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WELCOME

FM 1626/RM 967 INTERSECTION STUDY OPEN HOUSE

IN-PERSON OPEN HOUSE

Wednesday, June 18, 2025

Buda City Hall, Multi-Purpose Room
405 E. Loop St., Bldg. 100, Buda, TX 78610

VIRTUAL OPEN HOUSE

Monday, June 16 –
Wednesday, July 16, 2025

bit.ly/FM1626-RM967

OPEN HOUSE PURPOSE

Learn about the study
Share your thoughts

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CAMPO 101

WHAT IS CAMPO?

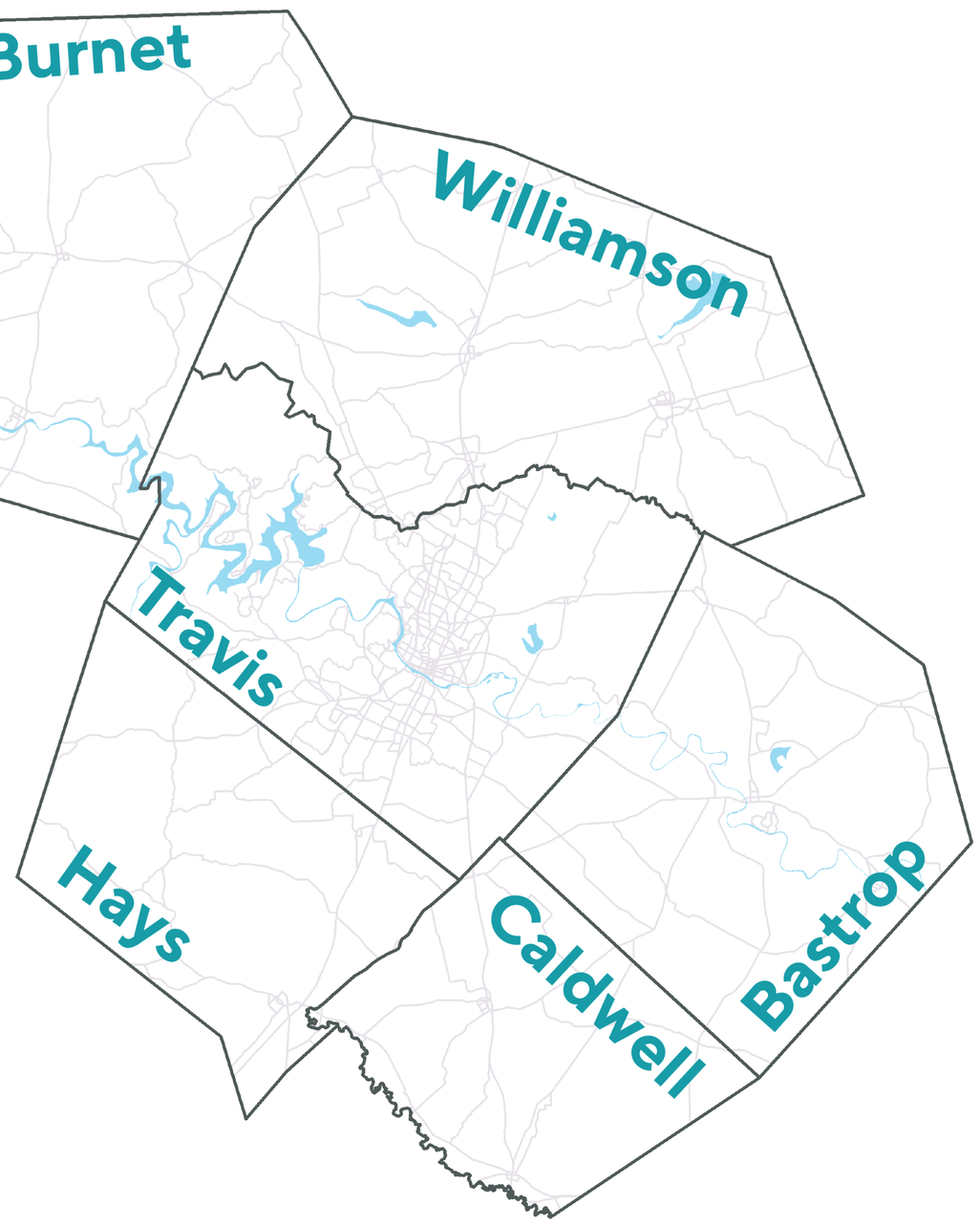
The Capital Area Metropolitan Planning Organization (CAMPO) is the Austin region's transportation decision-making body, coordinating regional transportation planning between counties, local governments, and transportation agencies. The organization is made up of a 22-member Transportation Policy Board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

WHAT IS AN MPO?

A metropolitan planning organization, or MPO, is a regional transportation planning entity designated by the federal government beginning in 1962. MPO are required in areas with a population greater than 50,000. CAMPO is one of 25 MPOs in Texas, and one of 408 in the United States.

WHERE IS CAMPO?

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



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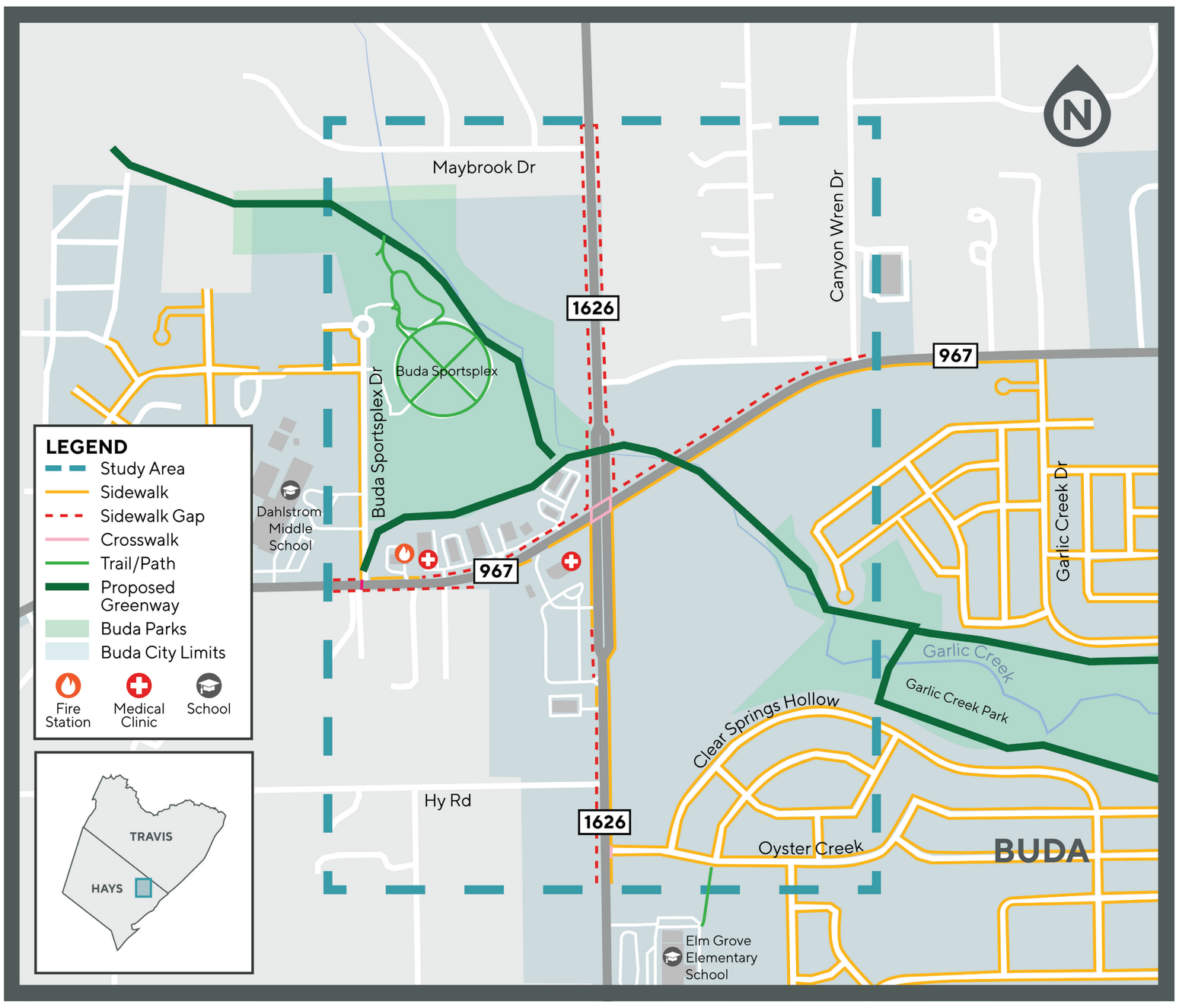
STUDY INTRODUCTION

