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WELCOME

FM 1626/RM 967 INTERSECTION STUDY OPEN HOUSE

IN-PERSON OPEN HOUSE

Thursday, August 14, 2025

City of Buda Welcome Center
303 Main St., Buda, TX 78610

VIRTUAL OPEN HOUSE

Monday, August 11 –
Wednesday, September 10, 2025

bit.ly/FM1626-RM967

OPEN HOUSE PURPOSE

Learn about the study
Share your thoughts

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CAMPO 101

WHAT IS CAMPO?

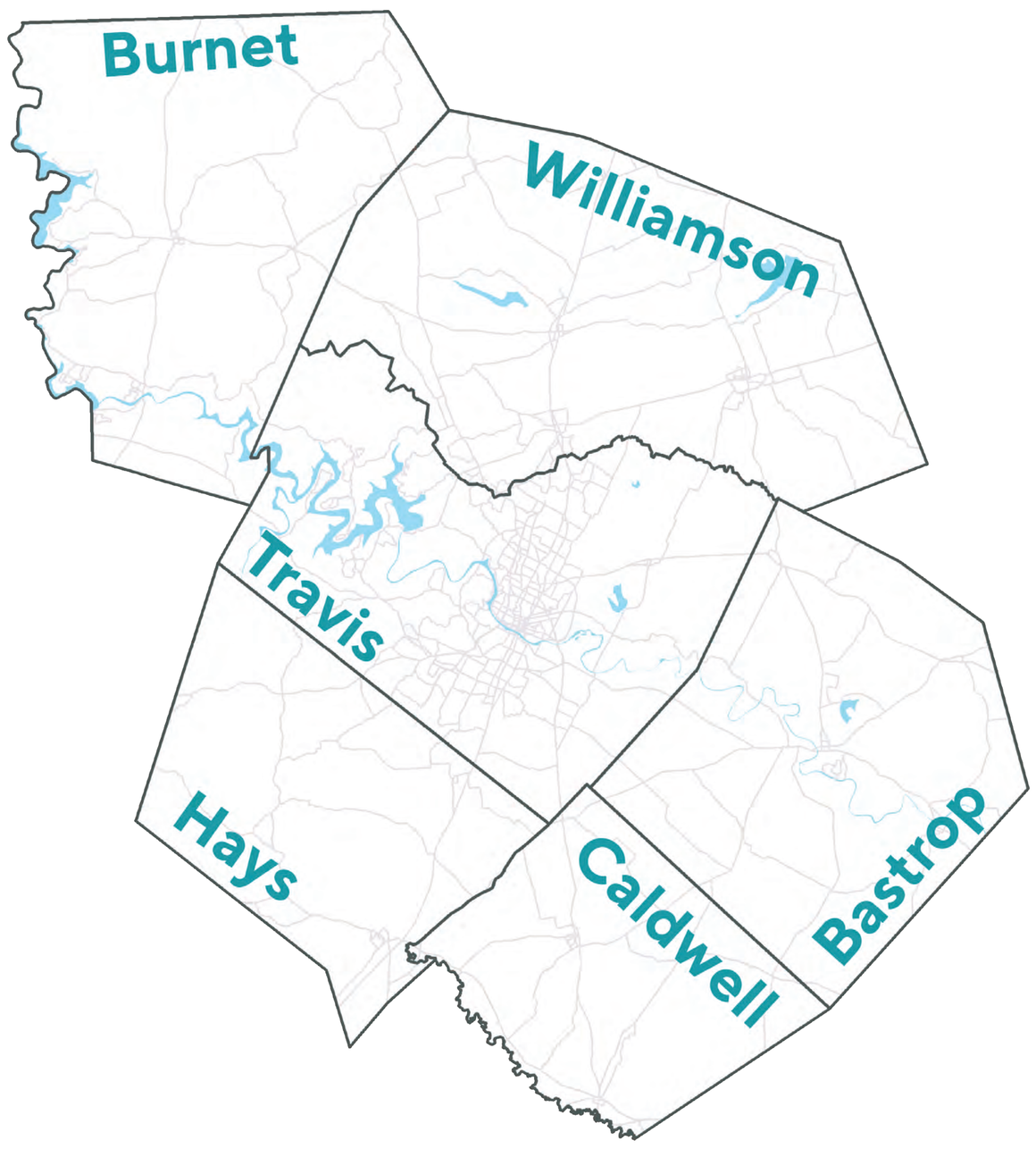
