



WELCOME

# REGIONAL SAFETY ACTION PLAN OPEN HOUSE 2

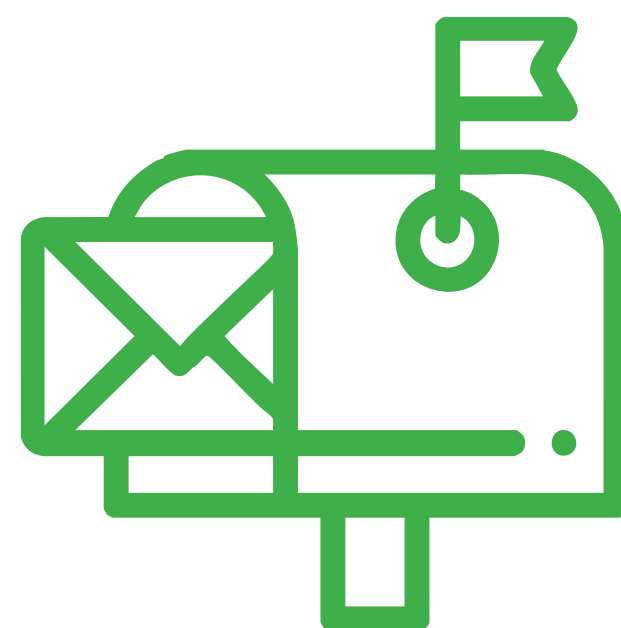
**ONLINE OPEN HOUSE**

Friday, Feb. 14, 2025  
through Friday, March 14, 2025

**Learn about the plan  
Share your input**



Complete a survey  
[bit.ly/SurveyRSAP](https://bit.ly/SurveyRSAP)



Mail comments to  
**CAMPO RSAP Team**  
c/o CD&P  
PO Box 5459  
Austin, TX 78763



Email comments to  
[comments@campo-rsap.com](mailto:comments@campo-rsap.com)

