



WI-FI NETWORK

JLA-Guest

PASSWORD

Community#1





Transportation Policy Board

June 9, 2025

Item 1: Certification of Quorum



Item 2: Public Comments



Item 3: Executive Session



Item 4: Report from the TAC



Item 5: Discussion and Take
Appropriate Action on the
May 12, 2025 Meeting Minutes





Recommendation



Staff recommends TPB approval of the May 12, 2025 meeting minutes.



Item 6: Discussion and Appropriate Action on FYs 2026-2027 UPWP





What is the UPWP?



The Unified Planning Work Program (UPWP) is a **federally required document** that **identifies the planning priorities** and **activities** to be carried out within the CAMPO region. The UPWP is adopted every two years and may be amended.





Presentation of Final FYs 2026 and 2027 UPWP



- **Federally required document**
- **FHWA & TxDOT approved template**
- **Two fiscal years**
- **Budget based on \$8.3M PL funds received from FHWA for FY 2025 & projected funds for FY 2026**



Presentation of Final FYs 2026 and 2027 UPWP



- **Identifies work tasks**
- **Five main tasks:**
 - » Task 1 – Administration
 - » Task 2 – Data Development and Maintenance
 - » Task 3 – Short Range Planning
 - » Task 4 – Metropolitan Transportation Plan
 - » Task 5 – Special Studies
- **Federal law requires other agency planning studies in the CAMPO region to be included in the UPWP (included in Task 4).**





Presentation of Final FYs 2026 and 2027 UPWP



- **Final major revisions**

- » **Page 8 – With TxDOT guidance, removed the Federal Highway Administration and Federal Transit Administration Planning Emphasis Areas (PEAs)**
- » **Page 21 – Task 3.1, added \$250,000 PL funds for operating expenses**
- » **Page 28 – Task 4.1, revised the 2.5% set aside for FY 2026**



Presentation of Final FYs 2026 and 2027 UPWP



UPWP Timeline



- **Final**

- » **Technical Advisory Committee – May 19, 2025**

- (TPB requires TAC approval on the UPWP development not amendments)

- » **Transportation Policy Board – June 9, 2025**

- **Due to TxDOT by July 15, 2025**

- **Due to FHWA by August 1, 2025**





Presentation of
Final FYs 2026
and 2027 UPWP



Recommendation



**Staff and TAC recommend the TPB
adopt the Final FYs 2026 & 2027
UPWP and accompanying Resolution
2025-6-6.**



Item 7: Discussion and Appropriate Action on 2026-2029 Call for Projects for TASA and CRP Funding





Milestone	Date
Notice of Funding Opportunity Release	September 12, 2024
Webinars, Office Hours, and FAQ	September – December
Application Due by 5:00 P.M. (Central)	December 20, 2024
Readiness Assessment Evaluation and Debriefs	January - April
Benefit Evaluation and Cost-Benefit Analysis	April - May
Technical Advisory Committee – Information	April 28, 2025
Transportation Policy Board – Information	May 12, 2025
Technical Advisory Committee – Recommendation	May 19, 2025
Transportation Policy Board – Action	June 9, 2025

Project Call Overview

This project call will allocate funding for Bicycle/Pedestrian Projects, ITS/Operational Improvements, and Planning Studies.

Funding Availability	
Program	Funding
TASA	\$37,039,320
CRP	\$31,615,825
Total	\$68,655,145



Step 1 – Eligibility

Determines that a project meets the federal funding program requirements

Step 2 – Readiness

Determines that a project can complete all required milestones and be implemented as proposed

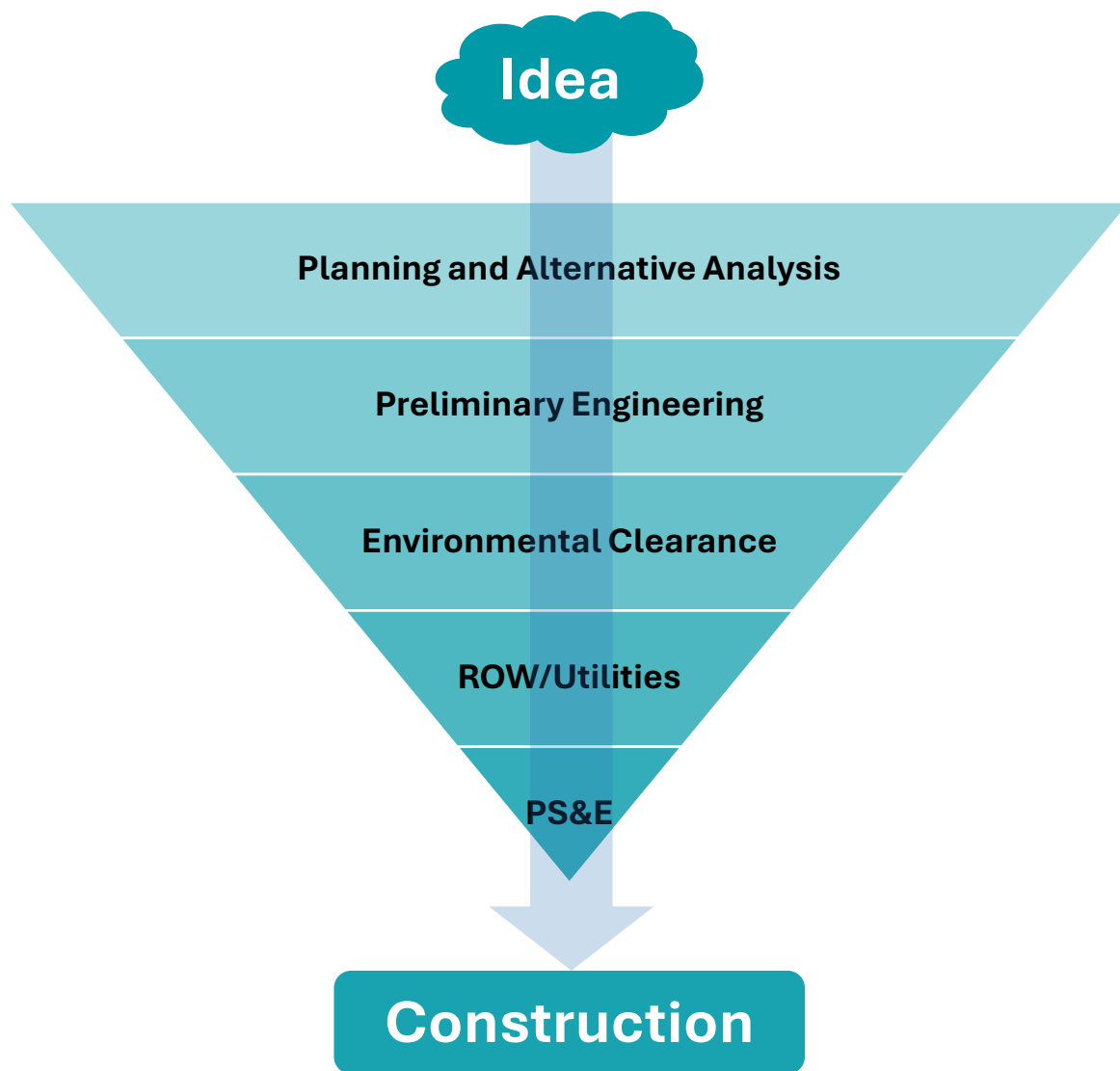
Step 3 – Evaluation

Determines the regional value of a project based on the goals/objectives of the TPB

Step 4 – Recommendation

Recommends project based on evaluation score, resulting rank, and funding availability





Readiness Process



Risk Reduction

The core of the readiness process is about risk, uncertainty, and protecting the substantial financial investments of the TPB and ensuring that the regional benefits of those investments are realized.

Investing in projects that are not appropriately developed result in adversely negative impacts to the region including:

- **Direct loss of funding through appropriation lapses**
- **Redistribution of funding to other regions in the state**
- **Rapid devaluation of purchasing power due to inflation**
- **Higher project cost burdens for local sponsors**
- **Opportunity loss for other local sponsors and projects**





Project Selection Criteria

Category	Planning Factors	Cost-Benefit Analysis
Roadway	50%	50%
ITS/Operations	50%	50%
Transit	50%	50%
Active Transportation	75%	25%
TDM	50%	50%
Transportation Planning	100%	-
Other	50%	50%

Evaluation Process

The TPB has adopted project selection criteria for 7 categories of projects.

These categories are based on the most significant aspects of the project scope; however, many projects may include elements of multiple categories.

Each category has a unique set of performance-based evaluation criteria (planning factors) and a cost-benefit evaluation process.





Evaluation Results

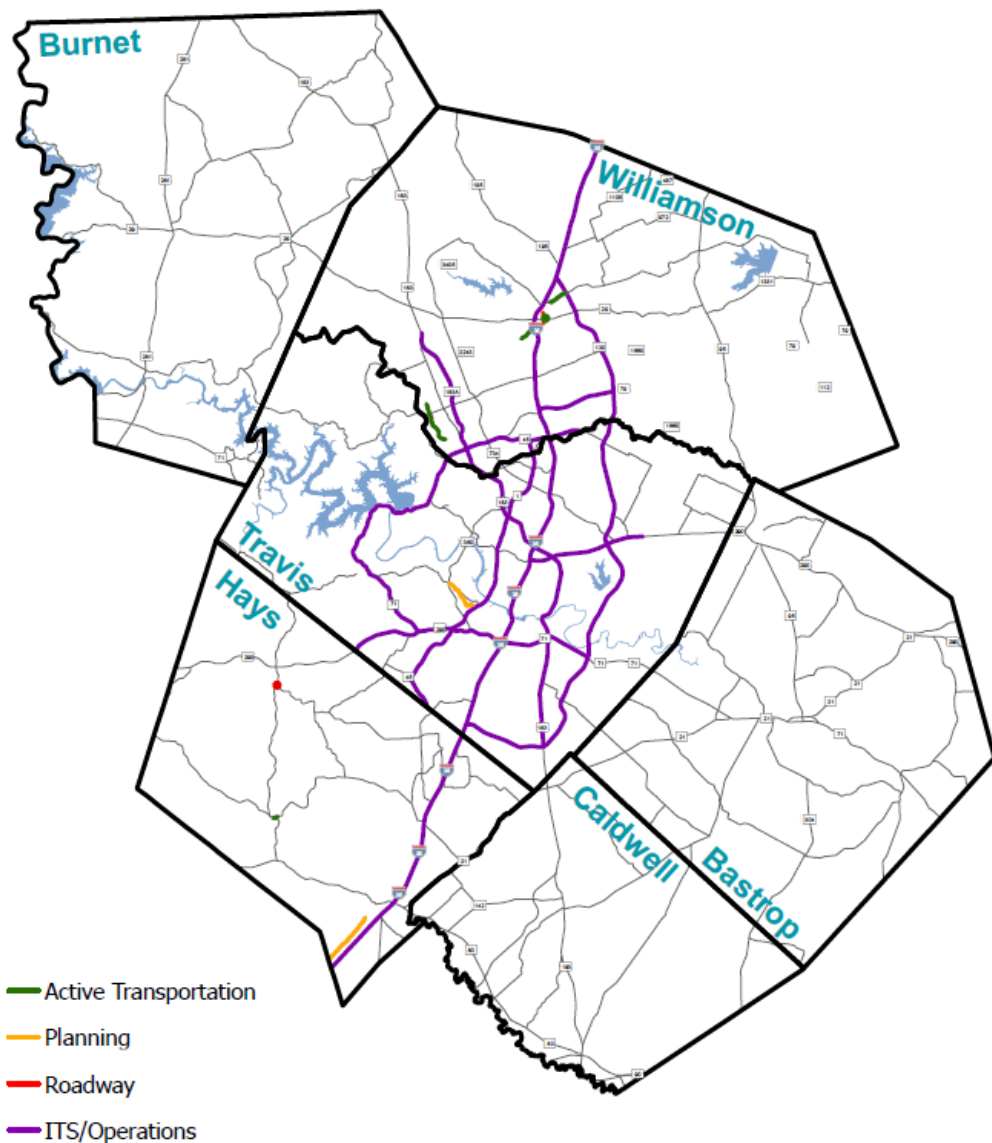
Application	Sponsor	Project	Category	Score	Rank
CFP-24-09	TxDOT-Austin District	HERO Program Expansion	ITS/Operations	75	1
CFP-24-27	City of Cedar Park	Lakeline Boulevard Shared Use Path	Active Transportation	74	2
CFP-24-20	Great Springs Project	Hunter Road Trail Connectivity/Development Study	Planning	74	3
CFP-24-05	City of Georgetown	Austin Avenue /Downtown Square Improvements	Roadway	73	4
CFP-24-07	City of Georgetown	FM 971 Side-Paths	Active Transportation	69	5
CFP-24-22	Hays County	RM 150 at RM 12 Roundabout	Roadway	67	6
CFP-24-10	City of Georgetown	Accessible Intersections	Active Transportation	66	7
CFP-24-04	City of Georgetown	RM 2243 / Leander Road Side-Paths	Active Transportation	65	8
CFP-24-08	City of West Lake Hills	Eanes Creek Trail Corridor	Planning	61	9
CFP-24-24	Hays County	Old Kyle Road Multimodal Improvements	Active Transportation	54	10





Funding Recommendation

Application	Sponsor	Project	Program	Funding	Phase	FY
CFP-24-09	TxDOT-Austin District	HERO Program Expansion	CRP	\$23,609,430	Implementation	2026
CFP-24-27	City of Cedar Park	Lakeline Boulevard Shared Use Path	TASA	\$7,541,296	Construction	2026
CFP-24-20	Great Springs Project	Hunter Road Trail Connectivity/Development Study	TASA	\$582,400	Non-Construction	2026
CFP-24-05	City of Georgetown	Austin Avenue /Downtown Square Improvements	TASA	\$2,880,238	Engineering	2026
CFP-24-07	City of Georgetown	FM 971 Side-Paths	TASA	\$3,716,037	Construction	2028
CFP-24-22	Hays County	RM 150 at RM 12 Roundabout	CRP	\$3,837,600	Construction	2026
CFP-24-10	City of Georgetown	Accessible Intersections	TASA	\$635,722	Engineering	2026
CFP-24-04	City of Georgetown	RM 2243 / Leander Road Side-Paths	TASA	\$4,563,072	Construction	2027
CFP-24-08	City of West Lake Hills	Eanes Creek Trail Corridor	TASA	\$416,000	Non-Construction	2026
CFP-24-24	Hays County	Old Kyle Road Multimodal Improvements	CRP	\$3,255,616	Construction	2027
			Total	\$51,037,411		



Recommendation Information

- The recommended amounts are adjusted for inflation.
- The federal funding awards require a minimum 20% match.
- Any projects that do not move forward may be cancelled.
- Funding awards assume federal program continuation.
- Rollover amounts will be available in upcoming CFP.

Funding Summary			
Program	Available	Recommendation	Rollover
CRP	\$31,615,825	\$30,702,646	\$913,179
TASA	\$37,039,320	\$20,334,765	\$16,704,555
Total	\$68,655,145	\$51,037,411	\$17,617,734



Recommendation



Staff and TAC recommend the TPB approve the recommendation for the 2026-2029 Call for Projects as detailed in Resolution 2025-6-7.