The Capital Area Metropolitan Planning Organization (CAMPO) is the Austin region's transportation decision-making body, coordinating regional transportation planning between counties, local governments, and transportation agencies. The organization is made up of a 22-member Transportation Policy Board (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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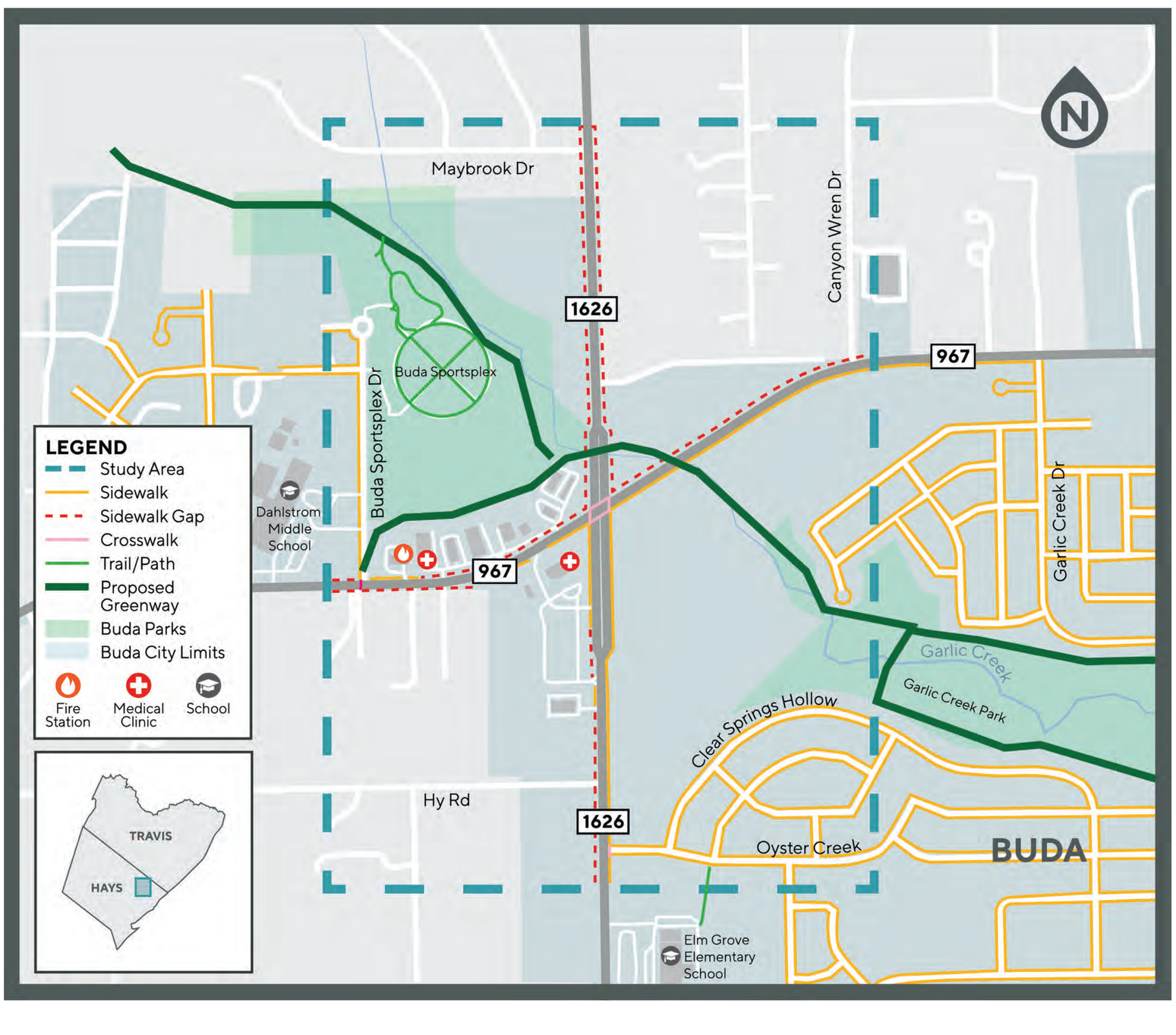
STUDY INTRODUCTION