STUDY OVERVIEW

The **Capital Area Metropolitan Planning Organization (CAMPO)** and the **City of Buda** are working together to identify, evaluate, and recommend potential improvements for the **FM 1626/RM 967** Intersection in the City of Buda.

WHY THE STUDY IS NEEDED

This intersection connects two essential commuter roads in Hays County. FM 1626 functions as a primary north-south route in eastern Hays County, paralleling Interstate 35, while RM 967 serves as a principal east-west corridor in the area. CAMPO and the City of Buda are conducting this study to identify safety and mobility enhancements and plan as the region continues to grow.



WHAT THE STUDY WILL ACCOMPLISH

The Intersection Study will use public input to help CAMPO and the City of Buda define and identify feasible options for improvements to FM 1626/RM 967. The study will include an analysis of current and projected traffic volumes, crash hotspots, environmental features, needs and concerns identified in stakeholder and public input and will result in recommendations for improvements.

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STUDY GOALS AND OBJECTIVES

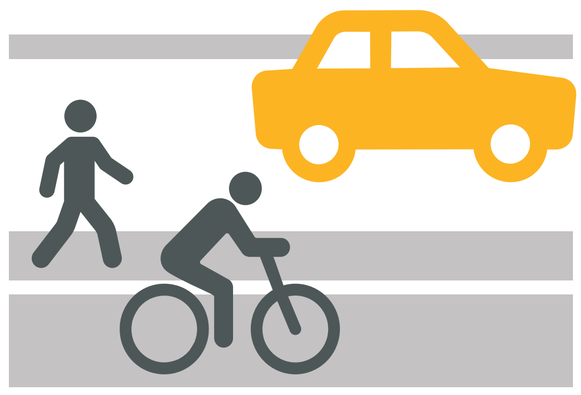
Identify and recommend solutions to improve safety

- Evaluate and consider crash data, intersection improvements, bicycle and pedestrian travel, and input from the community

Enhance mobility and functionality of the intersection

- Improve traffic operations to create a reliable and consistent network for the movement of people and goods through and within the intersection
- Improve access to adjacent businesses, neighborhoods, and schools

Enhance multimodal movement, operations, and safety



- Consider and plan for transportation needs for multimodal use of the intersection, including improving facilities for bicyclists, pedestrians, and transit

Develop community-supported recommendations for the intersection

- Employ strategies to maximize participation across diverse audiences that reflect the community, including outreach to underreached communities and those with Limited English Proficiency
- Consider and incorporate feedback from the community in each step of the study development process

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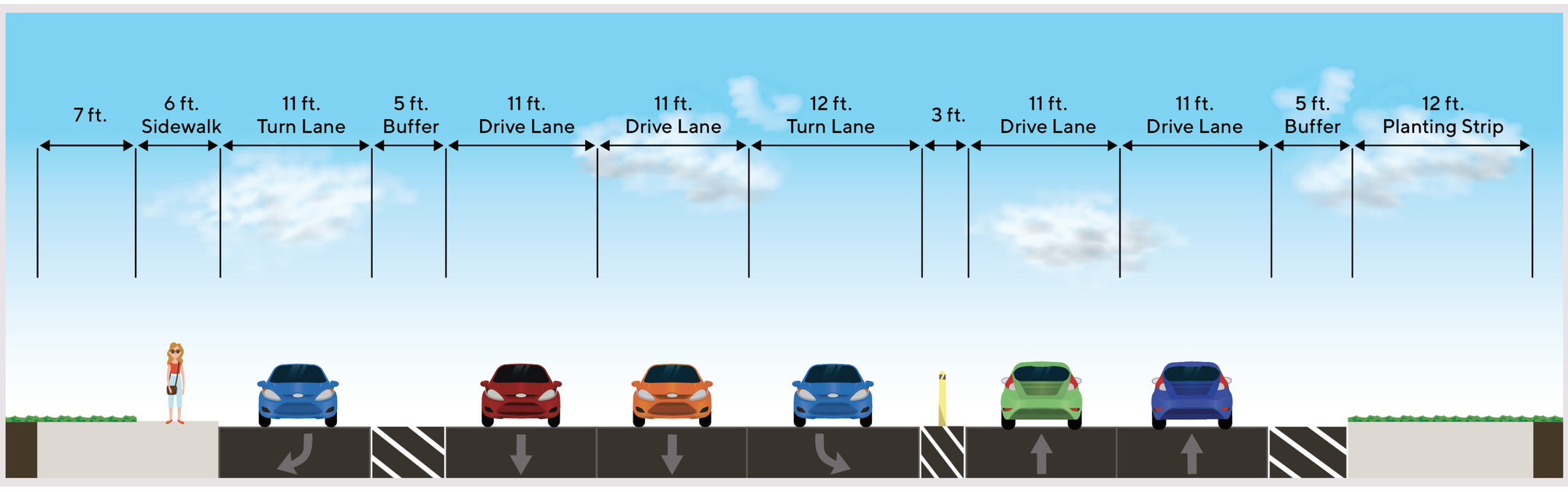
FM 1626/RM 967 INTERSECTION