Item 8: Discussion on Work Zone Safety Activities





Work Zone Traffic Control

TxDOT Austin District



June 2, 2025

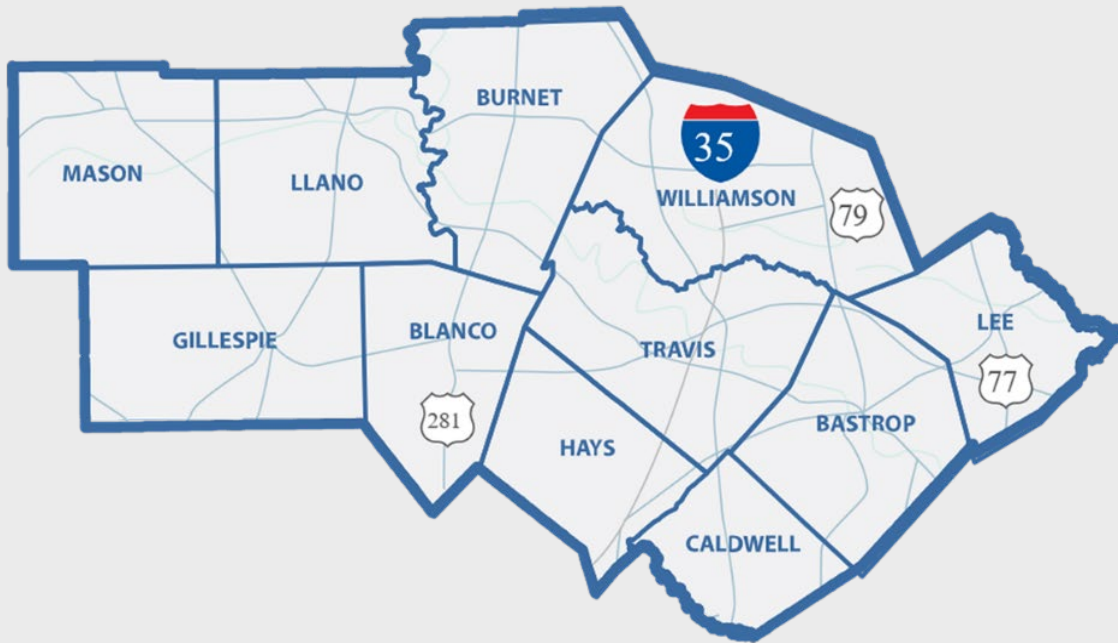
TxDOT Austin District

11 counties

9,474 square miles

9,610 lane miles

570 employees

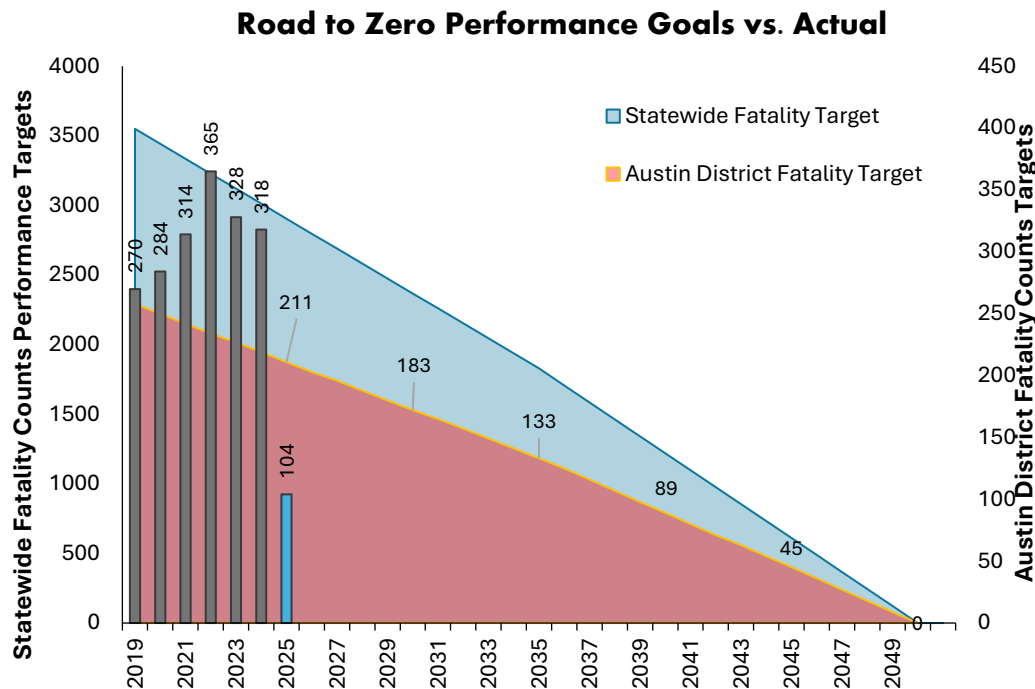


Road to Zero

- Safety is a top priority for TxDOT.
- The Three E's:
 - Engineering
 - Education
 - Enforcement

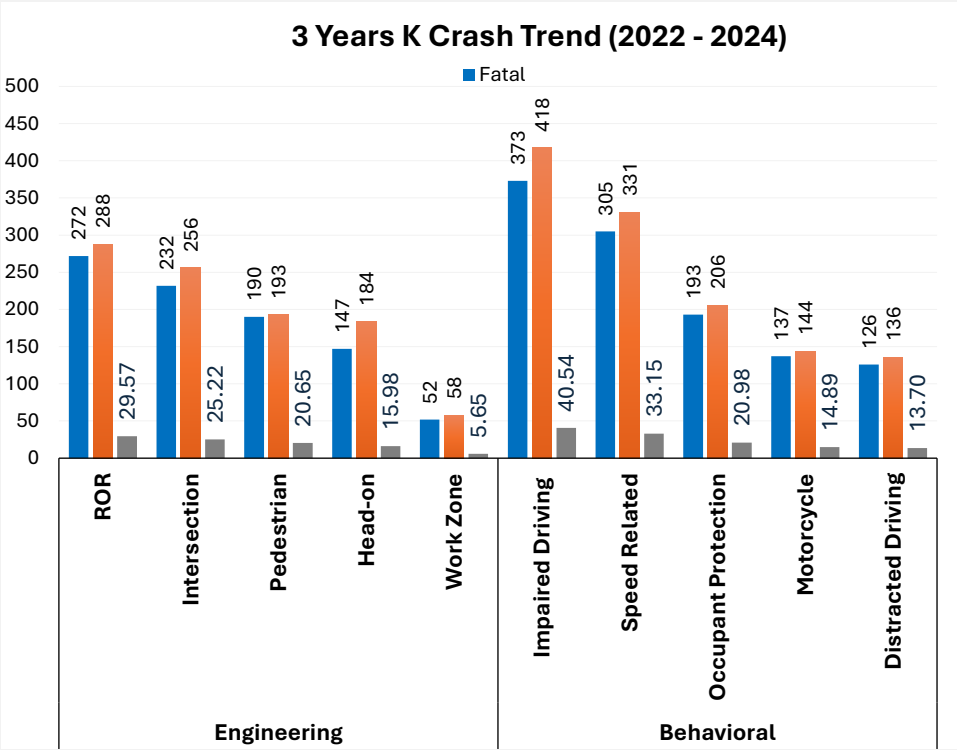
#EndtheStreakTX

#DriveLikeATexan



Road to Zero

- Crash trends can show us where we can make improvements.
- Safety is a shared responsibility. Driver education and law enforcement are critical.
- In work zones:
 - 5.65% of fatal crashes were in work zones.
 - 40% involved speed
 - 37% involved intoxication



HELP MAKE TEXAS SAFER FOR EVERYONE

DRIVE *like a* TEXAN™

Kind. Courteous. Safe.

[DriveLikeATexan.com](https://www.drive-like-a-texan.com)



Traffic Control Plan (TCP) considerations

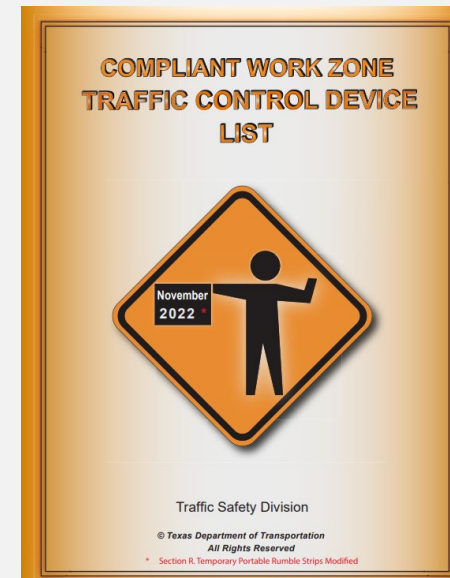
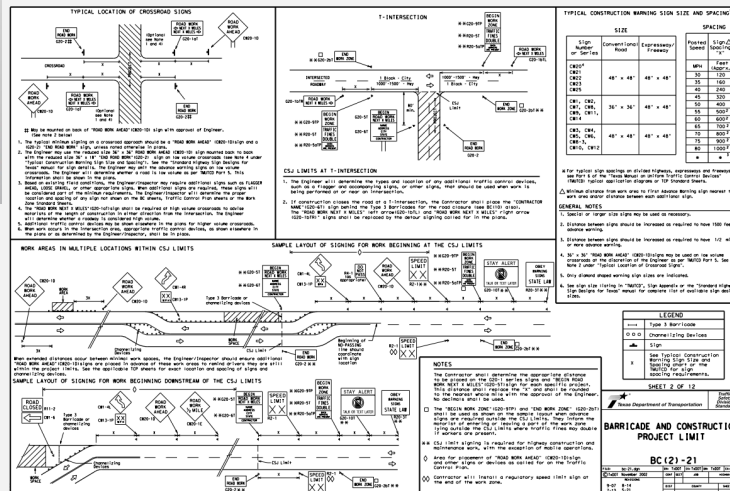
Plans, specifications & estimate packages

- TCP will vary depending on scope. Requirements:
 - Lane closure information
 - Traffic Control Plans – TMUTCD and/or Statewide Standard
 - Traffic control handling pay items
 - Monthly barricades
 - Individual lane closure by type
 - Truck mounted attenuators (TMAs)
 - Message boards
 - Safety contingency



Barricade Standards

TMUCD
Chapter 5 – Chapter 9



Compliant Device Manual

Traffic Control Plan (TCP) considerations

TRAFFIC CONTROL PLAN SHEET NO. _____
 DATE: _____
 PROJECT: _____
 SHEET NO. _____ OF _____
 DRAWN BY: _____
 CHECKED BY: _____
 APPROVED BY: _____
 TITLE: _____

TOP	TITLE	MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
1-1	CONVENTIONAL ROAD SHOULDER WORK		✓	✓		
1-2	ONE-LANE TWO-WAY TRAFFIC CONTROL		✓	✓		
1-3	TRAFFIC SHIFTS ON TWO-LANE ROADS		✓	✓		
1-4	LANE CLOSURES ON MULTILANE CONVENTIONAL ROADS		✓	✓		
1-5	LANE CLOSURES FOR DIVIDED HIGHWAYS		✓	✓		
1-6	AUTOMATED FLAGGER ASSISTANCE DEVICES (AFADS)		✓	✓		
2-1	CONVENTIONAL ROAD SHOULDER WORK		✓	✓	✓	✓
2-2	ONE-LANE TWO-WAY TRAFFIC CONTROL		✓	✓	✓	
2-3	TRAFFIC SHIFTS ON TWO-LANE ROADS		✓	✓	✓	✓ (2-3a ONLY)
2-4	LANE CLOSURES ON MULTILANE CONVENTIONAL ROADS		✓	✓	✓	✓
2-5	LONG TERM LANE CLOSURES MULTILANE CONVENTIONAL ROADS				✓	✓
2-6	LANE CLOSURES ON DIVIDED HIGHWAYS				✓	✓
2-7	DIVERSIONS AND NARROW BRIDGES				✓	✓
2-8	LONG TERM ONE-LANE TWO-WAY CONTROL				✓	✓
3-1	MOBILE OPERATIONS UNDIVIDED HIGHWAYS	✓				
3-2	MOBILE OPERATIONS DIVIDED HIGHWAYS	✓				
3-3	MOBILE OPERATIONS RAISED PAVEMENT MARKER INSTALLATION/REMOVAL	✓				
3-4	MOBILE OPERATIONS FOR ISOLATED WORK AREAS UNDIVIDED HIGHWAYS	✓				
3-5	MOBILE OPERATIONS HERBICIDE TRUCK OPERATIONS	✓				
5-1	SHOULDER WORK FOR FREEWAYS / EXPRESSWAYS		✓ (5-1a only)	✓ (5-1b only)	✓ (5-1c only)	
6-1	FREEMAN LANE CLOSURES		✓	✓	✓	
6-2	WORK AREA NEAR RAMP		✓	✓	✓	
6-3	WORK AREA BEYOND RAMP		✓	✓	✓	
6-4	WORK AREA AT EXIT RAMP		✓	✓	✓	
6-5	WORK AREA BEYOND EXIT RAMP		✓	✓	✓	
6-6	FREEMAN CLOSURE		✓	✓	✓	
6-7	SHORT DURATION FREEWAY CLOSURE SEQUENCE		✓			
6-8	WORK IN EXIT GORE FOR ADT GREATER THAN 10,000		✓	✓		
6-9	WORK IN EXIT GORE FOR ADT LESS THAN 10,000		✓	✓		
7-1	TRAFFIC CONTROL DETAILS FOR SURFACING OPERATIONS				✓	✓

MOBILE
 Work that moves continuously or intermittently (lasting for up to approximately 15 minutes).


SHORT DURATION
 Work that occupies a location up to 1 hour.

SHORT TERM STATIONARY
 Daytime work that occupies a location for more than 1 hour in a single daylight period.

INTERMEDIATE TERM STATIONARY
 Work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than 1 hour.

LONG TERM STATIONARY
 Work that occupies a location more than 3 days.

NOTE
 THIS SHEET IS A WORKSHEET FOR PLAN PREPARATION ONLY. IT IS NOT TO BE INCLUDED IN P.S.&E'S.