All comments must be submitted by

**FRIDAY, MARCH 14, 2025**



## WHAT IS CAMPO?

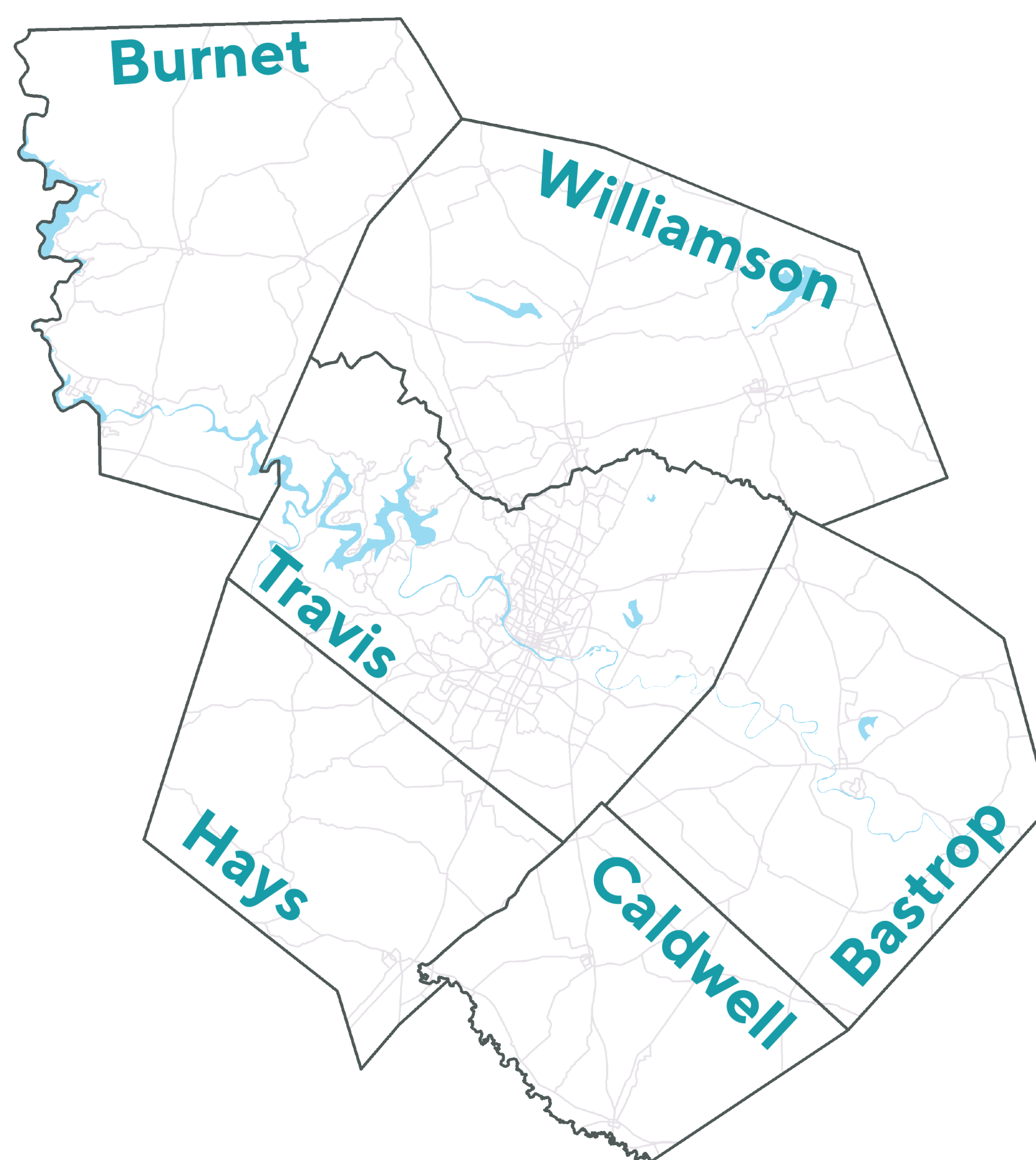
The Capital Area Metropolitan Planning Organization (CAMPO) is the Austin region's transportation decision-making body, coordinating regional transportation planning between counties, local governments and transportation agencies. The organization is made up of a 22-member Transportation Policy Board (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. MPOs are required in areas with a population greater than 50,000.

## WHERE IS CAMPO?

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



## WHAT DOES CAMPO DO?

CAMPO closely coordinates with local governments and transportation agencies, such as TxDOT, Capital Metro and CARTS, in planning for regional transportation improvements. This includes working directly with local governments on technical studies related to transportation and economic development. However, CAMPO does not construct projects – that responsibility lies with project sponsors, such as cities, counties, and transportation agencies.

CAMPO is responsible for creating two primary regional planning documents -- one long-range and one short-range:

- The Regional Transportation Plan (RTP) is a 20+ year plan, which is adopted every five years, and;
- The Transportation Improvement Program (TIP), which is adopted every two years but covers a four-year window.