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

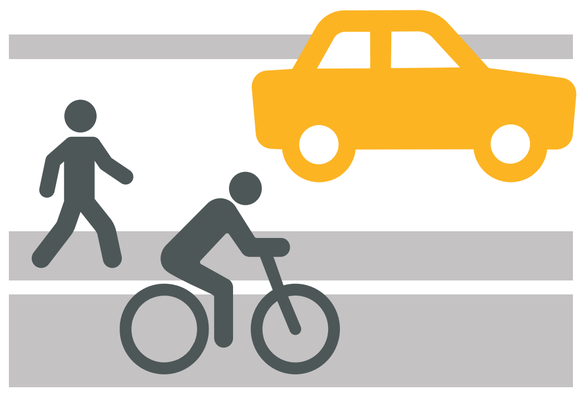
Identify and recommend solutions to improve safety

- 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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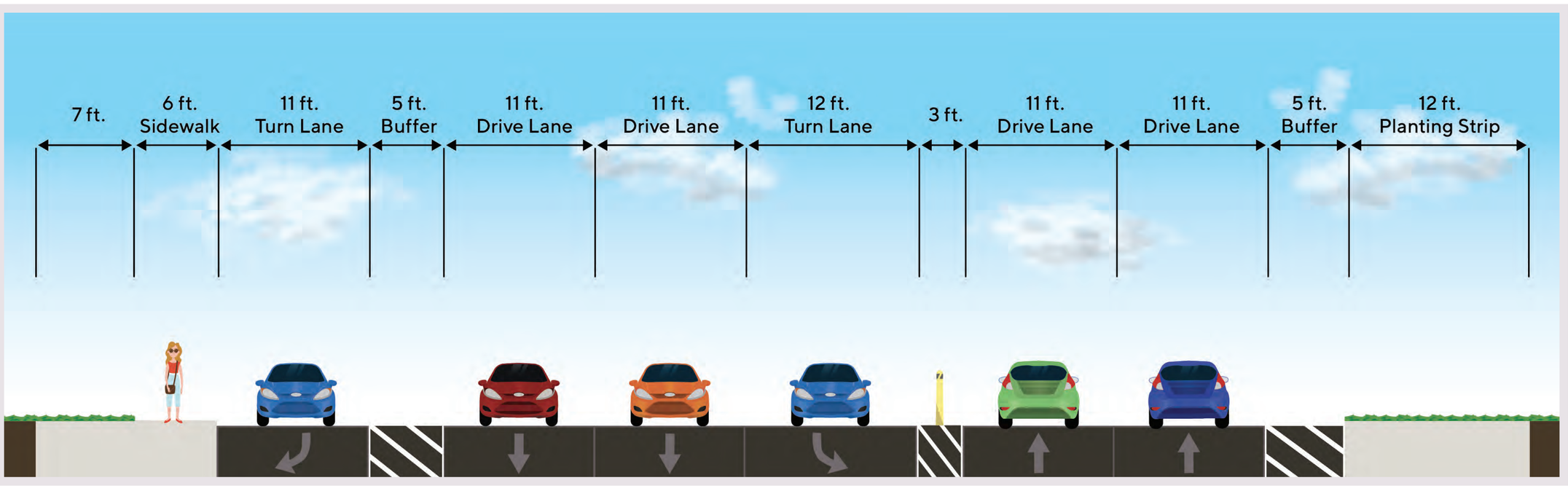
FM 1626/RM 967 INTERSECTION