 Texas Department of Transportation		Traffic Operations Division Standard
TRAFFIC CONTROL PLAN SELECTION WORKSHEET		
DATE: _____ BY: _____ CHECKED BY: _____ APPROVED BY: _____	DATE: _____ BY: _____ CHECKED BY: _____ APPROVED BY: _____	DATE: _____ BY: _____ CHECKED BY: _____ APPROVED BY: _____

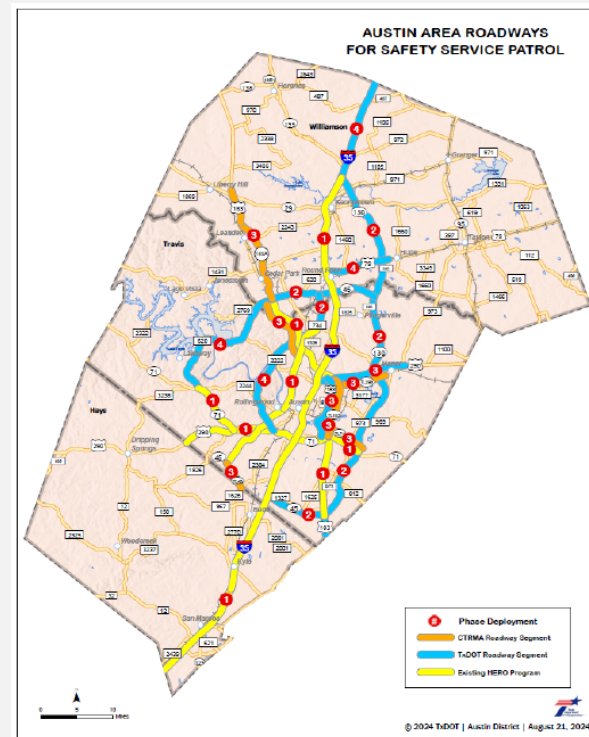
148

Types of traffic control

- Dependent on scope, sequence of work and duration.
 - Standard: include in the plans as listed.
 - Non-standard: must be signed and sealed by licensed Professional Engineer

Highway Emergency Response Operator (HERO) - Update

- HERO services expanding to following roadways:
 - 183 Toll – US 290 to SH 71 – May 26th
 - 290 Toll – US 183 to Joyce Turner Dr – May 26th
 - 183A Phase I-III – RM 620 to CR 258 – July 1st
- Call **512-974-HERO (4376)** to request HERO assistance.



TCP implementation

- Follow traffic control standards
- Use of signed and sealed plan sheets
- Implement speed reductions when applicable
- Implement width restrictions when applicable

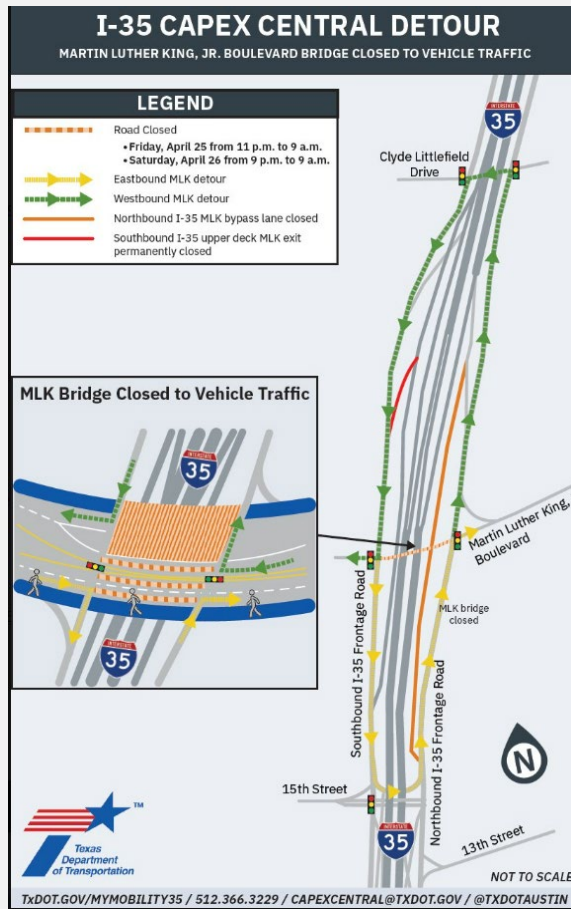


Communication is key!

- Area office monthly barricade inspection (day and night)
- Quarterly district review
- Daily inspection during TCP operations
- District/Area office to monitor
 - Time restrictions
 - Holiday restrictions

TCP best practices

- Communication about TCPs should be early and often!
- TxDOT uses maps and videos to communicate closures and detours externally.
- TxDOT meets with contractors to discuss quality and evaluate pavement quality, striping & markings, and illumination.



TRAFFIC ALERT: MLK bridge at I-35 will be closed nightly Friday, April 25, from 11 p.m. to 9 a.m. and Saturday, April 26, from 9 p.m. to 9 a.m., for demolition of the north side of the bridge, weather permitting. Pedestrian access will be maintained on the bridge. [#My35](#)

3:15 PM · Apr 23, 2025 · 22.7K Views

View post engagements



Post your reply

Reply

Construction Partnership Program (CPP)

- More than 35 major construction projects will be underway in Central Texas, representing more than \$20 billion in infrastructure investment.
- TxDOT and our local partners formed CPP to:
 - Prioritize public safety
 - Reduce community impacts when possible
 - Maintain mobility and accessibility where feasible
 - Keep the public informed and speak with one voice
 - Manage surprises and conflicts



Construction Partnership Program (CPP)

- Through CPP, the CTXGO app for iOS and Android has been developed.
- The app will provide a centralized location for all construction closures, detours and roadway incidents.
- This will be a tool for agency coordination, informing the public, and keeping Central Texas moving.
- <https://ctxgo.com/>



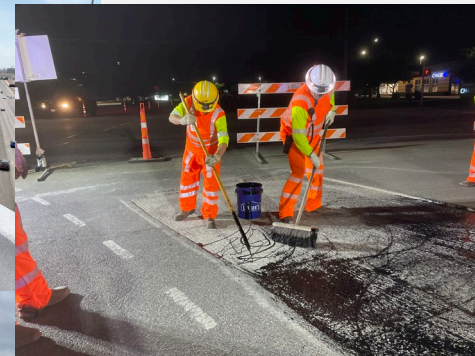
Questions?