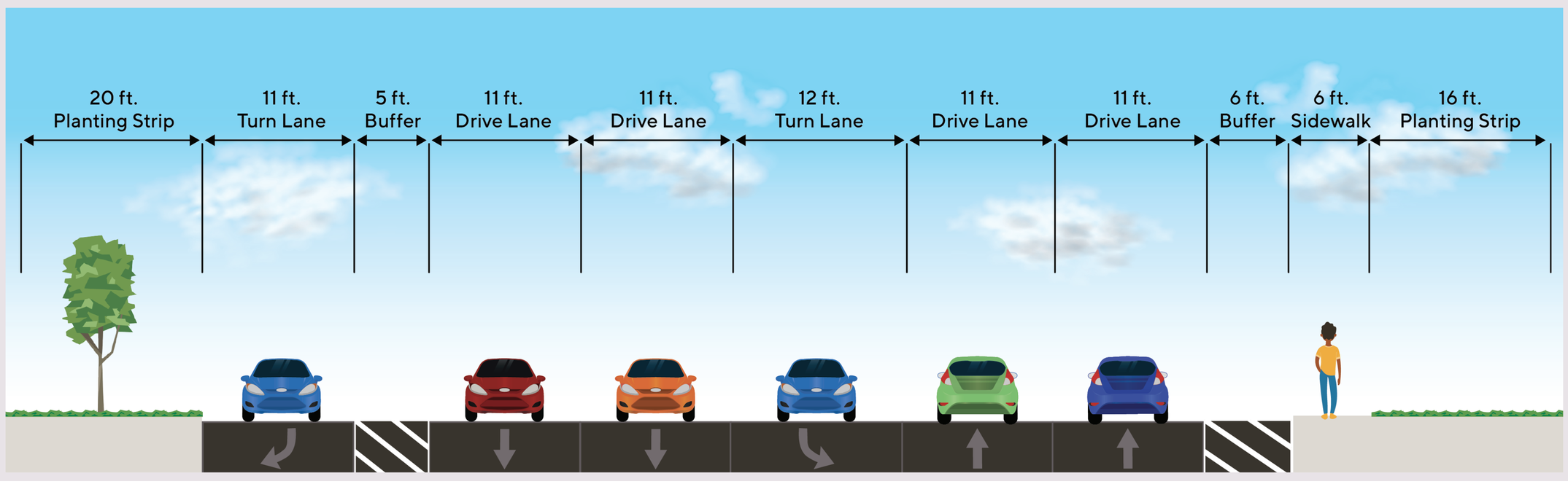
FM 1626/RM 967 INTERSECTION

- Two lanes in each direction (North/South (FM 1626) – East/West (RM 967))
- Single dedicated left-turn lane and right-turn lane at each intersection approach
- Discontinuous sidewalks & minimal bicycling accommodations

FM 1626 – NORTH OF INTERSECTION



RM 967 – EAST OF INTERSECTION



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FM 1626/RM 967 INTERSECTION TRAFFIC DATA

FM 1626/RM 967 AVERAGE DAILY TRAFFIC

44%
INCREASE

EXISTING (2020):
96,024
cars per day

PROJECTED (2050):
138,261
cars per day

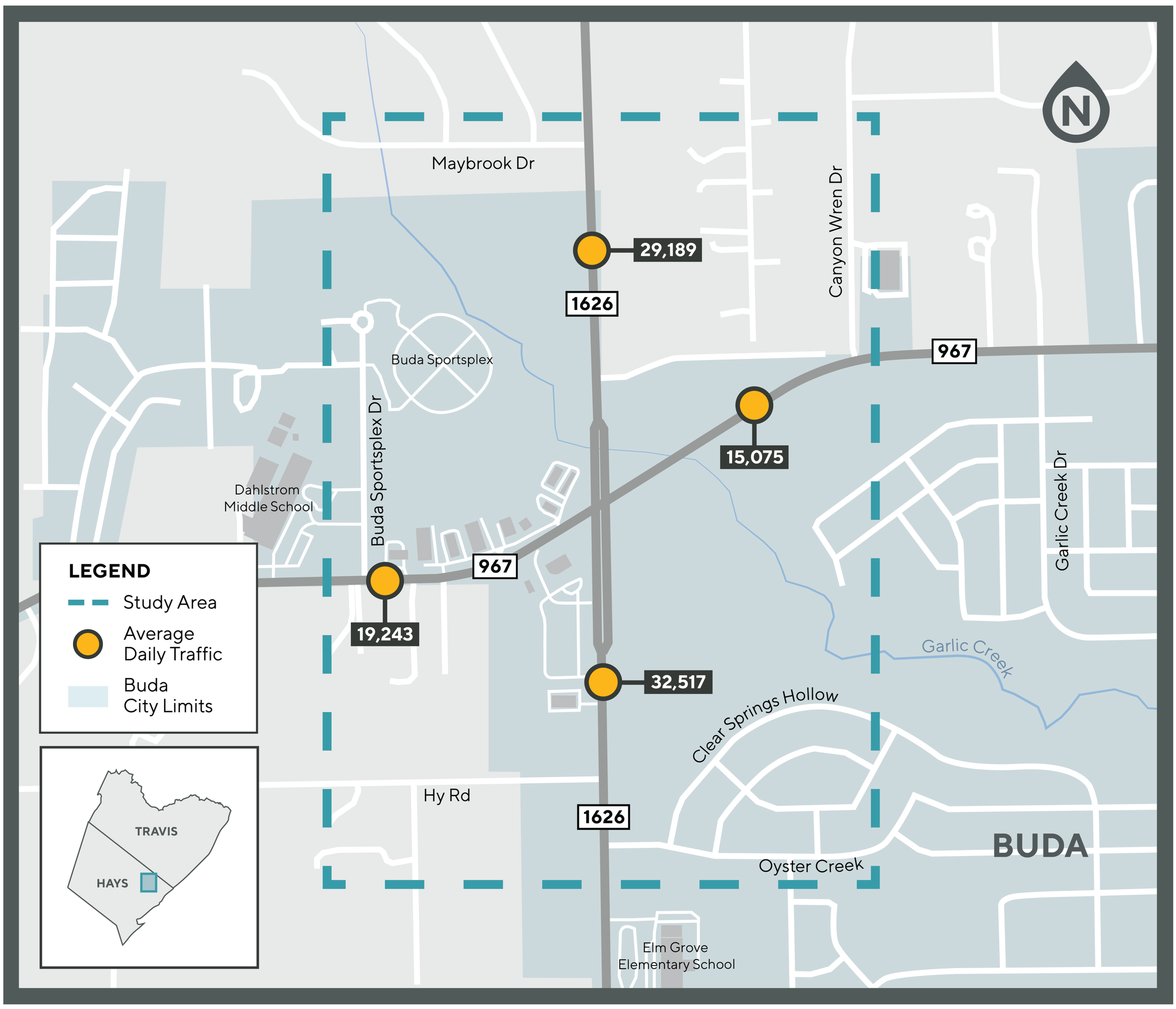
HAYS COUNTY POPULATION

222%
INCREASE

EXISTING (2020):
241K

PROJECTED (2050):
776K

Sources: US Census Bureau, CAMPO 2050 Regional Transportation Plan data



Source: TxDOT Traffic Count Database System, 2023 data

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FM 1626/RM 967 INTERSECTION CRASH DATA