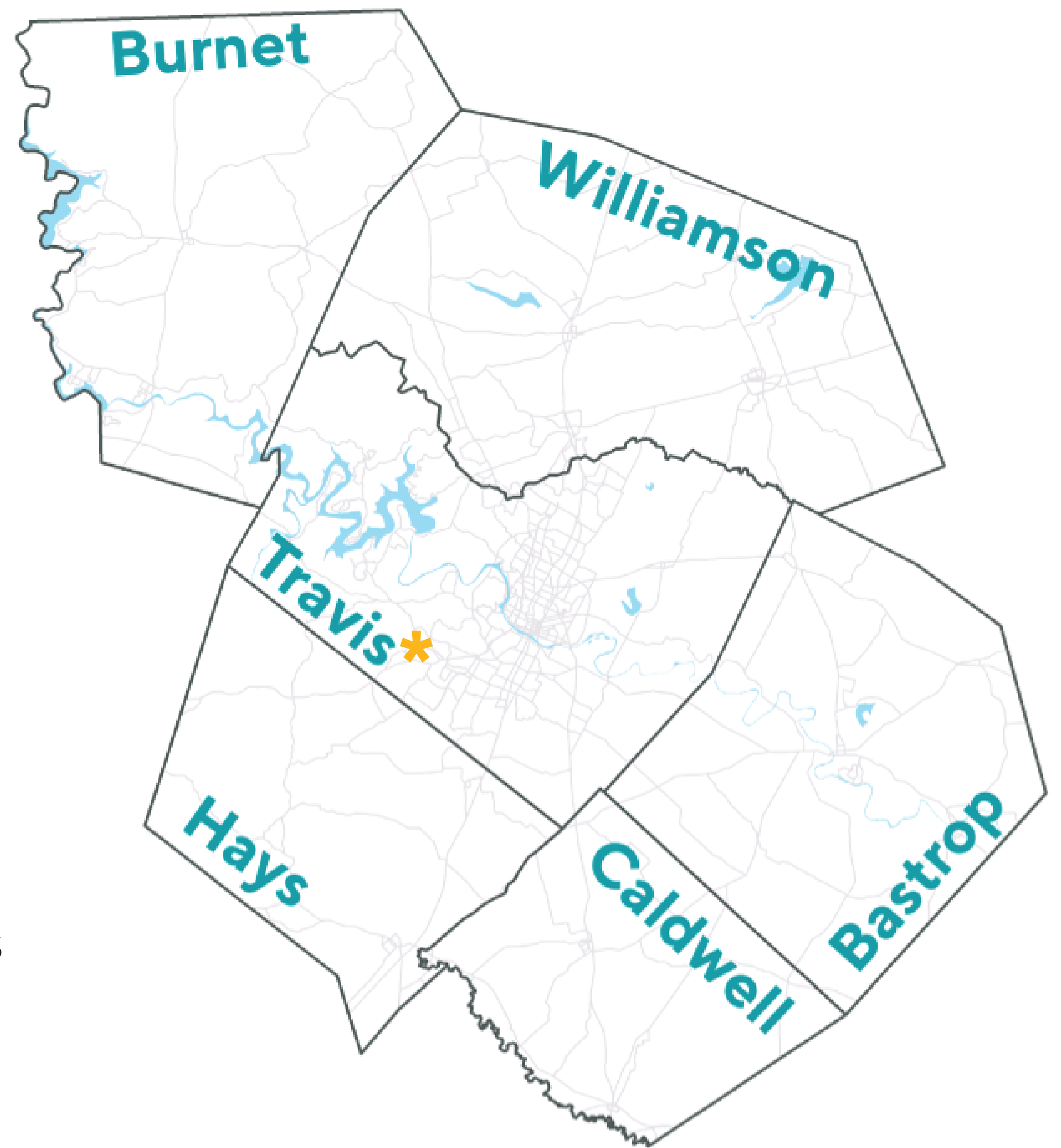


# ABOUT THE REGIONAL SAFETY ACTION PLAN

## PLAN OVERVIEW

**CAMPO** is developing a **Regional Safety Action Plan (RSAP)** to enhance traffic safety across its six-county region. The plan aims to reduce and eventually eliminate fatal and serious-injury crashes while improving transportation systems for all users, including **pedestrians, cyclists, public transportation users, and drivers.**

This comprehensive and data-driven effort will address the broader regional safety needs and provide access to additional funding resources. It will also include county-specific plans for **Bastrop, Burnet, Caldwell, Hays, and Williamson counties.** Each of these plans will be integrated into the overarching RSAP, ensuring a coordinated approach to safety across the region.



\*A separate safety action plan for Travis County is being developed and will be integrated into the RSAP, ensuring local insights and solutions are reflected in the regional strategy.