Brenda Guerra, P.E.
Director of Transportation Operations
TxDOT Austin District

Brenda.Guerra@txdot.gov

William (Willie) Semora Jr., P.E.
Director of Construction
TxDOT Austin District

William.Semora@txdot.gov

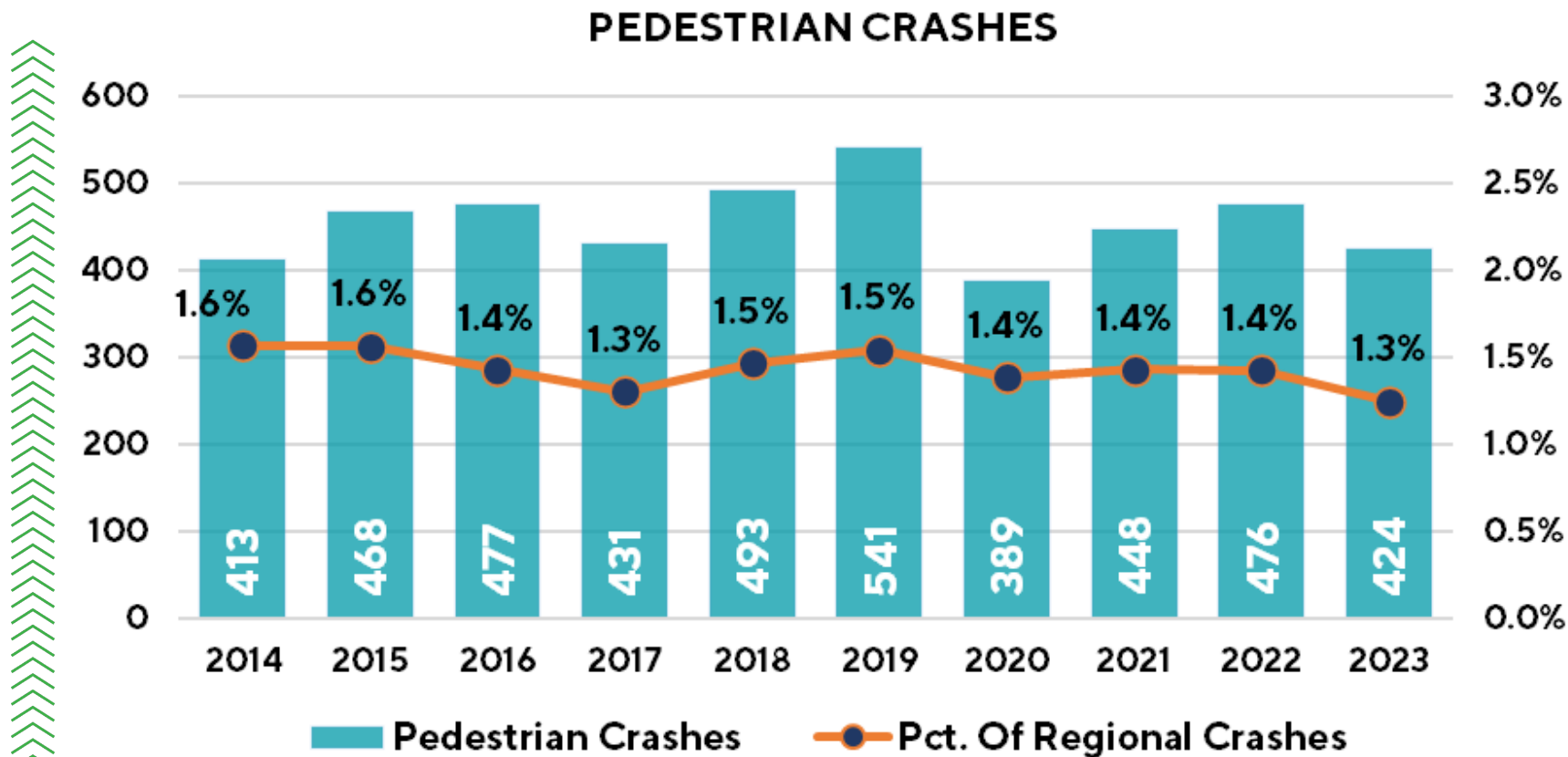


Item 9: Presentation on Pedestrian Safety





Pedestrian Crashes

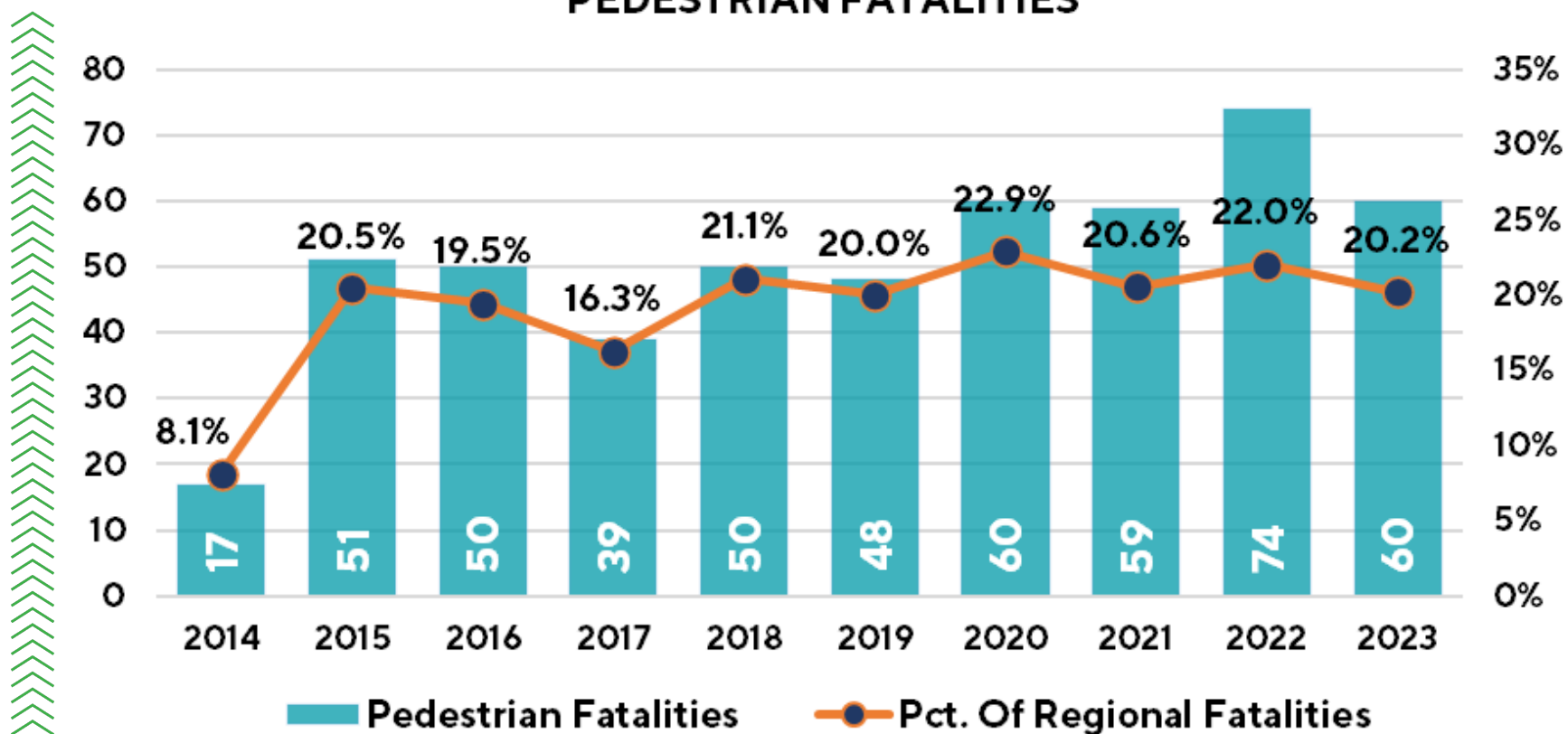




Pedestrian Fatalities

508 Total Fatal Crashes

PEDESTRIAN FATALITIES

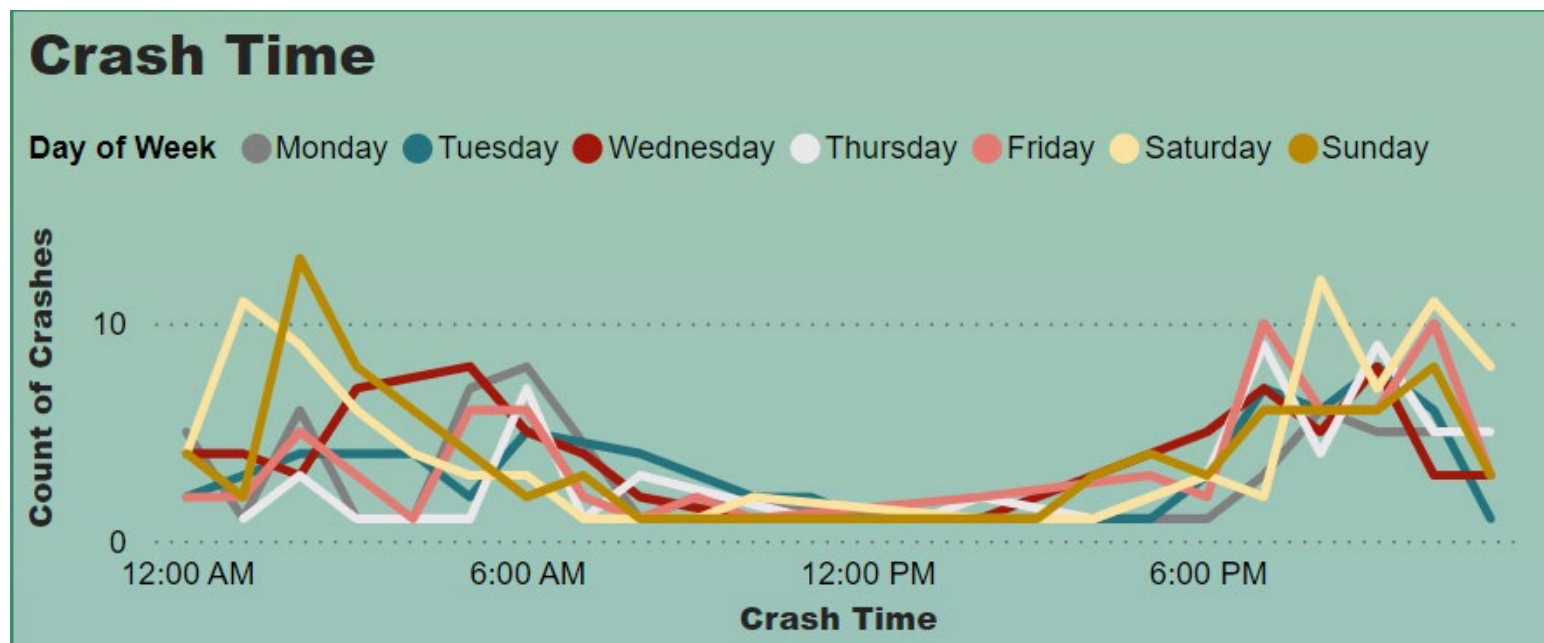




When



85% occur at night
47% occur between
7 pm Friday – 7 am Monday





Where



IH 35 – 125

SH 71 – 37

US 183 – 26

Riverside – 17

US 290 – 17

South Congress – 16

North Lamar – 13

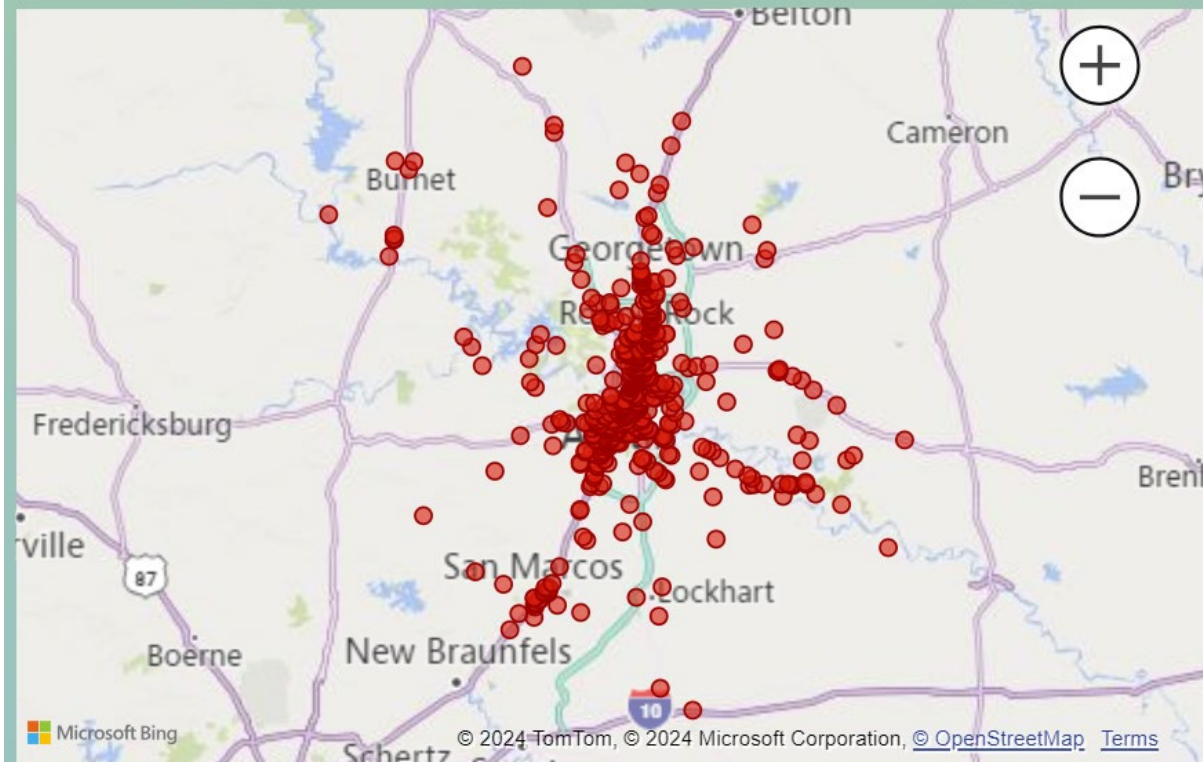
MoPac – 13


Airport - 11



Crash Locations

Crash Severity ● FATAL INJURY



Hover over the map to see if this icon appears in the top right corner: 
This icon indicates that the map shows a representative sample of data points. More filters may need to be applied to view all data points.

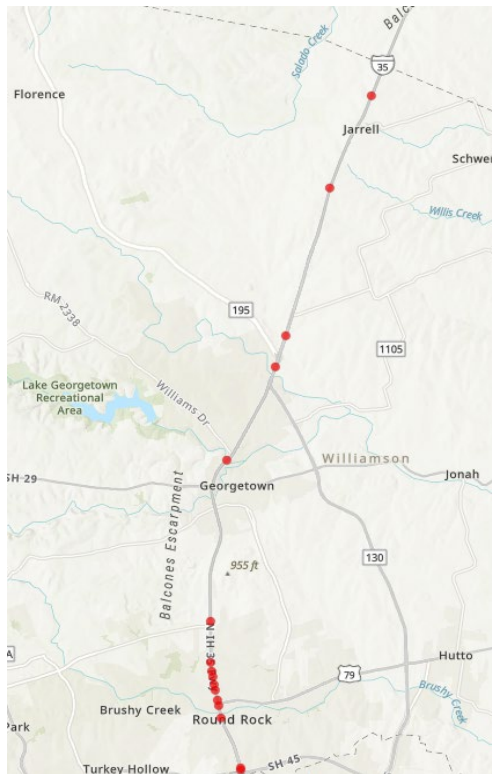
[View heat map](#)



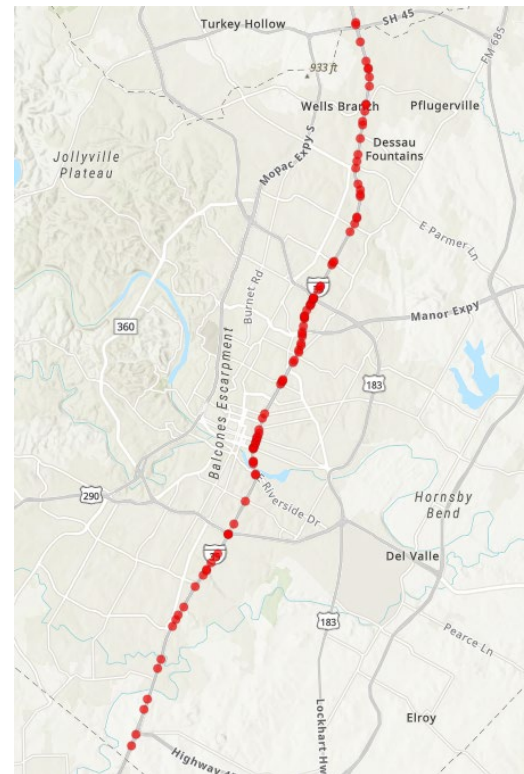
IH 35



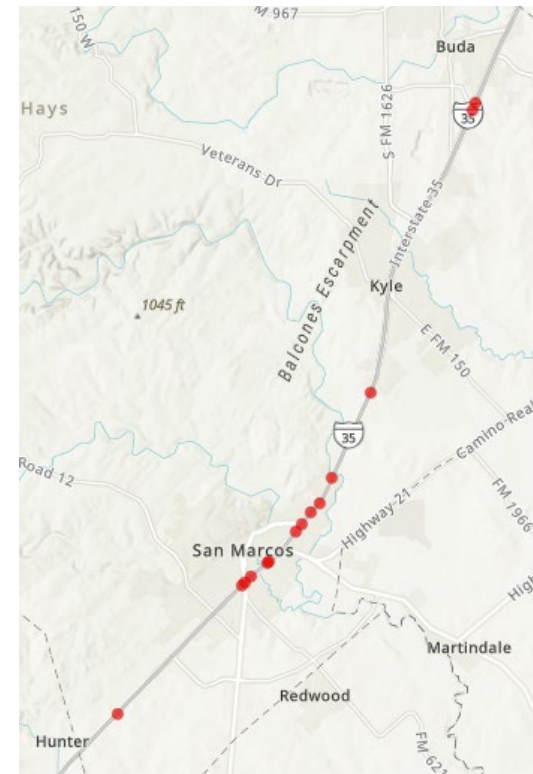
86% occur at night
52% occur between
7 pm Friday – 7 am Monday



Williamson



Travis



Hays



Why



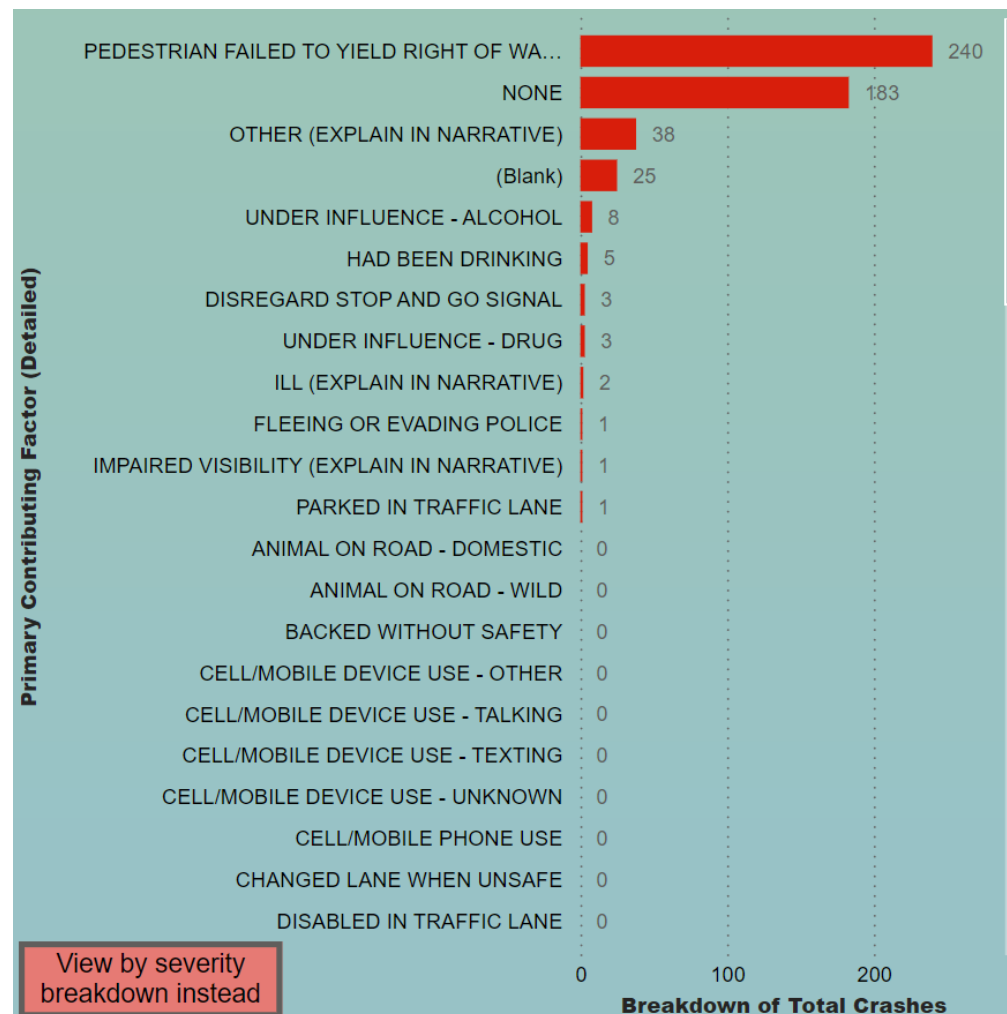
Vehicle-Only

Unsafe Speed (242)

Under Influence – Alcohol (233)

Failure to Control Speed (211)

Failed to Drive in a Single Lane
(145)





Pedestrian Failed to Yield Right of Way

.....

Total Crashes - 346



- **Activity**

- » Walking – 112 (105 in dark)
- » Crossing – 234 (214 in dark)

- **Under the Influence**

- » Alcohol – 33 (33 in dark)
 - Average BAC – 0.18
- » Drugs – 60 (56 in dark)
- » Drugs and Alcohol – 35 (35 in dark)
- » Total – 128 (37 percent)
 - Likely undercounted





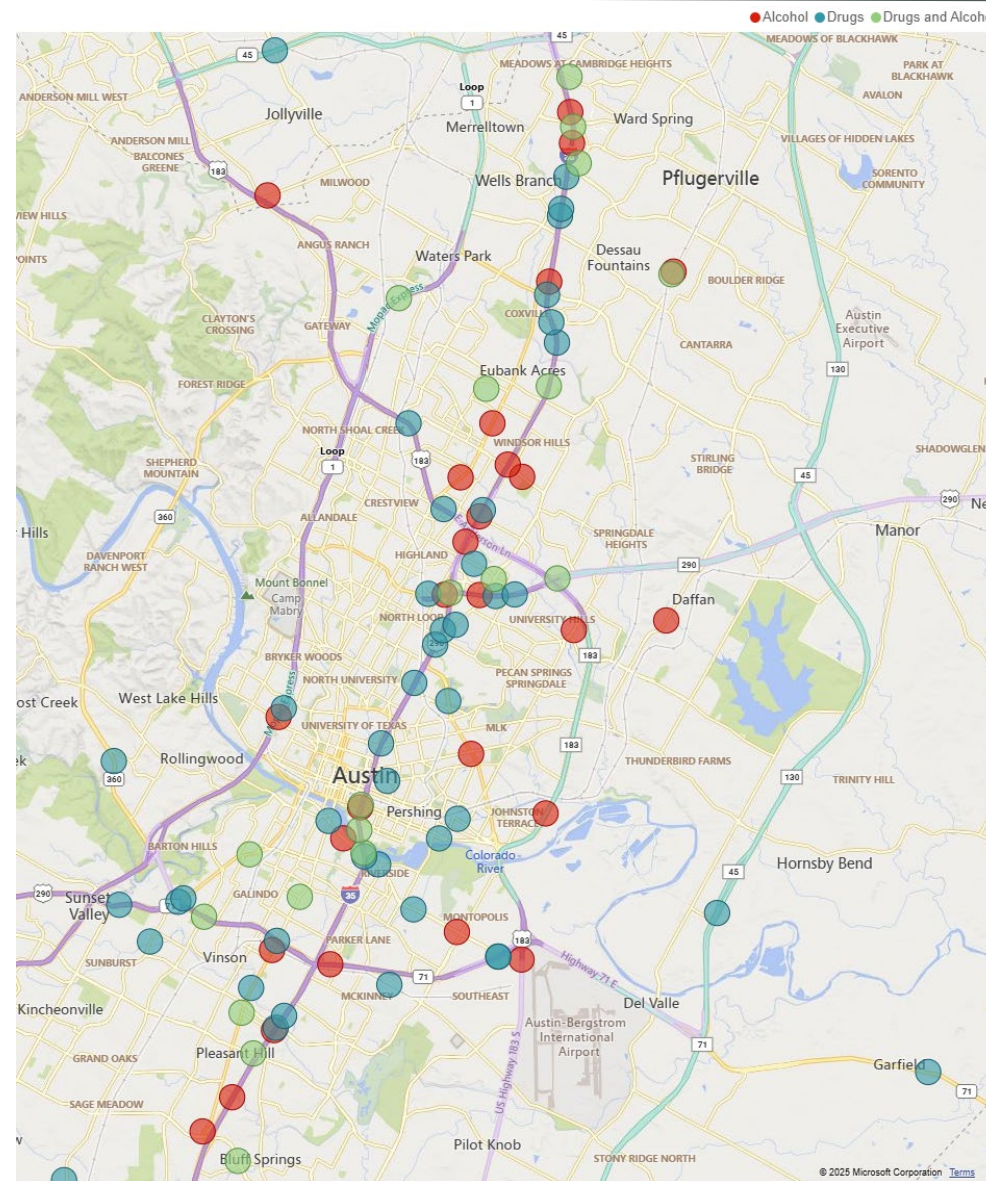
Crashes with Drugs and Alcohol Present

.....