2019 – 2024 CRASH SUMMARY

Total Crashes

205 total crashes were reported in the study area between January 2019 and September 2024

Crash Locations

55% of crashes occurred at or near intersections within the study area

Crash Severity

82% of crashes resulted in no injuries, while less than **3%** involved serious injuries

Crash Types

27% of crashes involved left-turn collisions, with a large number happening at or near the FM 1626 and RM 967 intersection

Crash Patterns

22% of crashes involved one vehicle going straight while another made a left turn from the opposite direction (one straight – one left), with another **20%** of crashes occurring when one vehicle traveling straight rear-ended another vehicle that was stopped (one straight – one stopped)

Source: TxDOT Crash Records Information System, 2019-2024 data

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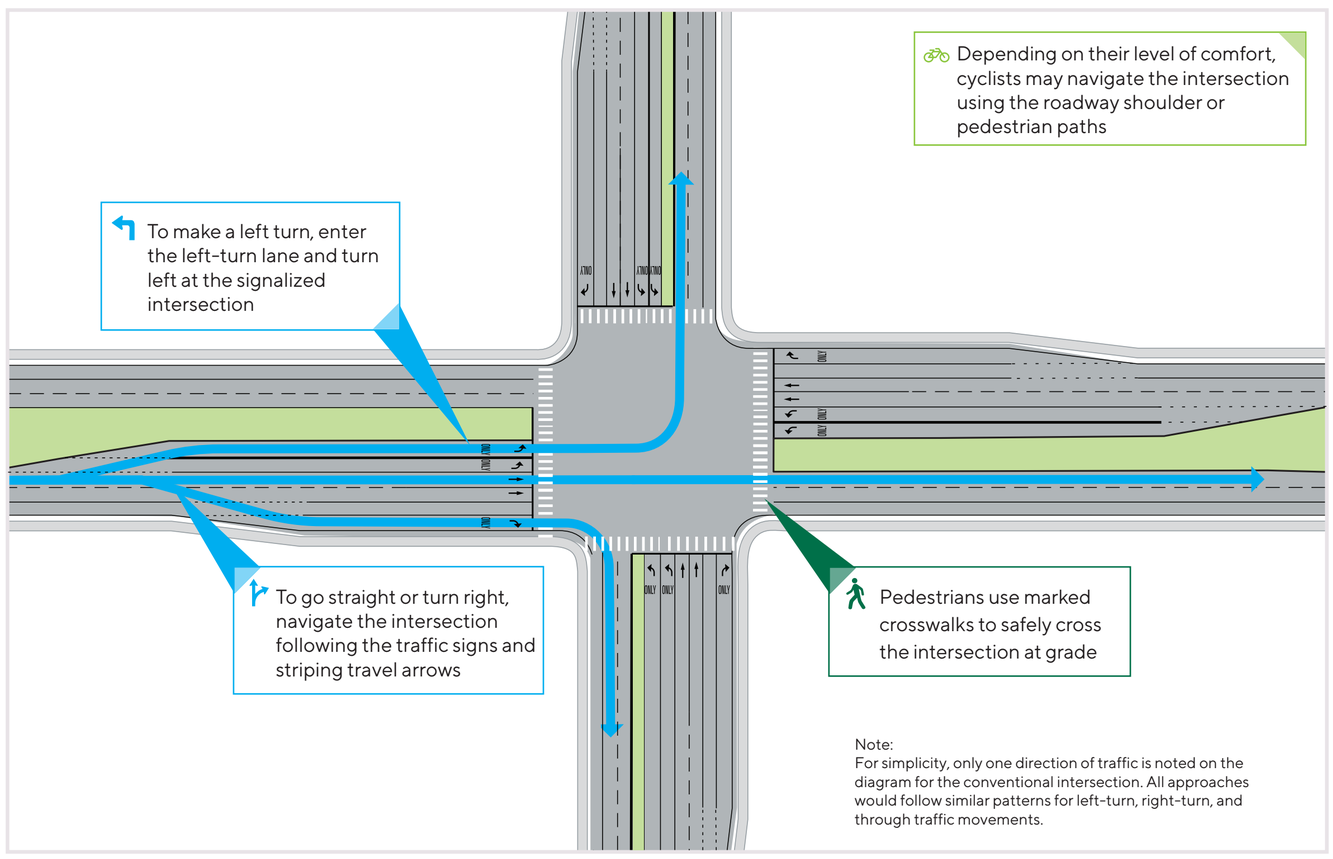
INTERSECTION CONCEPTS

CONVENTIONAL TRAFFIC SIGNAL (IMPROVED DUAL LEFT-TURN LANES)

Common Uses Used at busy intersections to manage high traffic volumes and improve turn movements.



