

CAMPO is the Metropolitan Planning Organization encompassing Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties.

Led by a board of 20 elected officials and agency representatives from across the region, CAMPO is committed to addressing the needs and concerns of stakeholders and ensuring the benefits of our ever-expanding and evolving transportation network are felt equally across demographics in rural, urban, and suburban areas. In addition to partnering with local transportation organizations and local governments, CAMPO conducts research on mobility issues that impact individuals and the six-county region at large. As the regional forum for cooperative partnership in transportation, the organization stands on its core pillars of communication, equality and accessibility, and progress.

Tell us what you think and stay involved in the process.

- Take a survey
- Share comments at a meeting or by mail/email
- Invite us to your meeting or event
- Visit with your local government
- Get involved on social media or via email
- Share this information with others in your community



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CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION



Regional Arterials Plan (RAP)

CAMPO is developing a Regional Arterials Plan to provide mobility choices that are safe, convenient, reliable, and efficient.

An arterial is a road that connects to highways, local streets, and destinations. They are smaller than a major highway such as I-35, but larger than a local neighborhood street and range in size from two to six lanes.

Within the CAMPO region, arterials are used frequently to commute between home, work, and school.



Parmer Lane



SH 21



FM 969

Arterials exist in large cities and small communities. In rural areas without a major highway, arterials connect communities and provide a way for longer distance travel. In areas with major highways, arterials can be used for short trips, which helps free up traffic on the major highways meant for long distance travel.

Arterials make up
58%
of the regional network

Arterials serve
75%
of regional travel

An increase of
51%
in expected demand
over the next 20 years

Draft Vision: To facilitate a framework for the realization 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.



»» Regional Arterials Plan (RAP)

Planning Process

Developing the Plan involves coordinating with regional partners including local governments, transportation entities, community organizations, and the public. A steering committee offers guidance and provides direction.



- Consider existing local transportation plans
- Evaluate environmental factors and demographics
- Develop a travel demand model
- Gather input on existing conditions and needs



- Analyze the travel model
- Identify illustrative projects
- Develop pattern book and plan concepts
- Share concepts for feedback



- Develop prioritized and illustrative networks
- Identify policy and traffic management recommendations
- Develop Draft Plan and share for feedback
- Incorporate feedback to refine and finalize plan

Draft Goals and Objectives

Safety – Improve safety for arterial road users

- Reduce severity and number of crashes for all modes
- Reduce emergency response times
- Enhance evacuation efficiency

Mobility – Improve network connectivity to reduce travel times and distance as well as evacuation and emergency response

- 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 freeway/highway network for short trips
- Unlock economic development/redevelopment opportunities
- Utilize improved technology to increase efficiency of travel

Multimodal – Design multimodally to move people and goods.

- Design the roadway network for all modes
- Design arterials for all ages (think from age 8 to 80)
- Design lane types with flexibility and multimodal accommodations in mind
- Design arterials that are freight and transit supportive

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

- Improve alignment of road functionality with evolving road character
- Consider freight and delivery needs
- Allow equitable access as an economic development tool
- Develop a network and roadway design that improves health risk factors

Growth – Manage future growth more effectively.

- Manage growth through a more developed street network that more effectively accommodates a diverse range of developmental types
- Prepare for future land use opportunities
- Identify right of way, preservation, and reservation for future corridors or redevelopment of existing underperforming corridors that no longer serve their intended purpose
- Use available policy tools creatively to achieve growth objectives
- Promote a network that supports a wide range of housing choice near employment

Environment – Protect and preserve the environment.

- 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