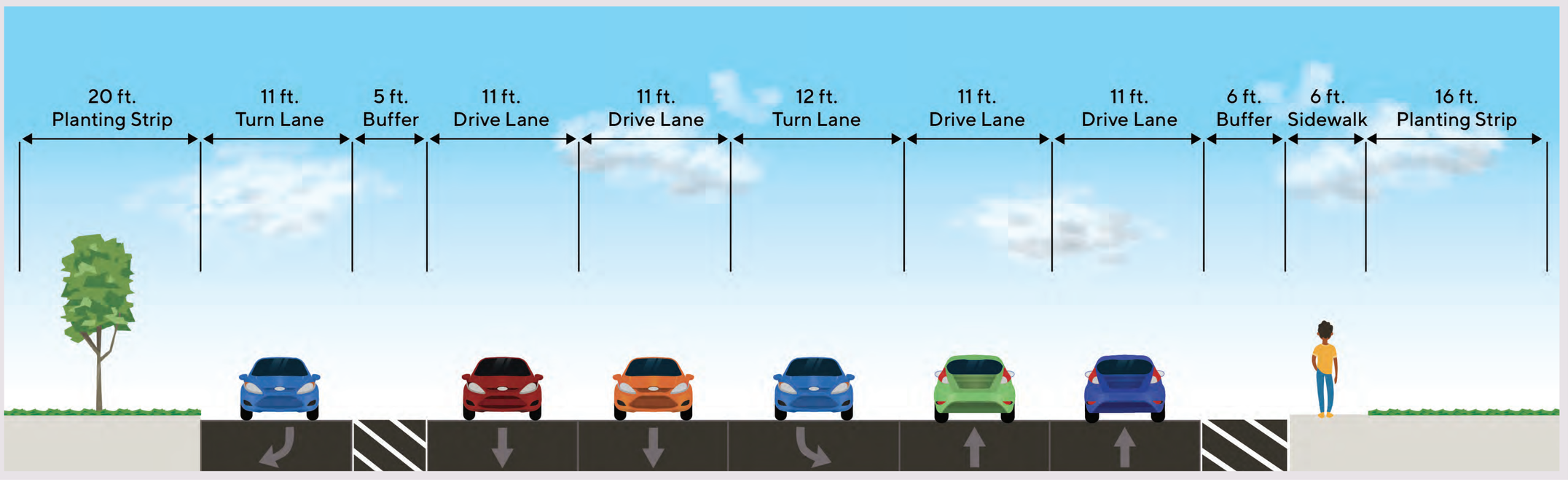
FM 1626/RM 967 INTERSECTION

- 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

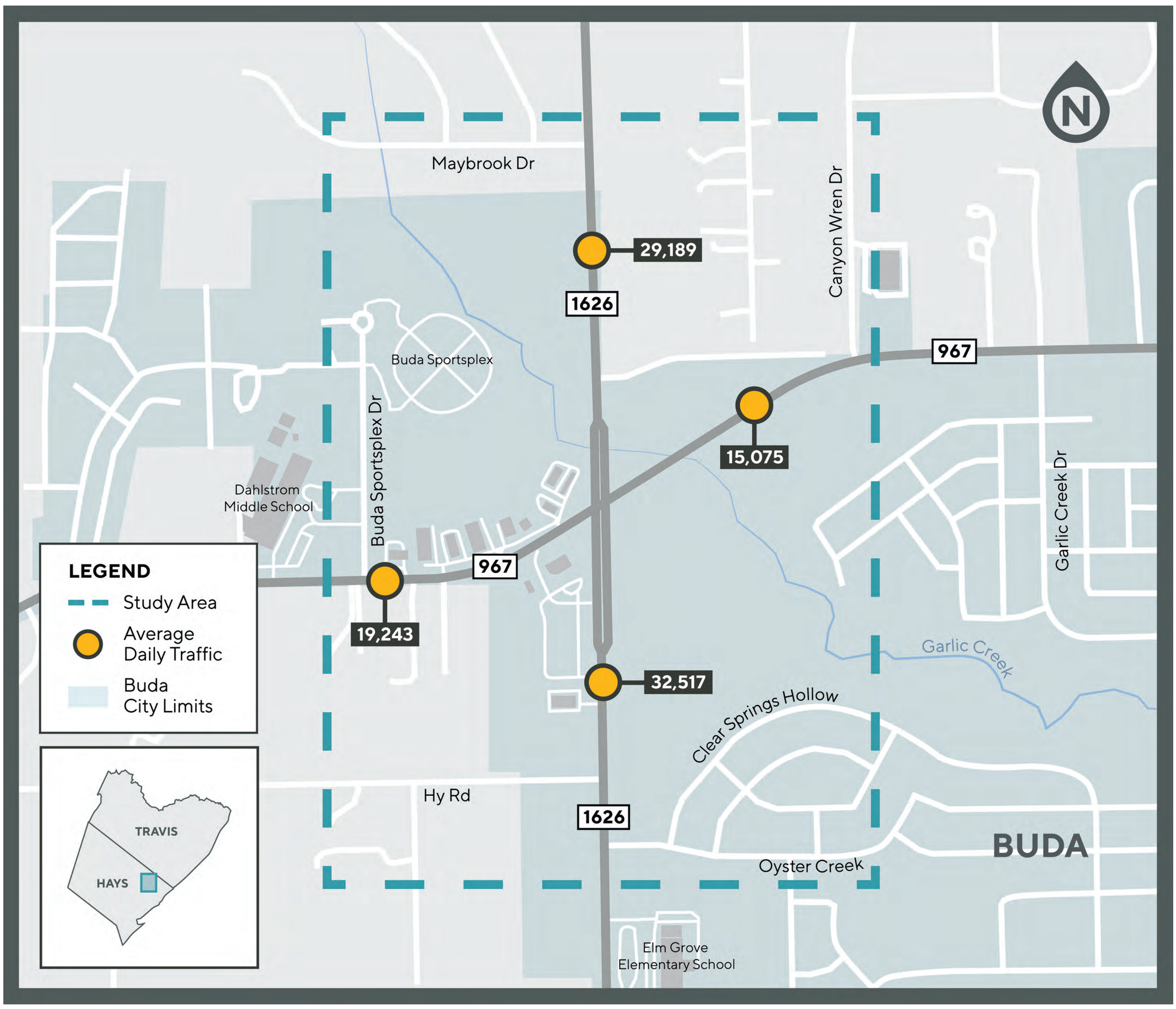
HAYS COUNTY POPULATION