Potential Benefits

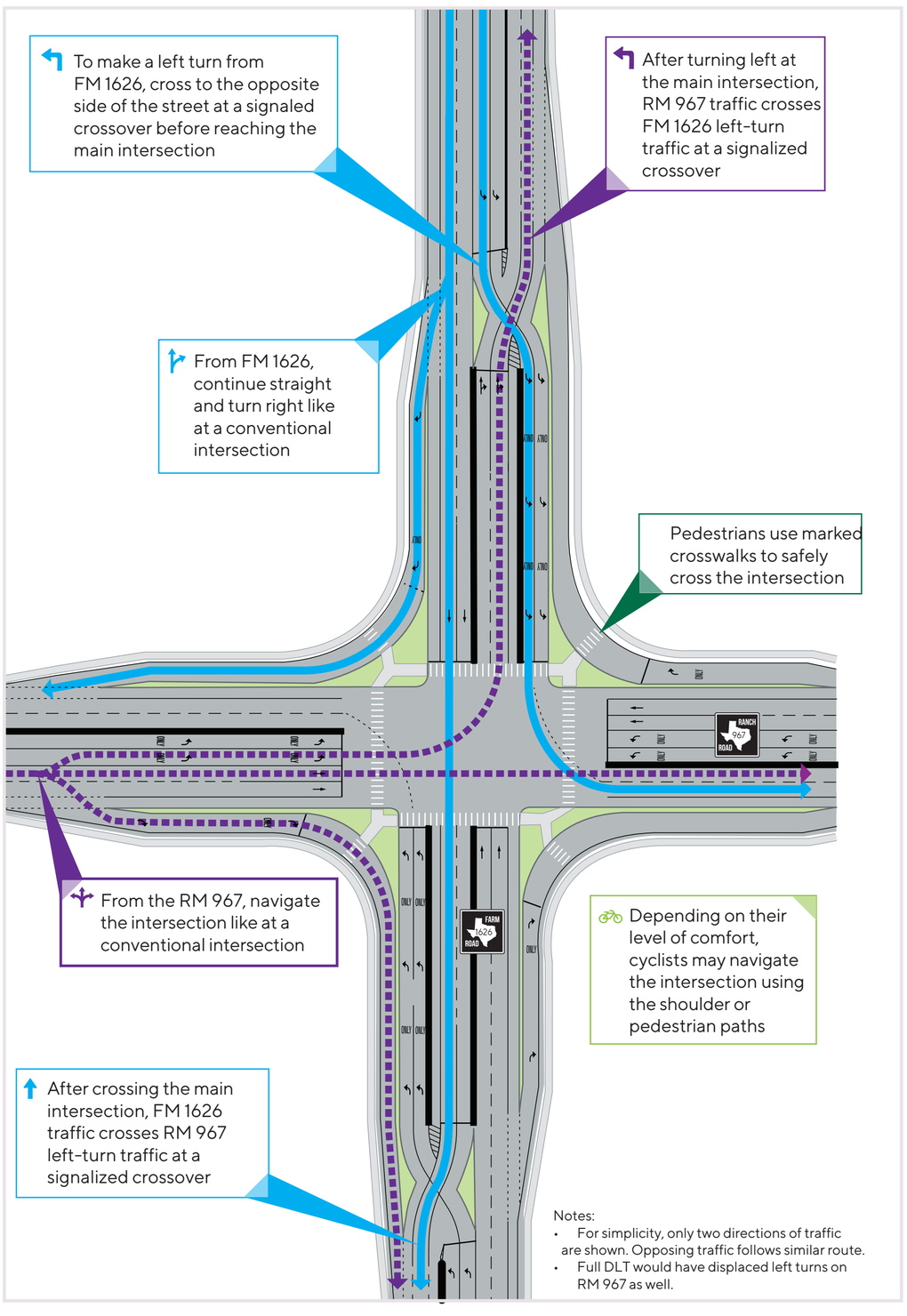
- Minor traffic flow improvements in the morning rush hour
- Familiar and easily understood by drivers while accommodating multimodal travel and adding shared-use path for bicyclists and pedestrians
- Standard construction phasing and duration with moderate total project cost

Potential Drawbacks

- No reduction in crashes or major improvements to traffic flow in the afternoon rush hour
- Requires additional right of way with moderate impacts to properties, driveways, and environment
- Longer pedestrian crossings

DISPLACED LEFT TURN (ON FM 1626/RM 967)

Common Uses Used at intersections with moderate to heavy traffic volumes in all directions and heavy left-turn movements to improve traffic flow and reduce delay by allowing for simultaneous movement of left-turns and opposing through movements



Potential Benefits

- Improves traffic flow in both morning and afternoon rush hour
- Reduces crash potential by up to 24%
- Accommodates multimodal travel and adds shared-use paths for pedestrians and cyclists

Potential Drawbacks

- Would require additional right of way with higher impacts to properties and driveways
- Higher impacts within Edwards Aquifer Recharge Zone, floodplain, and wetlands
- Complex construction phasing and longer duration with higher total project cost

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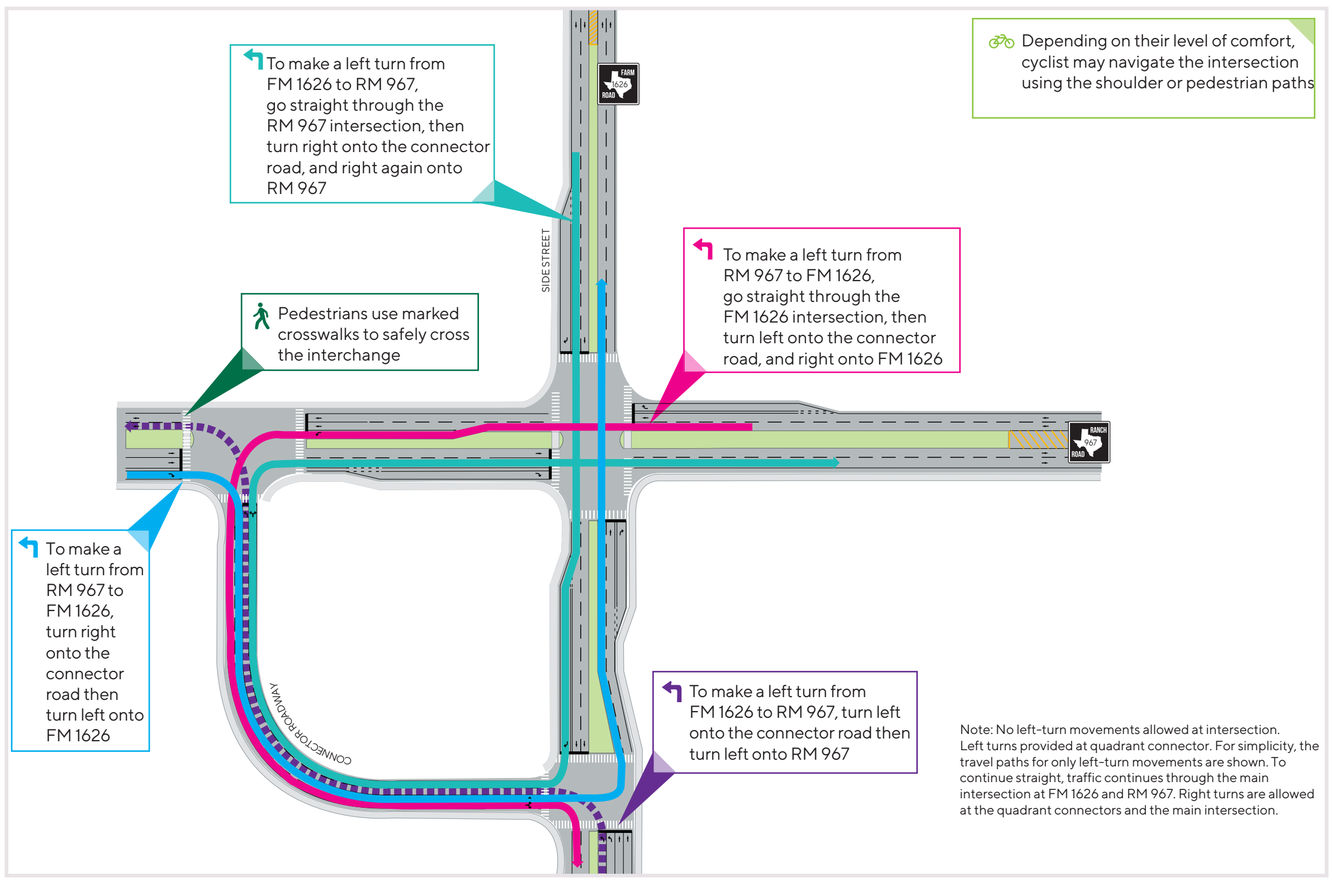
QUADRANT INTERSECTION CONCEPTS

QUADRANT ROADWAY (SOUTHWEST)

Common Uses Used at intersections with a high-volume of through and left-turn movements. Improves traffic flow by redirecting left-turning traffic to a secondary intersection and connector road to the southwest rather than at the main intersection.