Crashes with Drugs and Alcohol Present - Locations

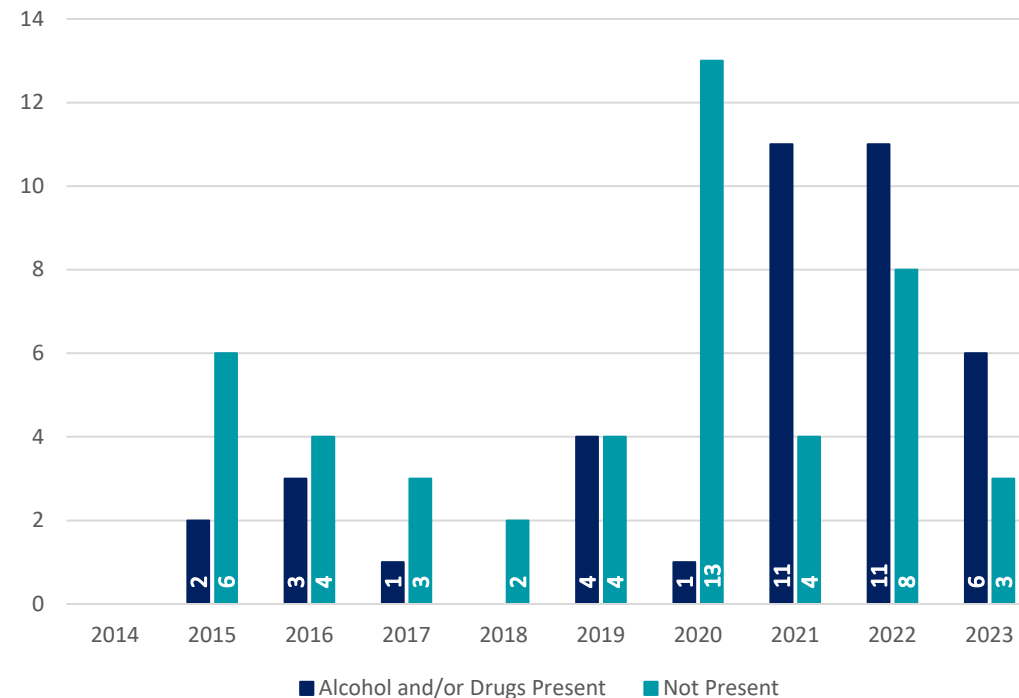




Unhoused Population

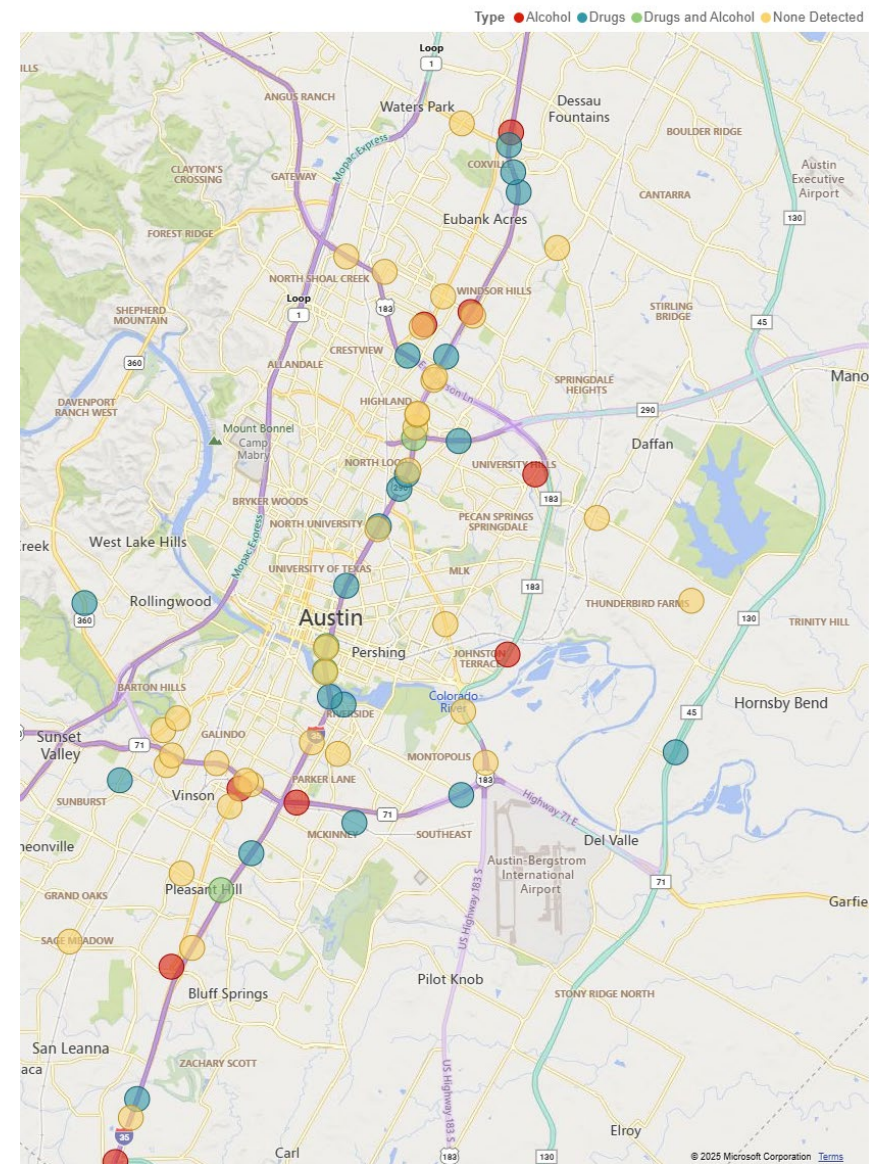


- 86 fatalities
 - » Drugs/Alcohol – 40
- Approximately 18 percent of all pedestrian fatalities
- Approximately 0.25 percent of Travis County population





Crashes with Unhoused Populations - Locations





Infrastructure Factors

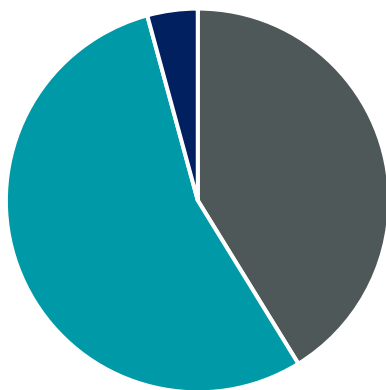


- **Distance to nearest crosswalk**
- **Type of road**
 - » Highway
 - » Arterial
 - » Collector/Residential
- **Sidewalks**
 - » Continuous
 - » Partial
 - » None
- **Lighting Availability**



Infrastructure Factors

.....



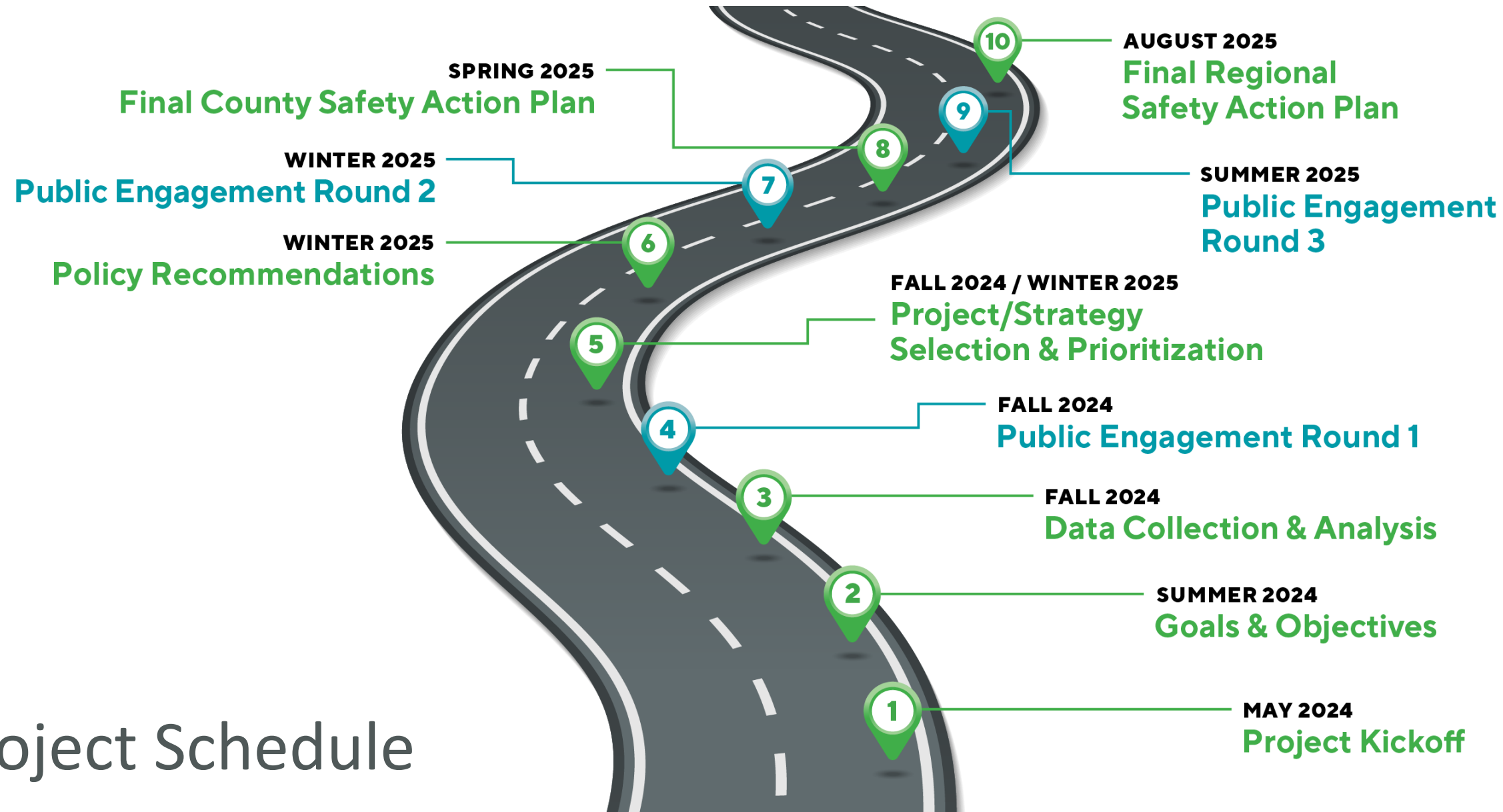
■ Highways ■ Arterials ■ Collectors

Facility	Distance to Crosswalk (feet)	Sidewalk Presence		
		Continuous (percent)	Partial (percent)	None (percent)
Highways (68)	1,393	50.7	17.9	31.4
Arterials (90)	384	69.5	11.3	19.2
Collectors (7)	960	35.7	21.4	42.8

Item 10: Update on CAMPO Regional Safety Action Plan



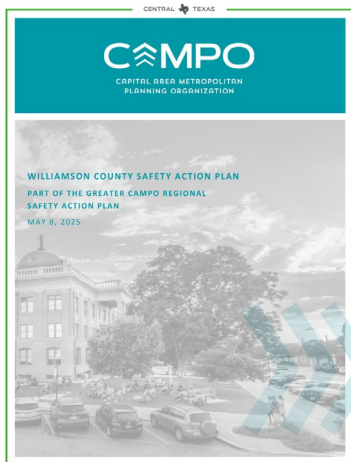
Project Schedule





County-Level Safety Action Plans

Components and Processes



- **Data analysis and existing conditions assessment**
 - » Prioritized locations exhibiting crash frequency and severity
 - High Injury Networks
 - » Identified Contributing factors
- **Infrastructure project identification and prioritization**
 - » Developed prioritization criteria
 - » Confirmed potential improvements with Task Forces
 - » Shared ideas with the public
- **Behavioral and policy strategies**
 - » Identified potential strategies
 - » Task Forces reviewed, prioritized





County-Level Safety Action Plans



- **Found similar safety issues across counties:**
 - » Intersection-related crashes
 - » Dark conditions/low ambient lighting
 - » Pedestrian crashes
 - » Driver behaviors (speeding, impaired driving, no seatbelts/occupant protection)

Travis County Final Safety Action Plan Update

CAMPO Transportation Policy Board Meeting
June 9, 2025

To Access the Travis County Safety Action Plan,
Go to: www.tctxsafestreets4all.com



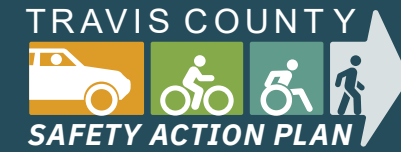
Safety Action Plan (SAP) Coordination



- The SAP is County-wide; however, the City of Austin was excluded from the safety analysis and their Vision Zero Plan is incorporated by reference.
- Travis County Staff coordinated with City of Austin and CAMPO to ensure compatible analysis methodologies.
- Travis County and other County SAPs are consistent with TxDOT's Road to Zero targets.
- The Task Force guided plan development and provided recommendations, members include:
 - County staff (Planning, Engineering, Emergency Management, Law Enforcement)
 - Municipal staff (Austin, Jonestown, Lago Vista, Lakeway, Manor, Pflugerville, Rollingwood, San Leanna, Volente, and West Lake Hills)
 - Regional agency staff (CAMPO, TxDOT Austin District, CTRMA, CapMetro, CARTS, and Del Valle ISD)



Plan and Resolution Adoption



SAFE STREETS AND ROADS FOR ALL (SS4A)
JUNE 2025



TRAVIS COUNTY'S ROADWAY SAFETY VISION

We commit to eliminating deaths and serious injuries on our roadways through a data driven, equitable, multi-modal, and community-based approach to safety.