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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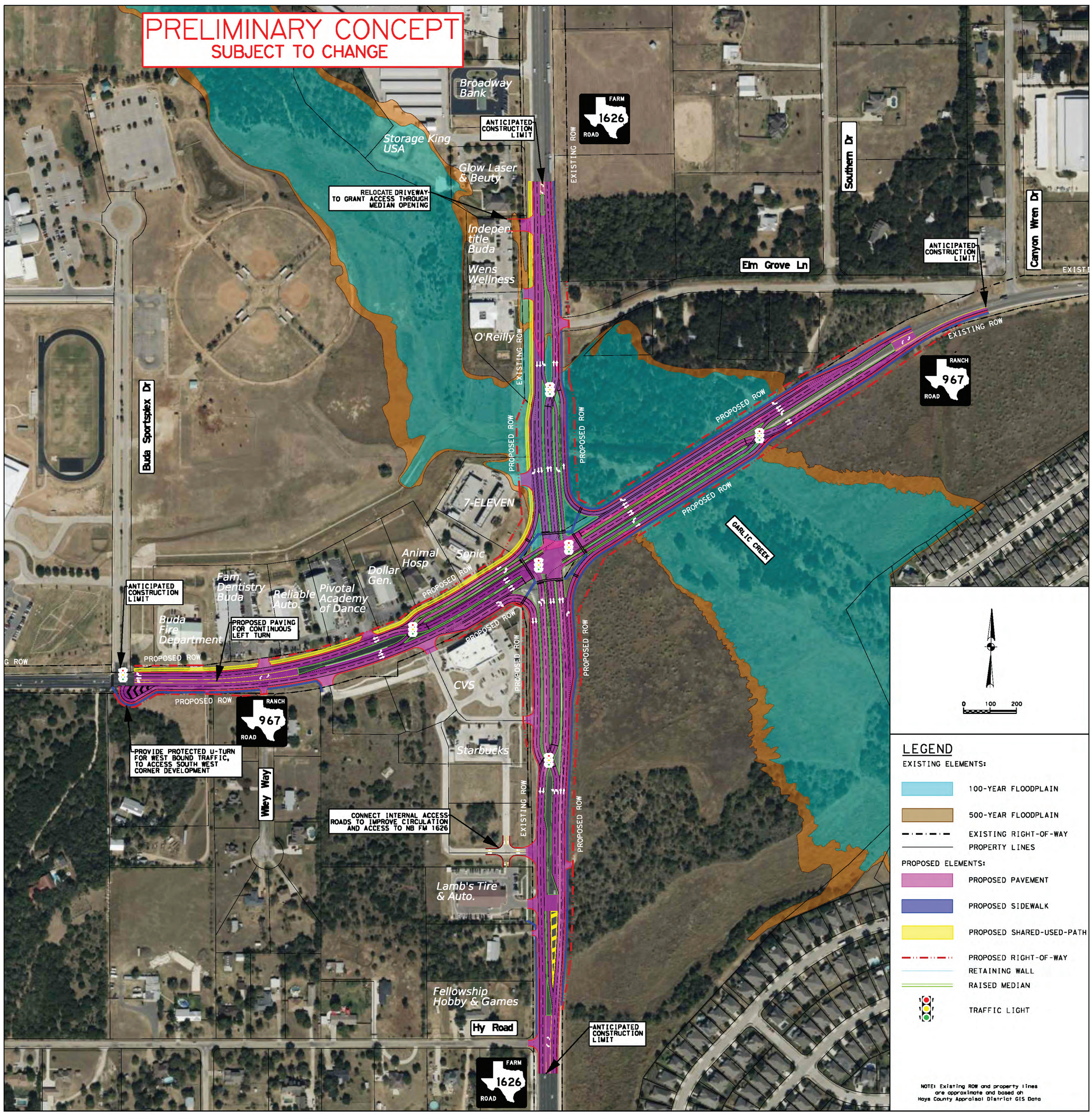
ULTIMATE CONCEPT RECOMMENDED FOR FURTHER STUDY