Potential Benefits

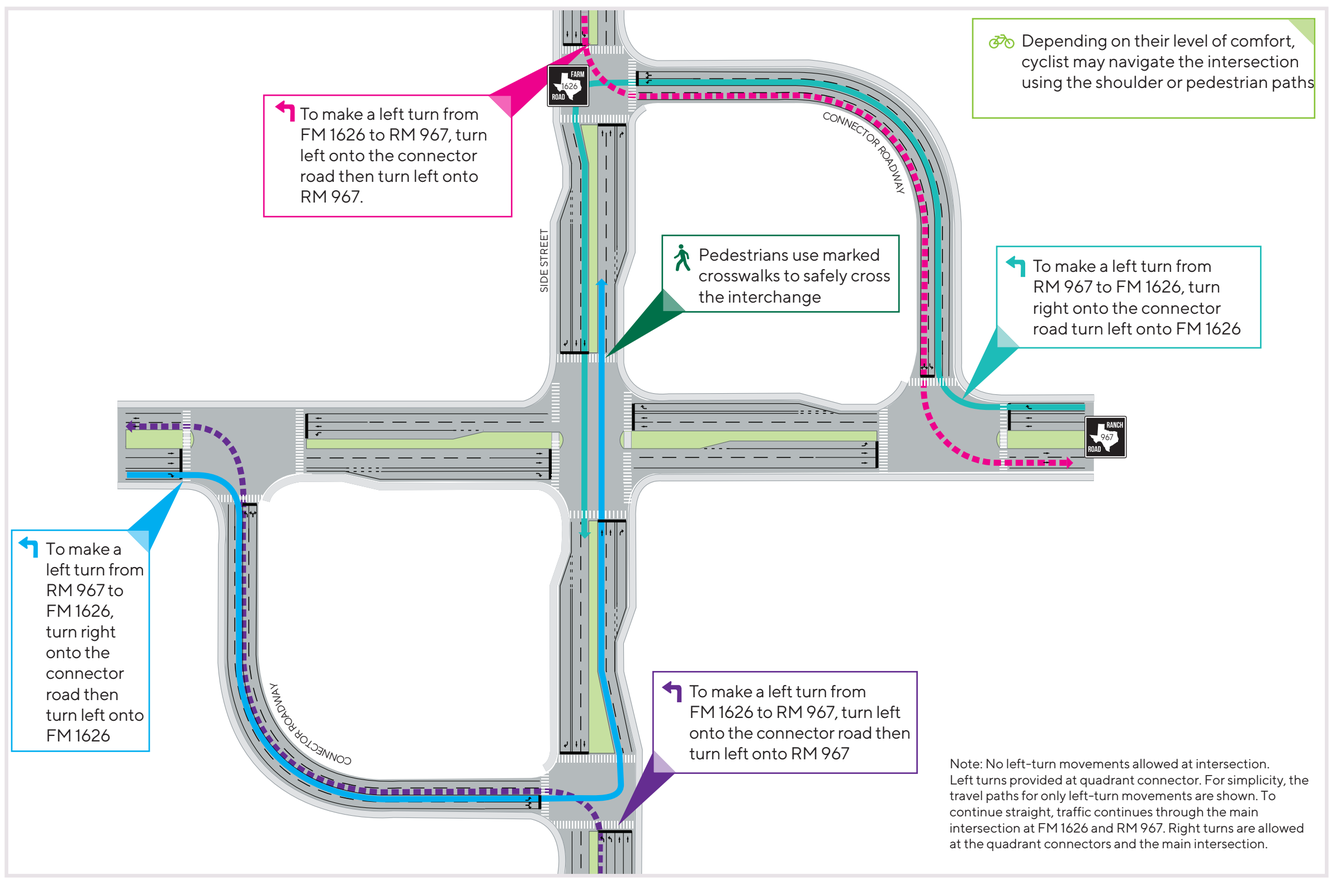
- Improves traffic flow, especially during morning rush hour
- Enhances safety with raised medians, shorter pedestrian crossings and fewer vehicle conflict points
- Accommodates multimodal travel and adds shared-use paths and safer crossings
- Standard construction phasing and duration with moderate project costs

Potential Drawbacks

- Requires additional right of way with moderate impacts to properties and driveways and minor impacts to the environment
- Relocation of left-turns movements can be confusing to unfamiliar drivers

QUADRANT ROADWAY (SOUTHWEST & NORTHEAST)

Common Uses Similar to the Quadrant Roadway (Southwest), this concept is used at intersections with a high-volume of through and left-turn movements. Improves traffic flow by redirecting left-turning traffic to one of two secondary intersections and connector roads, either to the southwest or to the northeast, rather than at the main intersection.



Potential Benefits

- Improves traffic flow in both morning and afternoon rush hour
- Accommodates multimodal travel, adds shared-use paths, and provides shorter, safer crossings
- Providing two connector roads minimizes distance left-turn traffic is rerouted

Potential Drawbacks

- Requires additional right of way with moderate impacts to properties, driveways, and the environment
- Relocation of left-turn movements can be confusing to unfamiliar drivers
- Higher total project cost, but would include standard construction phasing and duration