## THE RSAP WILL FOCUS ON SEVERAL KEY AREAS:

- › Revising road designs
- › Recommending policy changes
- › Improving traffic enforcement
- › Enhancing educational programs and supporting the development of road safety culture in the region
- › Infrastructure improvements to address investment in vulnerable communities





# THE SAFE SYSTEM APPROACH

The RSAP will be developed using the Safe System Approach, which is a framework designed to create a safer transportation system and reduce fatal and serious-injury crashes for all road users. The approach emphasizes strengthening five elements of a safe transportation system: **safe road users, safe vehicles, safe speeds, safe roads, and post-crash care**. Road users, law enforcement, emergency services and roadway engineers also share the responsibility to ensure safety on roadways. Together, these elements serve as layers of protection to prevent crashes from happening and minimize the harm caused when crashes do occur.

## THE PRINCIPLES OF THE SAFE SYSTEM APPROACH ARE:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial



Source: Federal Highway Administration







# DRAFT VISION, GOALS AND OBJECTIVES

## VISION:

***The streets and roads in the CAMPO region are safe, accessible, and well-connected for all road users of all abilities – pedestrians, cyclists, transit users, and drivers.***

## GOALS:

- › Reduce the number of fatal and serious-injury crashes in the CAMPO region by half by 2035.
