funding is not directly associated with the Regional Transportation Plan (RTP), however the RTP and project listing play an important role in federal and state funding decisions and administrative processes.

BACKGROUND AND DISCUSSION

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for the development and maintenance of the long-range transportation plan for the six-county region. The transportation plan, with a forecast year of at least 20-years, is reviewed and updated every five years to ensure the plan's validity and consistency with current and forecasted transportation and land use conditions and trends.

SUPPORTING DOCUMENTS

None.