DISPLACED LEFT TURN ON FM 1626/RM 967

- Compared to the existing configuration, the Full Displaced Left-Turn Intersection concept reduces total intersection delay by more than 75% in the AM peak period and in the PM peak period (forecasted year 2050 traffic).
- The Displaced Left-Turn intersection includes construction of a shared-use path (for bicyclists and pedestrians), sidewalks, and ADA crossings at the intersection.
- Displaced Left-Turns improve safety by reducing conflicts at the main intersection. Research shows they can reduce crashes by more than 25% at an intersection.
- A Partial Displaced Left-Turn is another viable concept that does not include displaced left-turns on RM 967.



Note: Total intersection delay is calculated by summing the peak hour delay experienced by all vehicles passing through the signalized intersection of RM 967 and FM 1626.

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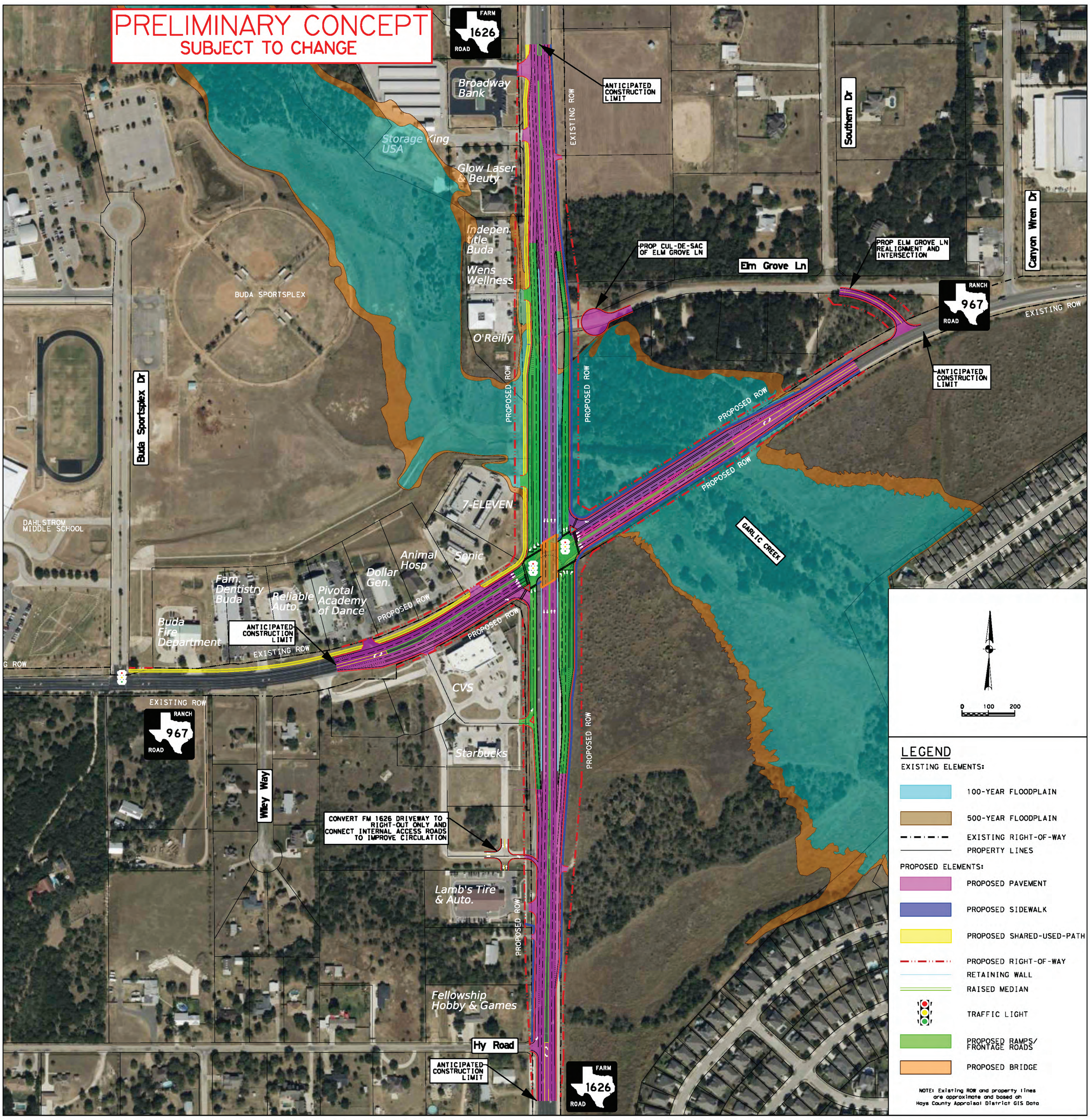
ULTIMATE CONCEPT RECOMMENDED FOR FURTHER STUDY

DIAMOND INTERCHANGE (Overpass/Underpass)

- Compared to the existing configuration, the Diamand Interchange concept reduces total intersection delay by more than 75% in the AM peak period and more than 90% in the PM peak period (forecasted year 2050 traffic).
- The Diamond Interchange includes construction of a shared-use path (for bicyclists and pedestrians), sidewalks, and ADA crossings at the at-grade intersection.