Our Commitment:

TRAVIS COUNTY COMMITS TO REDUCING ROADWAY FATALITIES AND SERIOUS INJURIES BY 50% BY 2035 AND BY 100% BY 2050.

ZERO
BY 50



Partner Plans and Agency Collaboration



PARTNER JURISDICTION PLANS

The following section includes summaries of the relevant project outcomes for each partner jurisdiction. Each plan includes key safety statistics, a summary of the public comments received during engagement, recommended project locations map, recommended project locations table (including project specific crash data and recommended potential improvements), and the partner jurisdiction policy needs matrix.

JONESTOWN

LAGO VISTA

LAKEWAY

MANOR

PFLUGERVILLE

ROLLINGWOOD

SAN LEANNA

VOLENTE

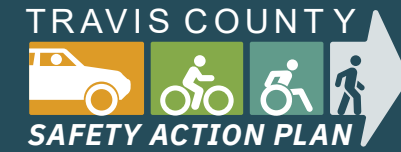
WEST LAKE HILLS

DEL VALLE ISD /
SOUTHEAST TRAVIS COUNTY

UNINCORPORATED
TRAVIS COUNTY



Travis County Crash Data 2019-2023



Area	Year	Total Number of No Injury Crashes (N/O)	Total Number of Non-Serious Injury Crashes (B, C)	Total Number of Serious Injury Crashes (A)	Total Number of Fatal Crashes (K)	Total Number of Crashes, Combined
Travis County Excluding City of Austin	2019	3,407	1,466	160	31	5,064
	2020	2,855	1,257	147	43	4,302
	2021	3,049	1,379	191	45	4,664
	2022	3,452	1,558	182	53	5,245
	2023	3,604	1,735	170	65	5,574
	Total	16,367	7,395	850	237	24,849
City of Austin	2019	7,694	6,526	466	87	14,773
	2020	5,596	4,733	350	84	10,763
	2021	5,608	5,228	429	100	11,365
	2022	5,792	5,369	440	109	11,710
	2023	5,583	5,041	389	84	11,097
	Total	30,273	26,897	2,074	464	59,708
TOTAL		46,640	34,292	2,924	701	84,557

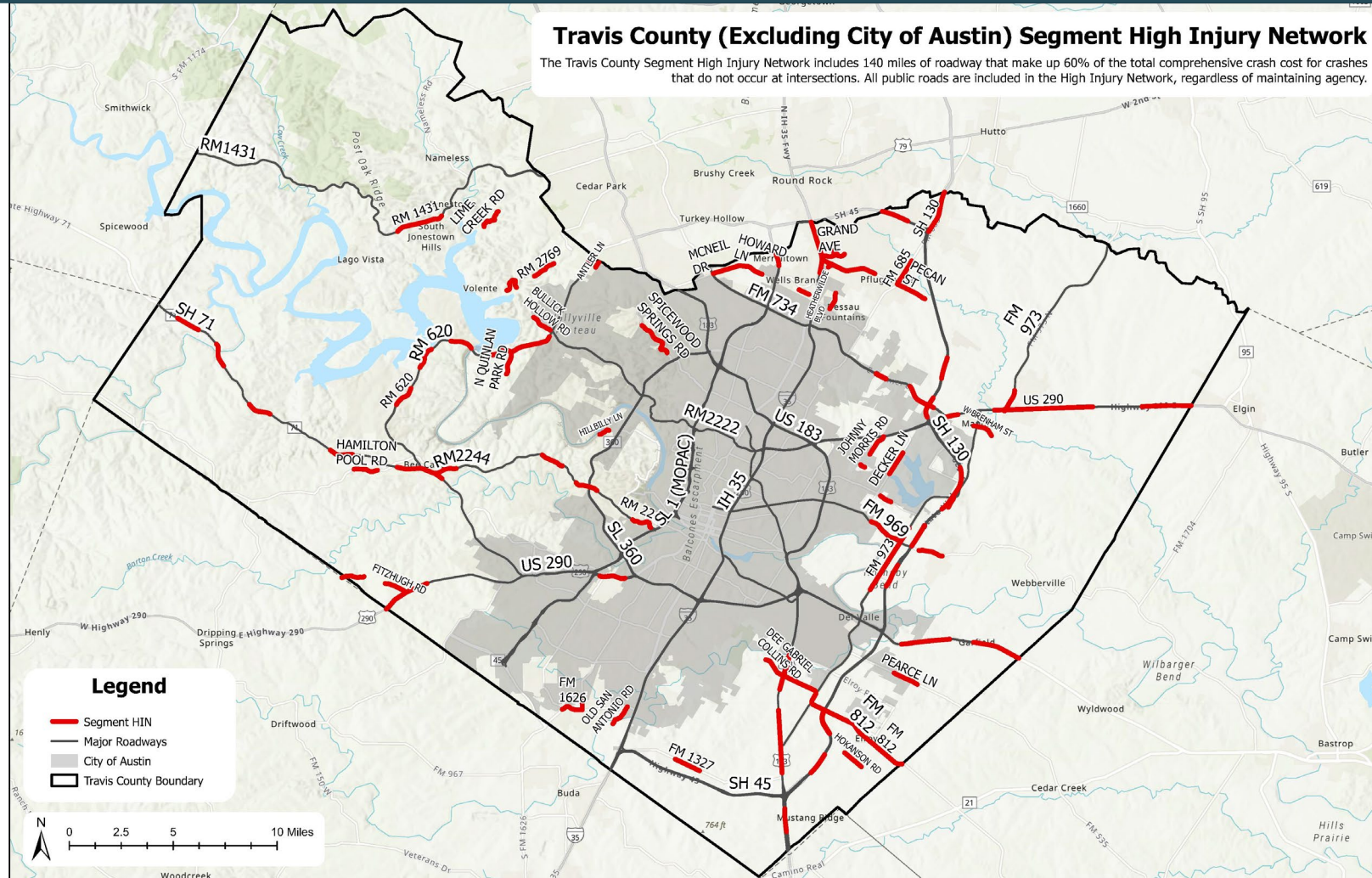


Travis County Roadway Segment HIN Map

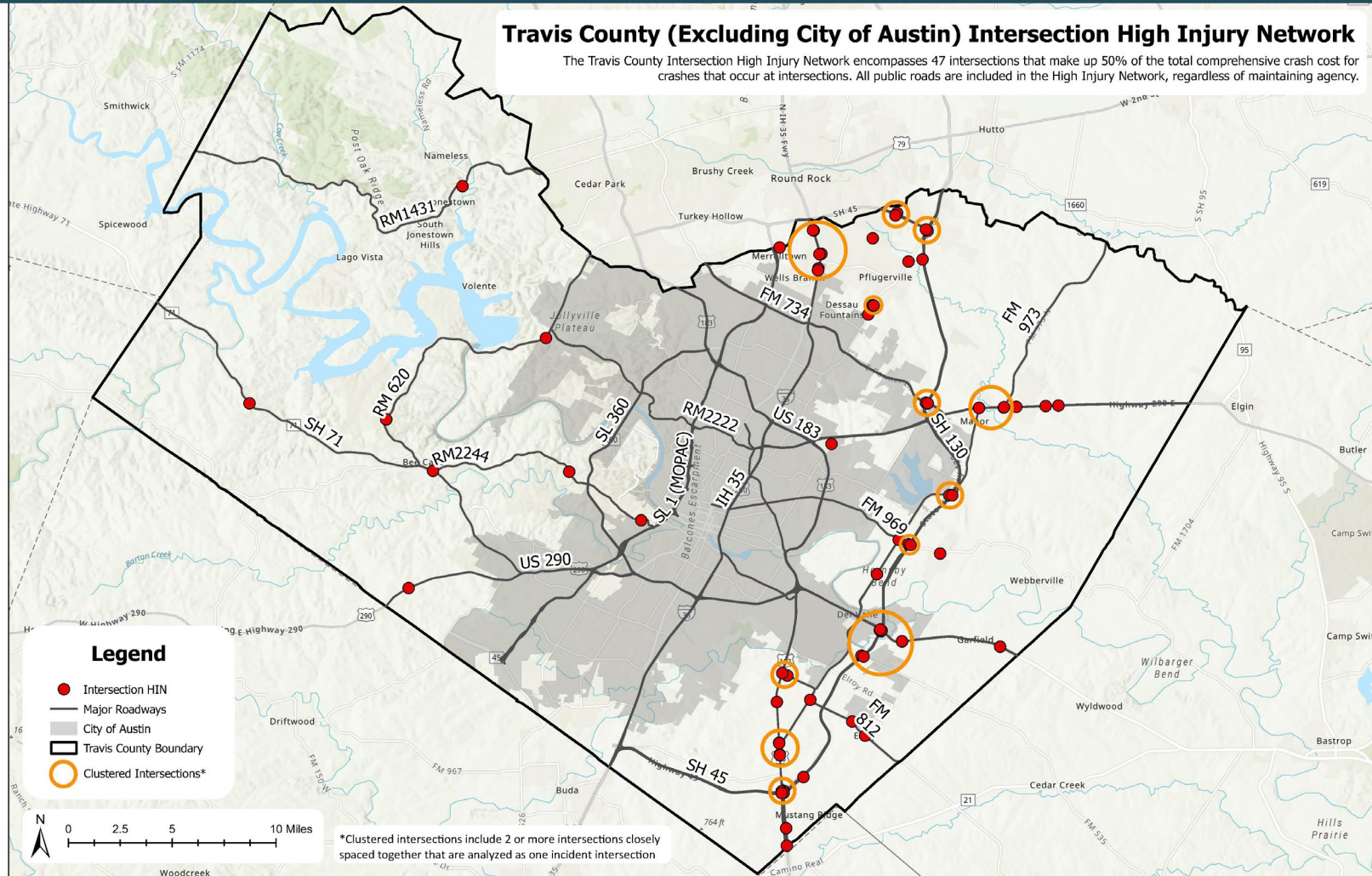
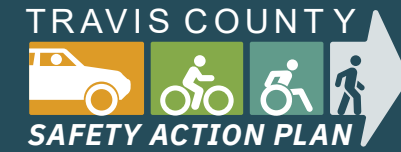


Travis County (Excluding City of Austin) Segment High Injury Network

The Travis County Segment High Injury Network includes 140 miles of roadway that make up 60% of the total comprehensive crash cost for crashes that do not occur at intersections. All public roads are included in the High Injury Network, regardless of maintaining agency.







Travis County Intersections HIN Map



Travis County Safety Focus Areas
















Prioritized Focus Area		Reason for Prioritization
	Low Ambient Lighting	<ul style="list-style-type: none"> This focus area had the 3rd highest total number of KA crashes with 290 KA crashes. This focus area had the 2nd highest trendline rate of increase with an average increase of 4 crashes per year. This focus area experienced the highest number of fatal crashes.
	Occupant Protection	<ul style="list-style-type: none"> This focus area had the 6th highest total number of KA crashes with 165 crashes. This focus area had the 4th highest trendline rate of increase with an average increase of 3 crashes per year. 33.3% of all occupant protection crashes from 2019 to 2023 in Travis County Excluding City of Austin are KA crashes.
	Pedestrian	<ul style="list-style-type: none"> This focus area has more than doubled in number of crashes from 2019 to 2023. 48.8% of all pedestrian crashes from 2019 to 2023 in Travis County Excluding City of Austin are KA crashes. This focus area had an average increase of 2 crashes per year.

Prioritized Focus Area (All Travis County)		Reason for Prioritization
	Intersection Related	<ul style="list-style-type: none"> This focus area experienced the highest total number of crashes, surpassing the next highest focus area by more than twice the amount. This focus area has shown a county-wide increase in the number of KA crashes from 2019 to 2023.



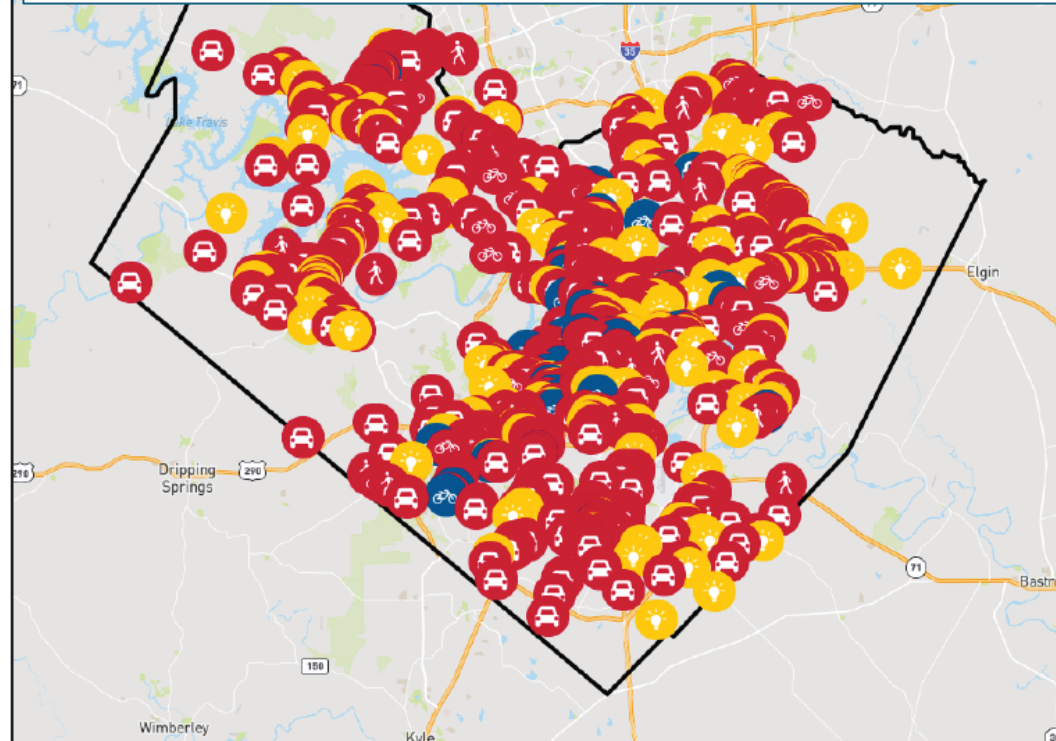
Public Engagement – Phase 1

*Locations Most Noted in
the Interactive Map*

	RM 1431
	BRODIE LN
	SPRINGDALE RD
	CAMERON RD
	TOWER RD
	GEORGE BUSH ST
	GEORGE WASHINGTON ST
	DUVAL RD
	JOLLYVILLE RD
	FM 2222
	RM 620
	SH 71
	LIME CREEK RD

Phase 1: Fall 2024

- 1,191 survey responses
- 1,284 map comments on safety needs and ideas



Phase 1 Engagement Concerns and Solutions



1. SPEEDING AND AGGRESSIVE DRIVING
2. ROAD RAGE AND RECKLESS DRIVING OR WALKING
3. DRUNK OR IMPAIRED DRIVING & DISTRACTED BEHAVIOR
4. ROAD MAINTENANCE
5. INADEQUATE TRAFFIC LAW ENFORCEMENT

Please identify your top five solutions to address your concerns.