- › Reduce the number of fatal and serious-injury crashes in the CAMPO region to zero by 2050.

## OBJECTIVES:

### Traffic

- › Reduce the number of bicycle and pedestrian fatal and serious-injury crashes in the CAMPO region.
- › Reduce emergency and incident response time to crash events throughout the CAMPO region.
- › Reduce the number of secondary crashes throughout the CAMPO region.
- › Reduce fatal and serious-injury roadway departure and lane departure crashes.\*
- › Reduce the number and severity of crashes at intersections or related to intersections.

### Culture

- › Educate the public in the CAMPO region on their role in keeping their streets and roads safe to create a prosocial traffic safety culture.
- › Educate younger and older drivers on safe transportation practices.

### Active Transportation

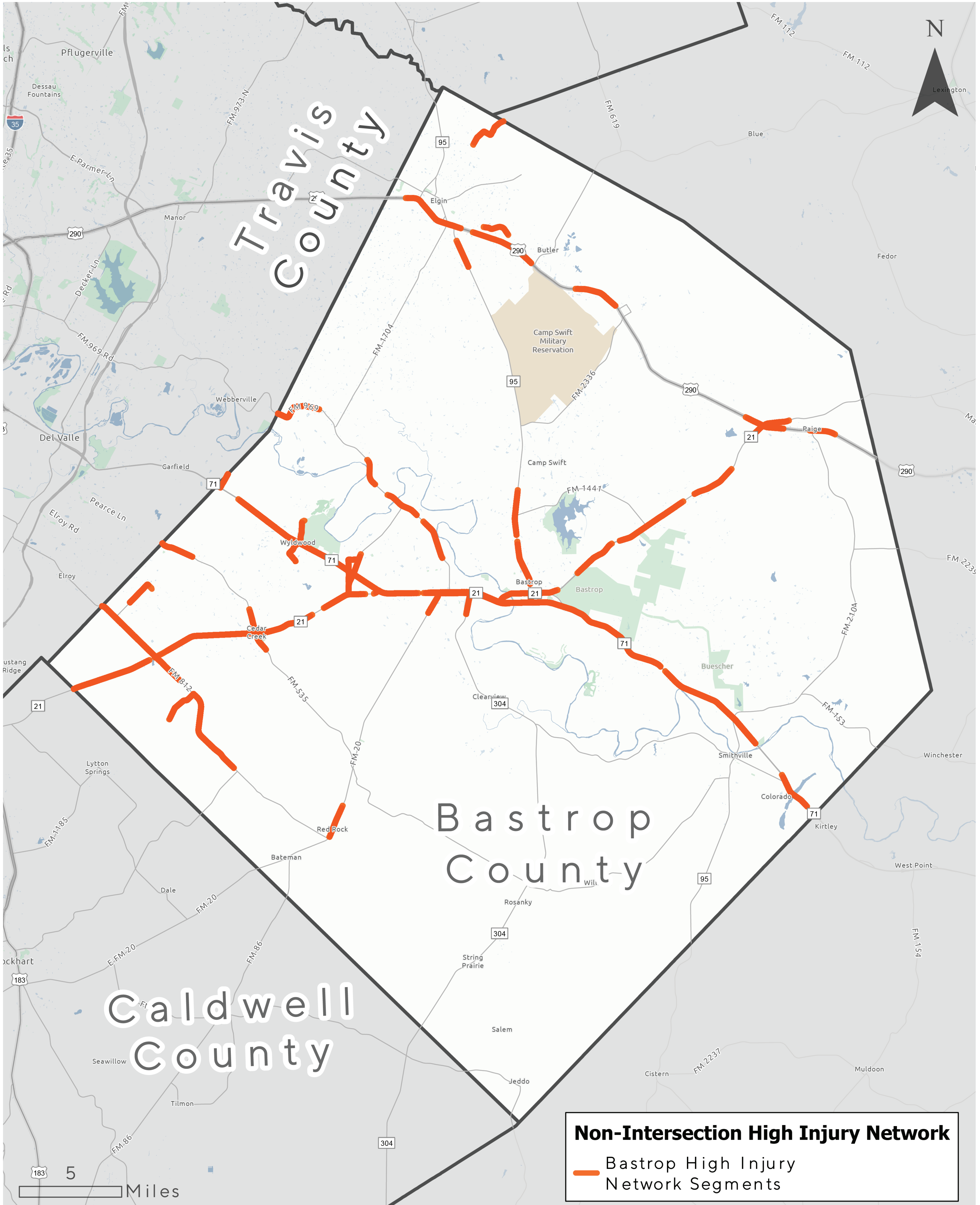
- › Connect key corridors throughout the CAMPO region so that pedestrians and cyclists have safe access and connections to different parts of the region that do not require a personal vehicle.
- › Provide and maintain a safe, efficient, reliable, and well-connected intraregional transit system throughout the CAMPO region.