- The Diamond Interchange overpass improves intersection safety by removing the large FM 1626 through traffic movement from the intersection at RM 967.



Note: Total intersection delay is calculated by summing the peak hour delay experienced by all vehicles passing through the signalized intersection of RM 967 and FM 1626.

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FM 1626/RM 967 EVALUATION MATRIX

EVALUATION MATRIX	No Build	Conventional Traffic Signal (Improved Dual LT)	Quadrant Roadway S-W	Quadrant Roadway S-W & N-E	Partial Displaced Left Turn (on FM 1626)	Displaced Left Turn (on FM 1626 & RM 967)	Center Turn Overpass (Grade Separated)	Diamond Interchange	Diverging Diamond Interchange
Mobility									
Traffic Flow Benefit									
AM									
PM									
Safety & Multimodal Travel									
Safety Impact									
Affect on Multimodal Connection									
Economic Development & Sense of Place									
Right of Way Impact									
Property Access Impact									
Potential Environmental Impact									
Aesthetic Alignment									
Community Support									
Cost & Constructability									
Effort to Construct									
Total Project Cost									

Major improvements, minor or no impacts or costs

Good improvements, intermediate impacts or costs

Moderate improvements, moderate impacts or costs

Intermediate improvements, significant impacts or costs

Minor or no improvements, major impacts or costs

MOBILITY

Traffic Flow Benefit: Measures how much the design reduces congestion and improves traffic movement.