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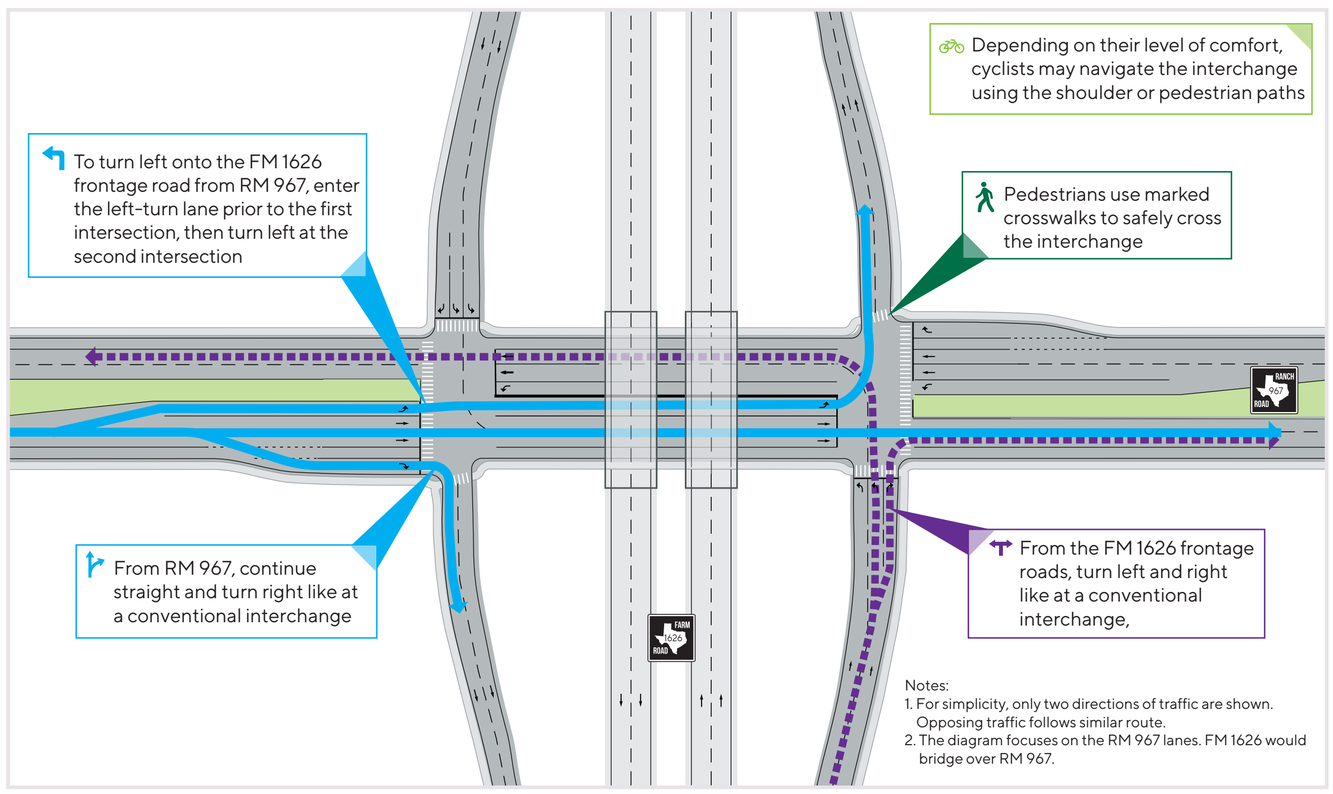
INTERCHANGE CONCEPTS
(Overpass/Underpass)

DIAMOND INTERCHANGE

Common Uses Traditional interchange that is often used where a major highway or arterial with a high-volume of through traffic crosses over a secondary cross street to improve traffic flow and safety.



Potential Benefits

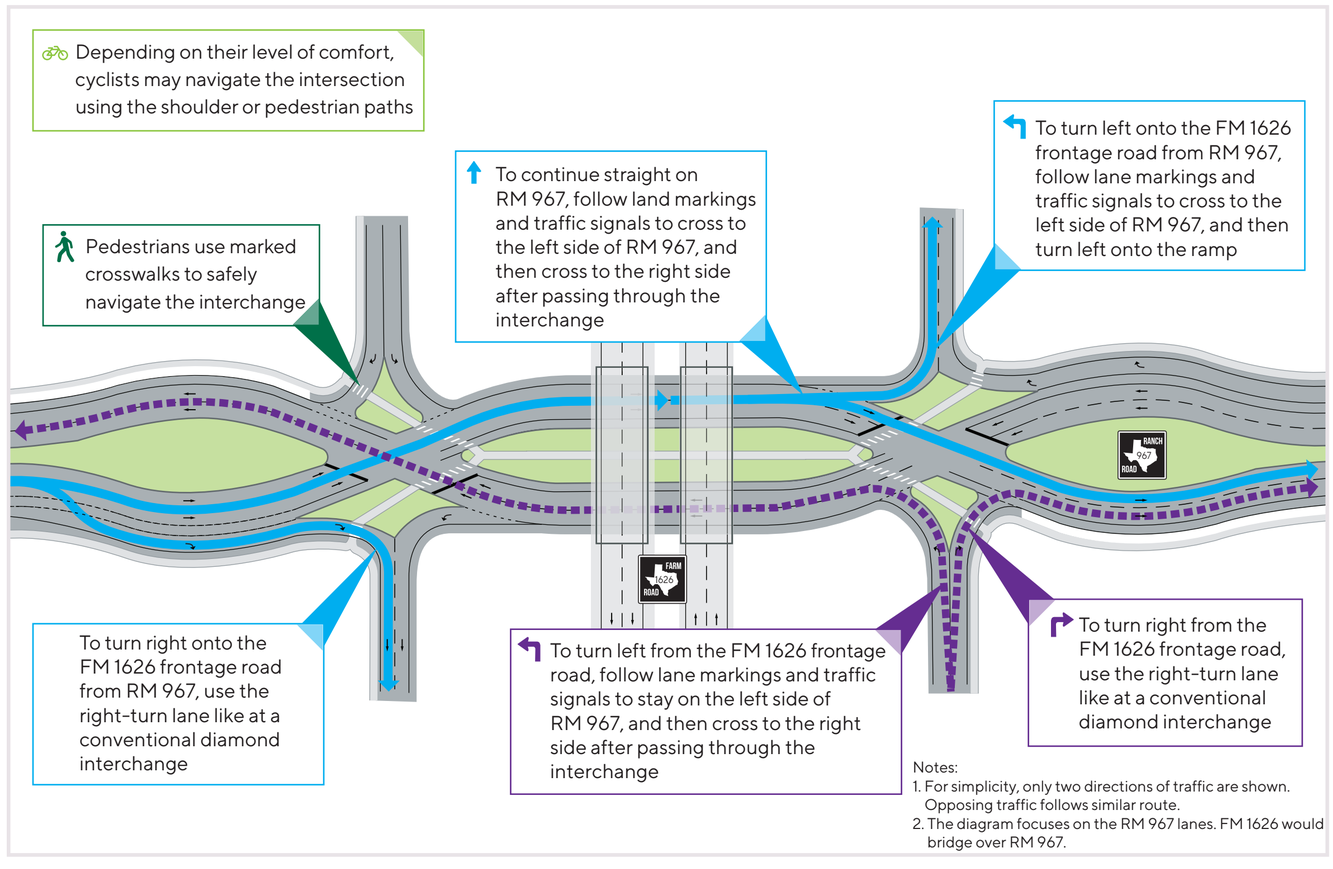
- Familiar and easily understood by drivers
- Significantly improves traffic flow during morning and afternoon rush hour
- Provides safety improvements by allowing the FM 1626 high-volume through traffic to overpass RM 967
- Accommodates multimodal travel, adds shared-use paths, and provides shorter crossings at the at-grade intersections

Potential Drawbacks

- Complex construction phasing and longer duration with higher total project cost
- Requires additional right of way with moderate impacts to properties and higher environmental impacts and concerns
- The overpass creates a visual barrier across FM 1626 that may not be desirable to adjacent development

DIVERGING DIAMOND INTERCHANGE (DDI)

Common Uses Used at intersections with heavy left-turn movements to improve traffic flow and reduce delays by allowing for simultaneous movement of left-turns and opposing through movements



Potential Benefits

- Significantly improves traffic flow during morning and afternoon rush hour
- Reduces crash potential by up to 72%
- Accommodates multimodal travel, adds shared-use paths, and provides shorter crossings at the at-grade intersections