*\* As defined by the Texas Strategic Highway Safety Plan, the Roadway and Lane Departures emphasis area encompasses two crash types pertaining to difficulties with lane keeping: single motor vehicles that run off the road (SVROR) and head-on collisions.*





# HIGH INJURY NETWORK SEGMENTS: BASTROP

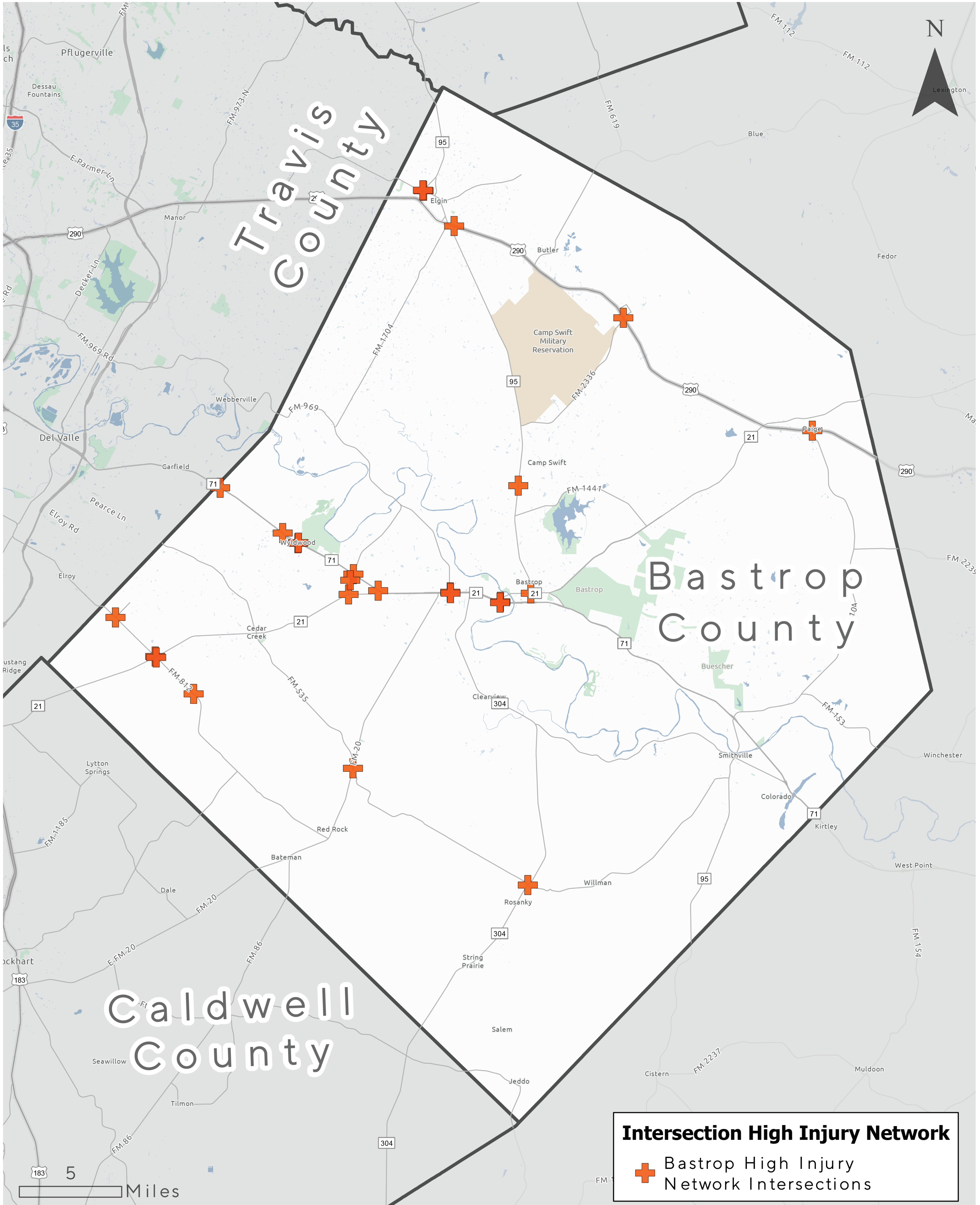


**NOTE:** The High Injury Network (HIN) highlights the roadways and intersections where a disproportionate share of traffic crashes, including fatal and serious injury crashes, occur.





# HIGH INJURY NETWORK INTERSECTIONS: BASTROP



**NOTE:** The High Injury Network (HIN) highlights the roadways and intersections where a disproportionate share of traffic crashes, including fatal and serious injury crashes, occur.





# SEGMENT SAFETY COUNTERMEASURES

## Roadway Lighting

treats dark roadway conditions



## Access Management

such as medians, pavement markings



## Roadway Departure Improvements

such as wide shoulders, rumble strips, fixed object treatments, and medians



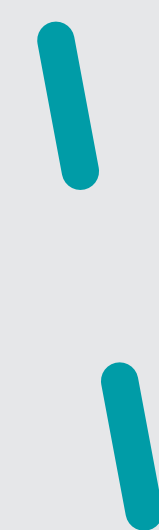
## Speed Management

such as rumble strips, feedback signs, etc.



## Warning Signage and Detection

such as curve warnings, wrongway detection, etc.





# INTERSECTION SAFETY COUNTERMEASURES

**Intersection Lighting**  
treats dark intersection conditions



**Roundabout Design**  
to help reduce angle crashes



**Intersection Re-Design and Realignment**  
such as adding dedicated left and right turn lanes, utilizing innovative intersection designs, etc.