SAFETY & MULTIMODAL TRAVEL

Safety Impact: Looks at how well the design improves safety and reduces the risk of crashes.

Affect on Multimodal Connection: Evaluates whether the design supports people walking, biking, and using mobility aids with safe, connected facilities.

COST & CONSTRUCTABILITY

Effort to Construct: Estimates construction complexity, traffic shifts, and duration.

Total Project Cost: Estimates how much the project would cost to build, from low to very high investment levels.

ECONOMIC DEVELOPMENT & SENSE OF PLACE

Right of Way Impact: Considers how much new land (outside the current roadway) would be needed for construction.

Property Access Impact: Reviews how the design affects access to homes, businesses, and driveways.

Potential Environmental Impact: Assesses potential effects on sensitive areas like floodplains, wetlands, and protected lands.

Aesthetic Alignment: Looks at opportunities to improve the visual appeal and character of the corridor.

Community Support: Reflects the level of public and stakeholder support or concerns shared during outreach.

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NEAR, MID, AND LONG-TERM RECOMMENDATIONS

NEAR-TERM (1 TO 5 YEARS)

- TxDOT **initiate National Environmental Policy Act (NEPA) process** for FM 1626 / RM 967 intersection improvements
- **Feasibility Study** to add capacity to RM 967
- **Buda Thoroughfare Plan** study to evaluate new roadway connections providing alternative routes west of FM 1626
- TxDOT design, funding, and construction of **interim FM 1626/RM 967 intersection improvements,** in partnership with Buda
  - **Extend westbound right turn** approach to FM 1626
  - **Add dual left turns** from northbound FM 1626 to westbound RM 967

MID-TERM (6 TO 10 YEARS)

- TxDOT/Buda **secure funding** for ultimate intersection and any related thoroughfare improvements
- **Right-of-way acquisition** and utility relocations

LONG-TERM (10+ YEARS)

- TxDOT **construction of ultimate improvements** at FM 1626 and RM 967
- Buda **construction of any related city thoroughfare improvements** (if necessary)

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PROJECT DEVELOPMENT PHASES

IDENTIFY A NEED

Needs are identified through a variety of sources at the local, state, or federal level. This step represents the first opportunity for public input into a potential new project. TxDOT also monitors highway system performance to support need identification.

ASSESS NEED *Up to 1 year*

TxDOT conducts analyses related to safety, congestion, and other needs. An initial project concept and preliminary funding strategy are developed.

ADVANCED PLANNING *1–2 years*

For large, complex, and new-location projects, TxDOT conducts planning studies to explore project design alternatives prior to performing more detailed, expensive analyses. Public involvement is essential.

ENVIRONMENTAL & DESIGN STUDIES *1–3 years*

Many types of projects require preliminary design and examination of environmental and community impacts. For many projects, this stage involves a high level of public engagement.

DESIGN, RIGHT OF WAY, UTILITIES & OTHER PREP *2 years*

At this stage, the project is fairly well defined and details of project construction are being addressed, including acquiring right of way, moving utilities, and other construction preparation.

1.5–3 years CONSTRUCTION

In order to move forward to construction, a project must be fully designed and have all funding identified. Public information about construction activities is critical to ensure public safety and address construction-related traffic.

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VIABLE CONCEPT EXAMPLES

CONVENTIONAL TRAFFIC SIGNAL

Main St and East Loop Street, Buda

DISPLACED LEFT TURN

Ronald Regan Blvd. and Whitestone Blvd., Cedar Park

QUADRANT ROADWAY

State Route 4 at State Route 4 Bypass/Ross Road, Fairfield, Ohio

DIAMOND INTERCHANGE

Wurzbach Parkway and Thousand Oaks Drive, San Antonio

DIVERGING DIAMOND INTERCHANGE (DDI)

Slaughter Lane and La Crosse Ave., Austin

CENTER TURN OVERPASS

3D Visualization provided by Virginia DOT

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

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

WE ARE HERE

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/B5XPV2Q

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, SEPTEMBER 10, 2025