Potential Drawbacks

- Complex construction phasing and longer duration with higher total project cost
- Requires additional right of way with major impacts to property access and higher environmental concerns
- The overpass creates a visual barrier across FM 1626 that may not be desirable to adjacent development
- Multimodal crossings at intersections are circuitous

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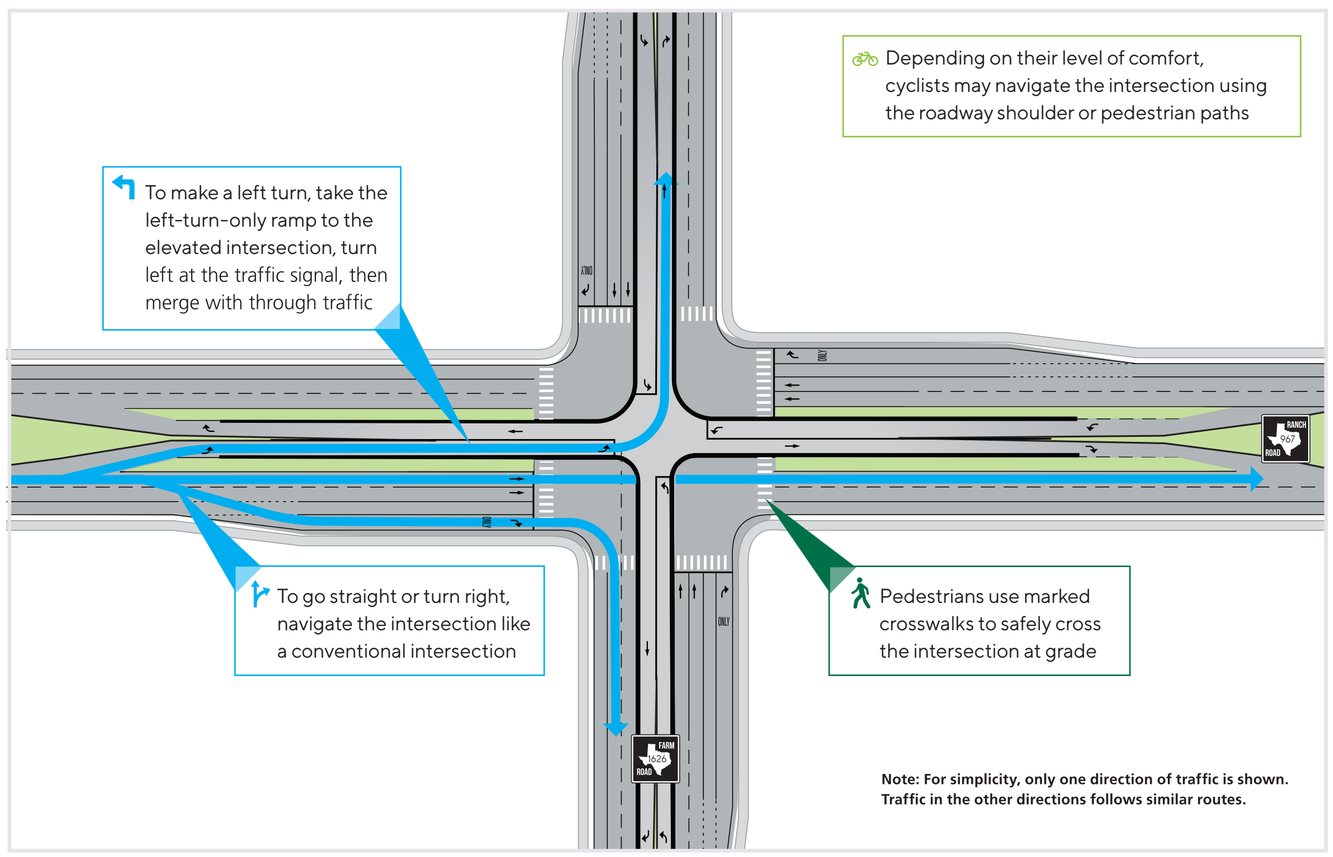
INTERSECTION CONCEPT (Overpass/Underpass)

CENTER TURN OVERPASS

Common Uses Used at intersections where the major and cross street have similar left-turn traffic volumes to improve traffic flow and safety by separating left-turns from through traffic with a bridge.



Source: www.vdot.virginia.gov

Potential Benefits

- Improves traffic flow during morning and afternoon rush hour
- Reduces vehicle conflict points by up to 25%
- Accommodates multimodal travel, adds shared-use paths, and eliminates conflicts with left-turn traffic

Potential Drawbacks

- Requires additional right of way with major impacts to property access and moderate environmental concerns
- Complex construction phasing and longer duration with higher total project cost
- Center turn overpass creates visual barrier across FM 1626 and RM 967 that may not be desirable to adjacent development

WE WANT TO HEAR FROM YOU!

After reviewing the proposed concepts, please share your thoughts to help guide the next steps in the FM 1626/RM 967 Intersection Study.

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CONCEPT EXAMPLES

CONVENTIONAL TRAFFIC SIGNAL

DISPLACED LEFT TURN

QUADRANT ROADWAY

DIAMOND INTERCHANGE

DIVERGING DIAMOND INTERCHANGE (DDI)

CENTER TURN OVERPASS

Source:
www.txdot.gov
www.vdot.virginia.gov
www.nyc.gov/html/dot

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PROCESS & TIMELINE

1 Data Collection and Analysis

FALL 2024
WINTER 2025

- Analyze existing traffic and safety information including existing traffic volumes and projections, crash data, and bicycle and pedestrian accommodations
- Identify environmental features and constraints in the study area
- Collect input from the community on preliminary intersection improvements

WE ARE HERE

2 Develop Potential Improvements

SPRING 2025

- Use input and technical analyses from previous steps to identify and develop potential improvements to the FM 1626/RM 967 intersection
- Establish evaluation criteria and quantify the impacts and features for each potential improvement concept
- Collect input from the community on potential improvement concepts, including a no-build option

3 Recommend Improvements & Prepare Final Report

SUMMER 2025

- Use public input from previous steps to refine potential improvements
- Submit final report that includes recommendations for improvements, project materials, and an implementation plan

NOTE: Future project development phases to advance recommendations from this study will be a multi-year process that will require additional funding. Future phases will include gathering additional community input and may also include performing detailed environmental studies, detailed design, right of way acquisition and utility coordination, and construction.

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HOW TO COMMENT

REVIEW MATERIALS

ASK QUESTIONS

SHARE YOUR THOUGHTS

Your input is an important part of developing this study, and there are several ways you can share your input with the study team:

Email comments to
FM1626andRM967Study@gmail.com

Online Survey
surveymonkey.com/r/3WCTTB2

Mail comments to
FM 1626 RM 967 Intersection Study c/o CD&P
PO Box 5459 Austin, TX 78763

You are welcome to share input at any point during the study development process, but to be included in the open house record, comments must be received or postmarked by

WEDNESDAY, JULY 16, 2025