1. WIDEN ROADS AND INSTALL MEDIANS
2. REDESIGNING DANGEROUS CURVES AND ADDING TURNING LANES
3. IMPROVE ROAD MAINTENANCE AND DRAINAGE
4. ENHANCE ROAD SIGNAGE, MARKINGS, AND LIGHTING
- TIED FOR 5TH:
 - ENHANCE EMERGENCY RESPONSE AND TRAFFIC ENFORCEMENT
 - BUILD PROTECTED SIDEWALKS, BIKE LANES, AND SHARED USE PATHS AND INCREASE UNIVERSAL ACCESSIBILITY



Volente, TX

-
- The map displays the proposed route for the Austin to San Antonio Expressway (Loop 1) in orange. The route starts in Austin, Texas, near the Balcones Canyonlands National Wildlife Refuge, and extends south through the city, passing through the downtown area and the airport. Key landmarks and locations labeled include the Austin skyline, the airport, and various local roads and highways. The map also shows the locations of major cities like Austin, San Antonio, and El Paso.





Regional Safety Action Plan



Data analysis supporting
policy recommendations



EMPHASIS AREAS BY PROPORTION, FATAL/SERIOUS INJURY CRASHES, 2019-2023

EMPHASIS AREA	F&SI CRASHES	PROPORTION
DARK CONDITIONS	3,186	47%
INTERSECTION RELATED	2,470	36%
ROADWAY/LANE DEPARTURES	2,373	35%
SPEED RELATED	1,734	25%
ALCOHOL/DRUG RELATED	1,136	17%
YOUNG DRIVER INVOLVED (15-20)	1,119	16%
PEDESTRIANS/BICYCLISTS	1,049	15%
NO SEATBELT/CHILD CAR SEAT	1,018	15%
DISTRACTED DRIVING	876	13%
OLDER DRIVER INVOLVED (65+)	873	13%

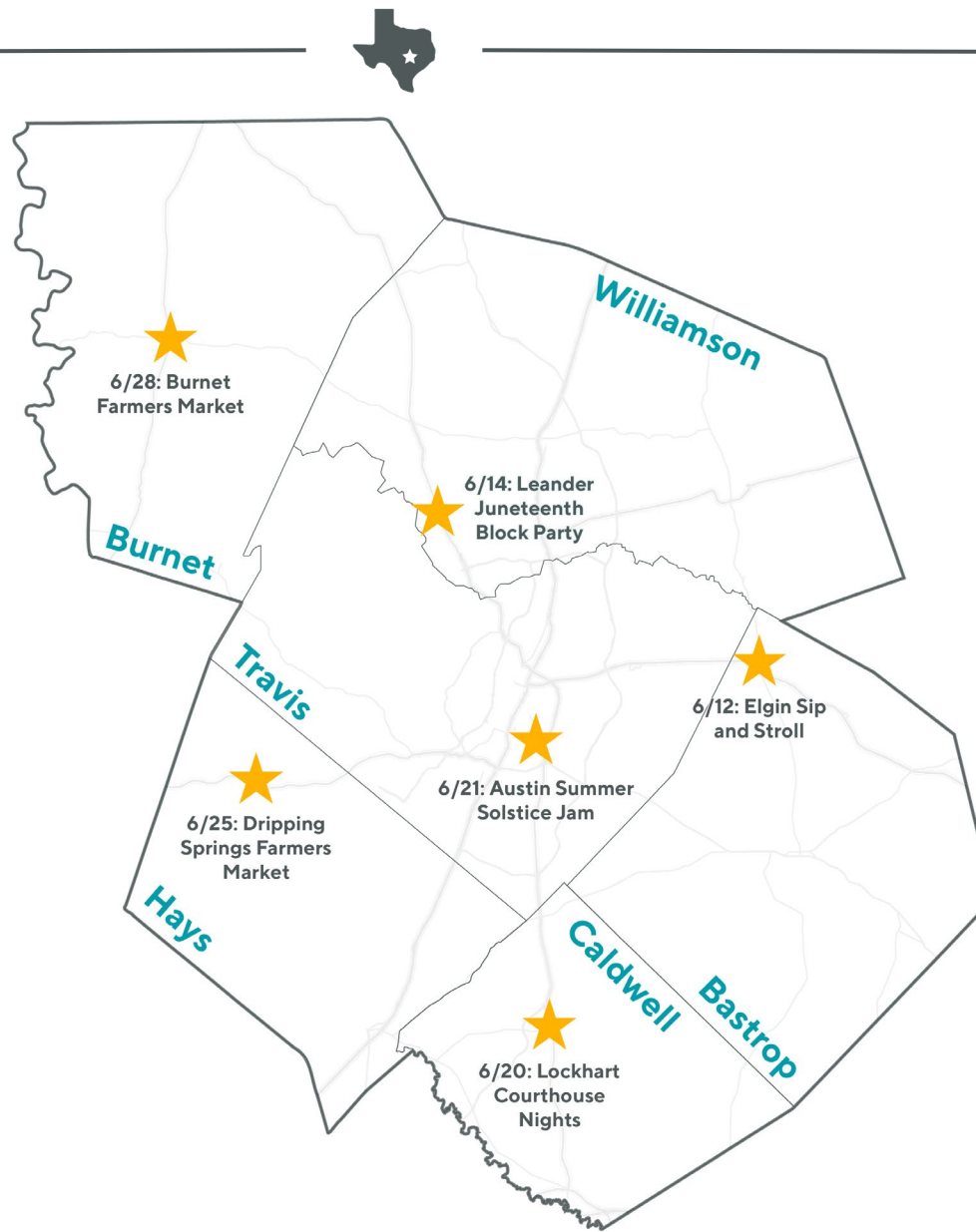
All public roads, including on-system (Interstates and State Route) highways

The entire CAMPO geography, including Travis County and City of Austin



Round 3 Community Outreach

June 9 – July 11



In-person and
remote
participation
available
online and by
mail



Round 3 Community Outreach

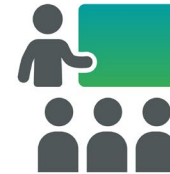
Draft Recommended
Behavioral Strategies

PROGRAMS



- › Impaired driving training programs for local law enforcement
- › New intersection safety technology implementation
- › New driver safety programs in partnership with Texas Highway Safety Office (TxHSO) or Students Against Destructive Decisions (SADD)
- › Promotion and encouraged engagement of the CarFit Program

EDUCATION



- › Driver safety habits campaigns
- › Pedestrian and cyclist safety campaigns
- › Child passenger seat safety campaign and demonstrations
- › Host trainings for local law enforcement, traffic engineers and planners on traffic control devices like High Intensity Activated Crosswalk (HAWK) or Dynamic Speed Feedback Signs (DSFS)

ENFORCEMENT



- › Partner with local law enforcement and state officials to help enforce road safety rules
 - Increased patrol in school zones, in high-speeding locations, and at intersections with frequent red light running incidents
 - Police support in new driver programs and education



Round 3 Community Outreach



Draft Recommended
Policies and Programs



CATEGORY 1

CAMPO Policies and Safety Task Force

- › Prioritization of safety across all transportation projects
- › Ongoing Safety Task Force meetings
- › Safety grant coordination
- › Enhanced safety data and analysis tools
- › Regular progress checks on safety goals

CATEGORY 2

Development, Promotion & Support of Local Policies & Programs

- › Road Safety Audit Program
- › Safe Routes to Schools Program
- › Local Complete Streets Model Policy
- › Street Lighting Model Policy
- › Speed Management Plan



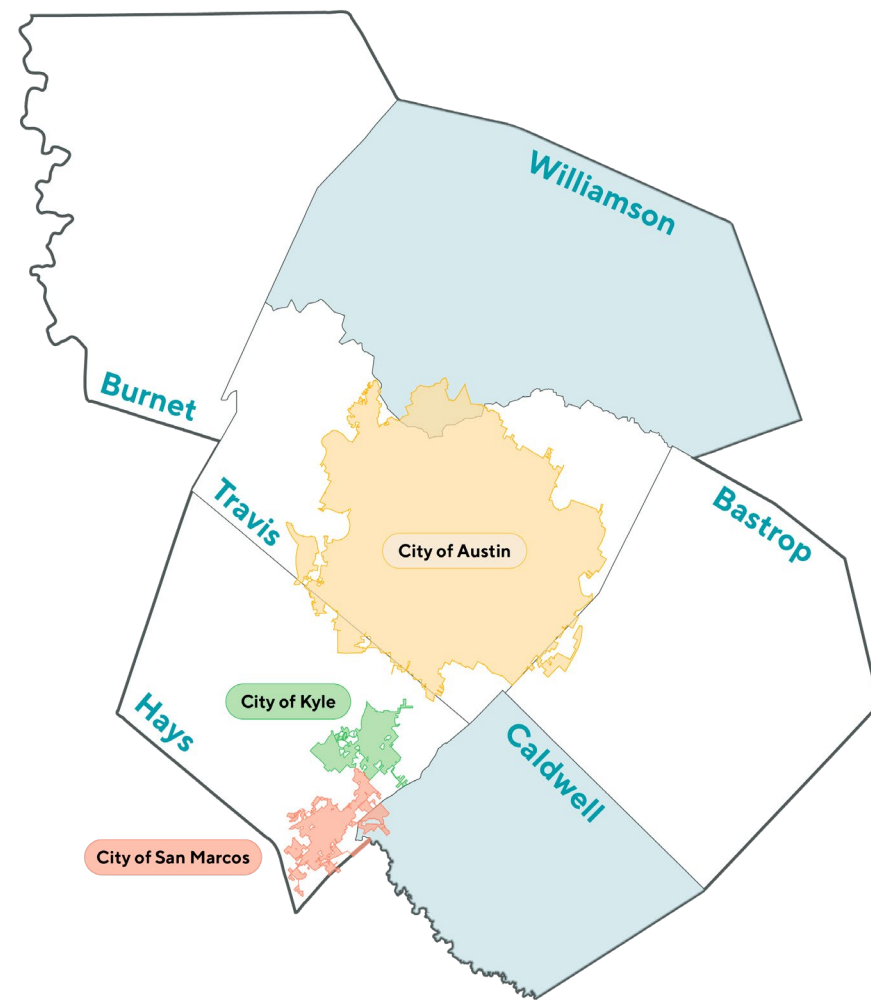


SS4A FY2025 Grant Applications

Due June 26, 2025

SS4A = Safe Streets and
Roads for All

- Williamson County, joint with Cities of Cedar Park, Georgetown, Leander, Round Rock, and Taylor
- Caldwell County
- City of Jarrell
- City of Kyle
- City of San Marcos
- City of Austin





Next Steps



Project Team

- Round 3 Outreach
- Complete all County-level Safety Action Plans
- Complete Regional Safety Action Plan

Item 11: Update on CAMPO's Central Texas Traffic Management System

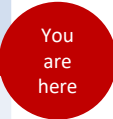




CTTMS Digital Development



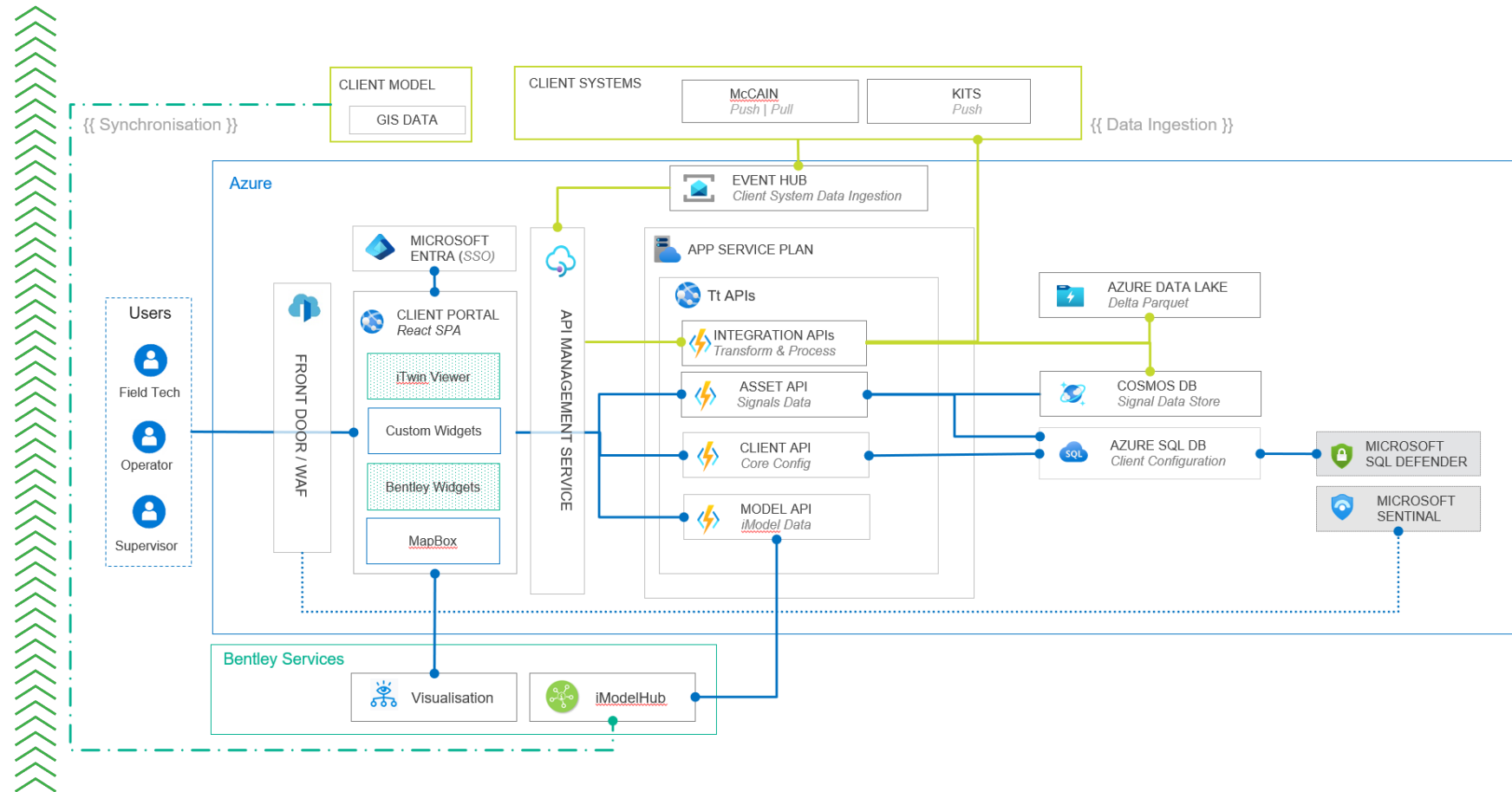
Revised Phase	Digital Development Outcomes	Dates
Phase 0 – Digital Development Mobilization	<ul style="list-style-type: none">• Scoping Workshops• Initial Requirements and Scoping Documentation• Project Management and Project Kick Off	October 2023 – February 2024
Phase 1 – Initial Discovery	<ul style="list-style-type: none">• Agency Engagement• MVP Scope Agreement• ITS Vendor engagement• MVP Architecture Design	March 2024 - August 2024
Phase 2 – MVP Development	<ul style="list-style-type: none">• MVP Development• IoT Review• CTTMS Bug fixes and refinements• User requirements workshops / backlog refinement• MVP Testing and Acceptance	September 2024 – July 2025
Phase 3 – Traffic Operations	<ul style="list-style-type: none">• Agency Data Collection and Collation• CTTMS Visualization of CAMPO Region Signal Locations• Test Data Exchange	February 2025 – July 2025
Phase 4 – Asset Management	<ul style="list-style-type: none">• Agency Asset Management Survey and Needs• CTTMS iModel Platform Established	February 2025 – July 2025
Phase 5 – Pilot Corridor Testing	<ul style="list-style-type: none">• Real-time Operational Data Exchange• IoT Testing and Acceptance• Communications Infrastructure Identification and Input	Q2– Q4 2026

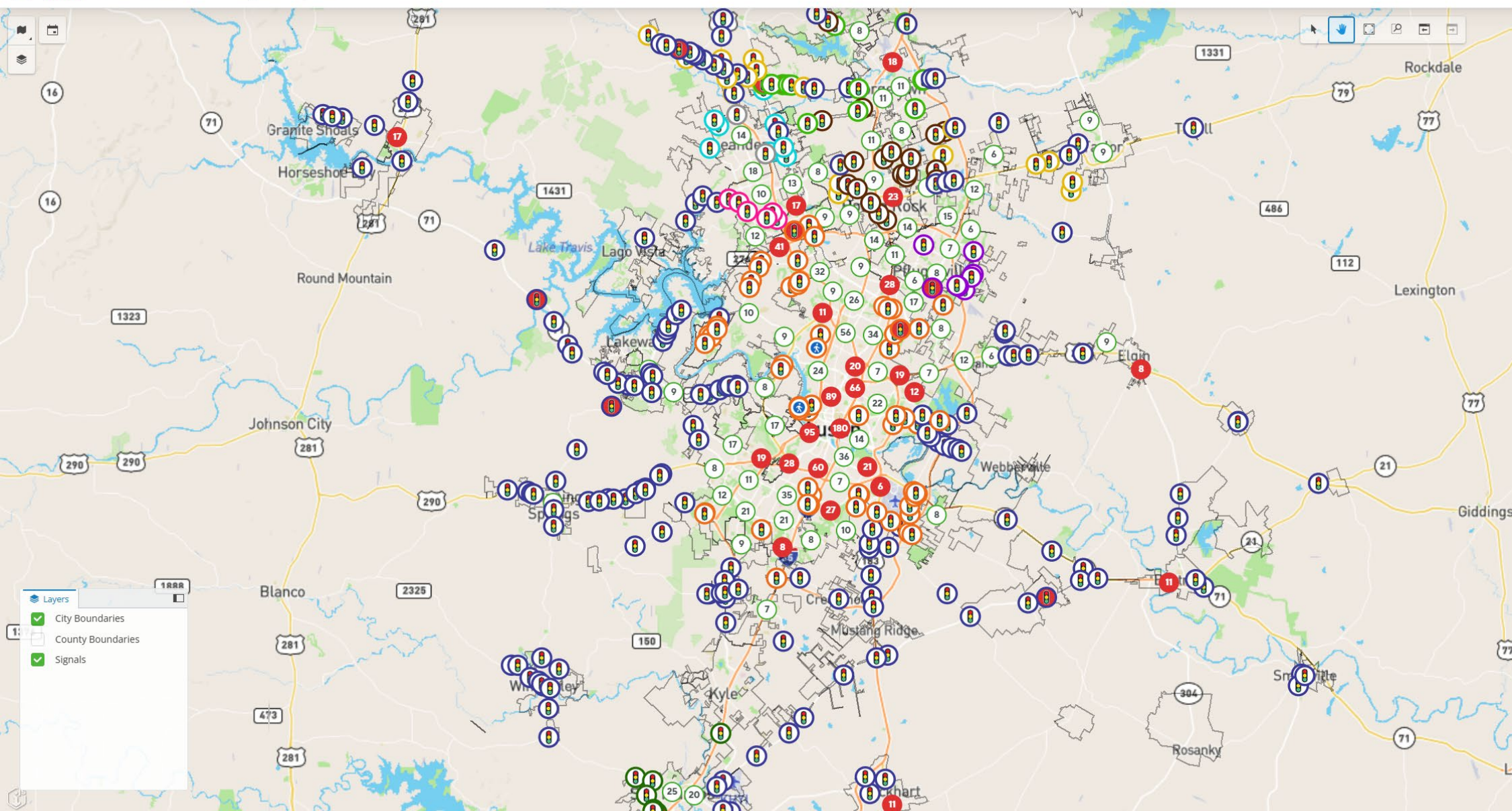





Phase 1 | MVP Architecture

Workshops held with public and private stakeholders





- 


Special Event

06/04/25, 14:48

CESAR CHAVEZ ST / 35 SVRD
Special event: Concert at central park.

Locate

Dismiss




Incident

06/04/25, 14:46

N MAIN ST / W 2ND ST
Incident: Weather damage.

Locate

Dismiss




Incident

06/04/25, 14:44

1ST ST / DESERT PRIMROSE DR
Incident: Weather damage.

Locate

Dismiss




Incident

06/04/25, 14:42

PORTER ST / MONTOPOLIS DR
Incident: Vandalism.

Locate

Dismiss



Incident

06/04/25, 14:40

US 183 / FM 20
Incident: Traffic accident.

Locate

Dismiss

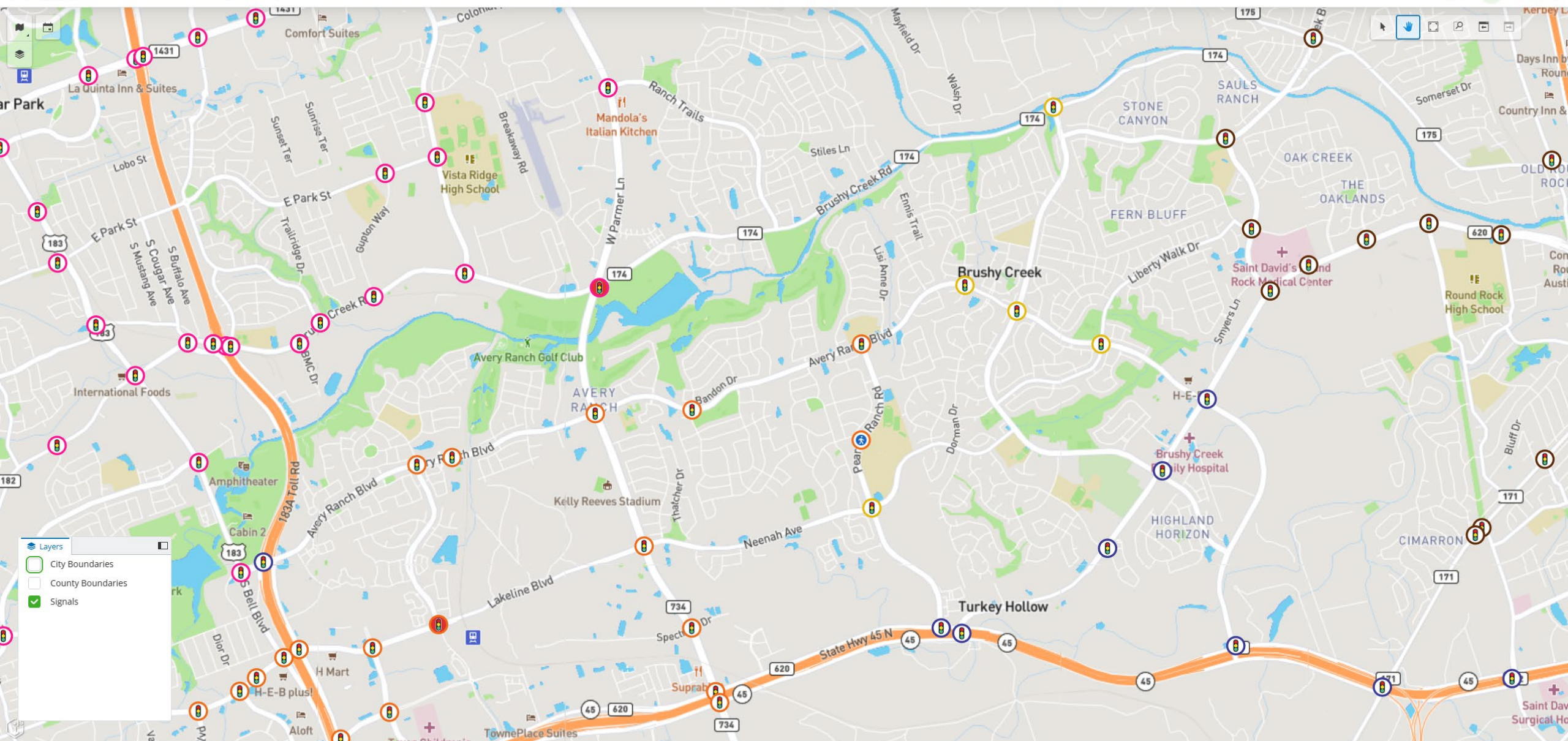
Special Event

06/04/25, 14:38

US 281 / LANTANA DR
Special event: Food festival.

Locate

Dismiss



Item 12: Discussion on Annual
Performance Appraisal Process for
the CAMPO Executive Director



Item 13: Executive Director's Report on Planning Activities



CAMPO Studies Outcomes



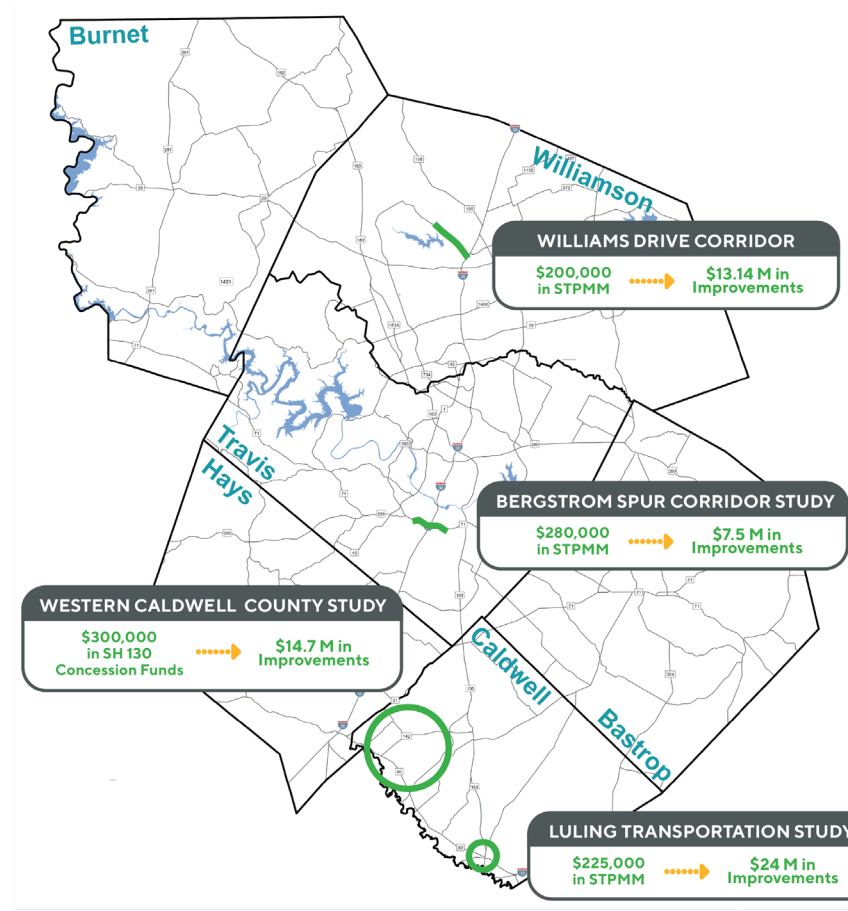
\$1 M

in 4 Studies Funded
by CAMPO



\$59 M

in Funding for Further
Development or Construction



Corridor Readiness Program

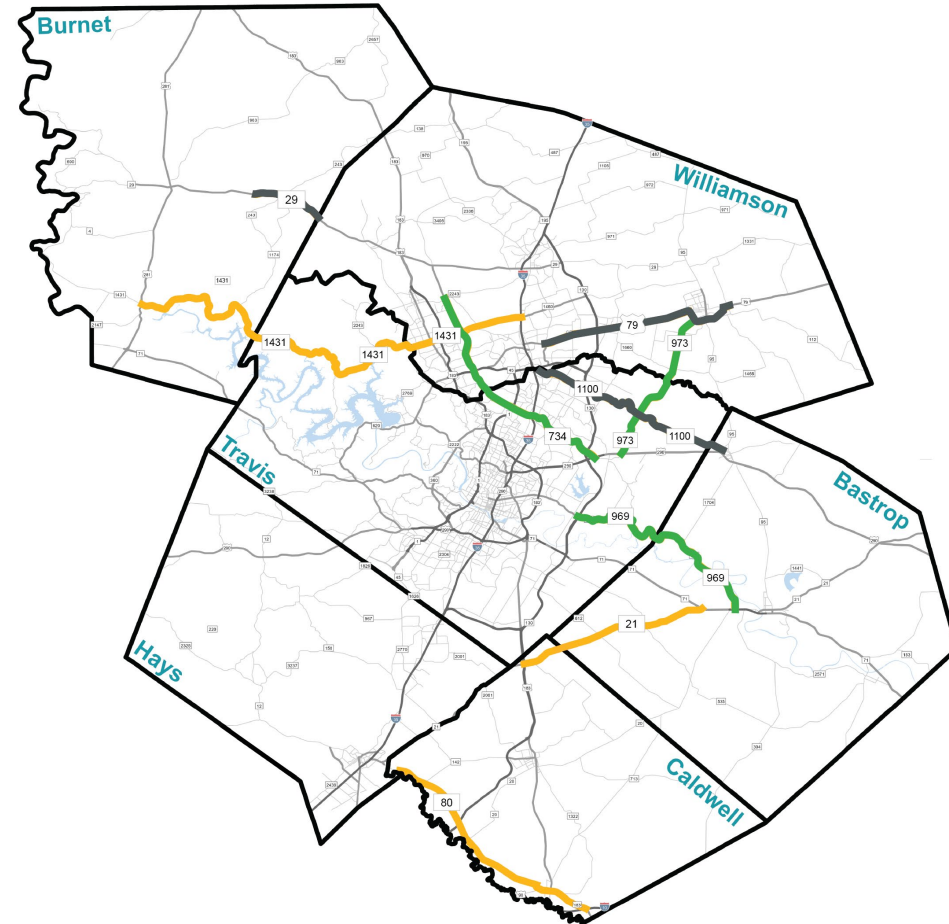
FM 734, FM 973, and FM 969
preliminary study and
design anticipated to
be **completed in 2025**
and early 2026.



\$7 M
in Studies
Funded
by CAMPO



**Exponentially
Enhance
Regional
Mobility**



Item 14: Announcements





Upcoming Meetings



- TAC → June 23, 2025
- TPB → July 14, 2025 is cancelled
- TPB → August 11, 2025

Adjournment