**Signal Improvements**  
such as improved coordination and timing design, etc.



**Timing Enhancements**  
such as protected left turns and leading pedestrian intervals.



**Additional Signage and Pavement Markings**



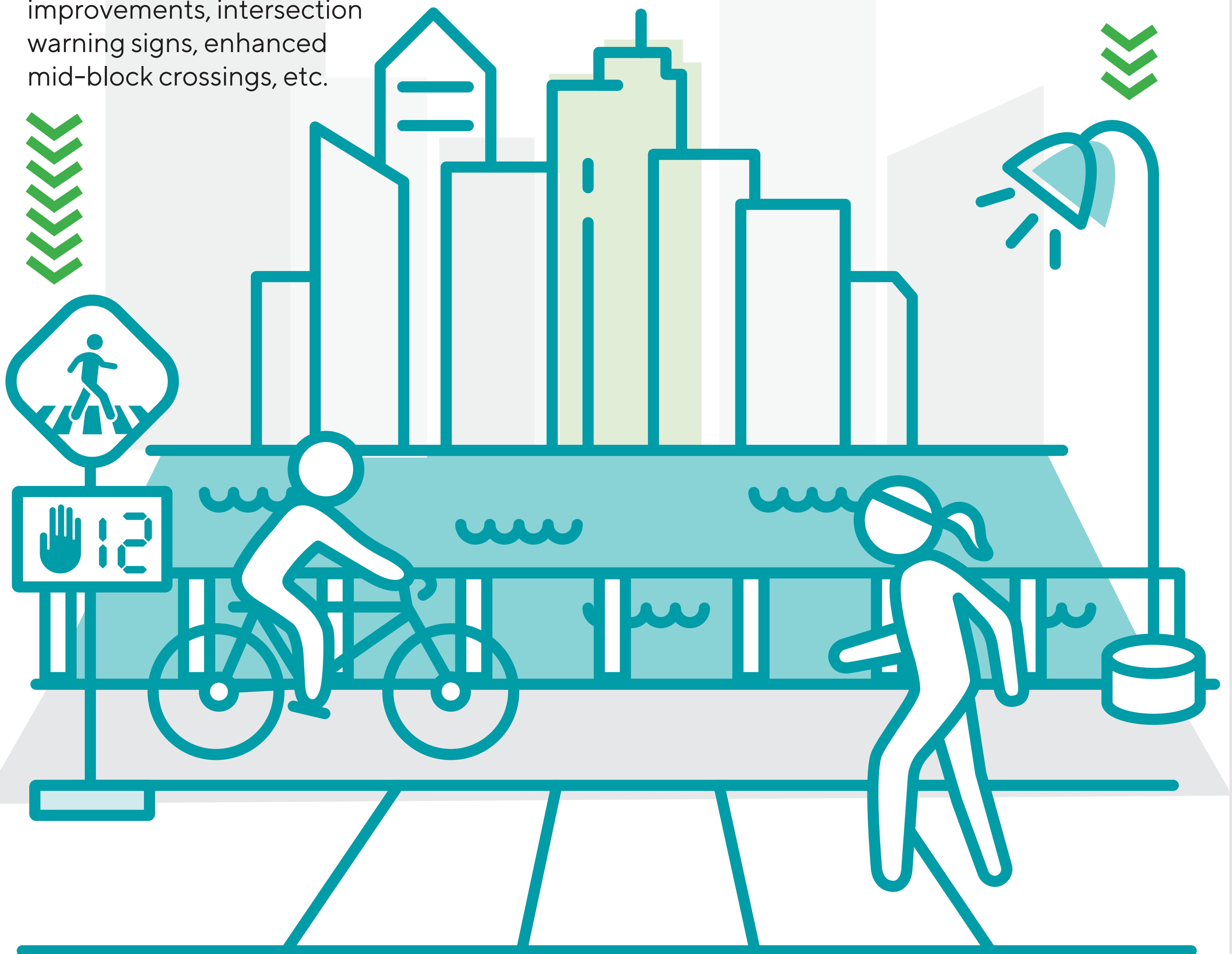
# PEDESTRIAN AND BICYCLIST SAFETY COUNTERMEASURES

## Signage, Signalization and Pavement Marking

includes signal timing improvements, intersection warning signs, enhanced mid-block crossings, etc.

## Enhanced Pedestrian Crossings

such as crosswalks, lighting, timing coordination, etc.



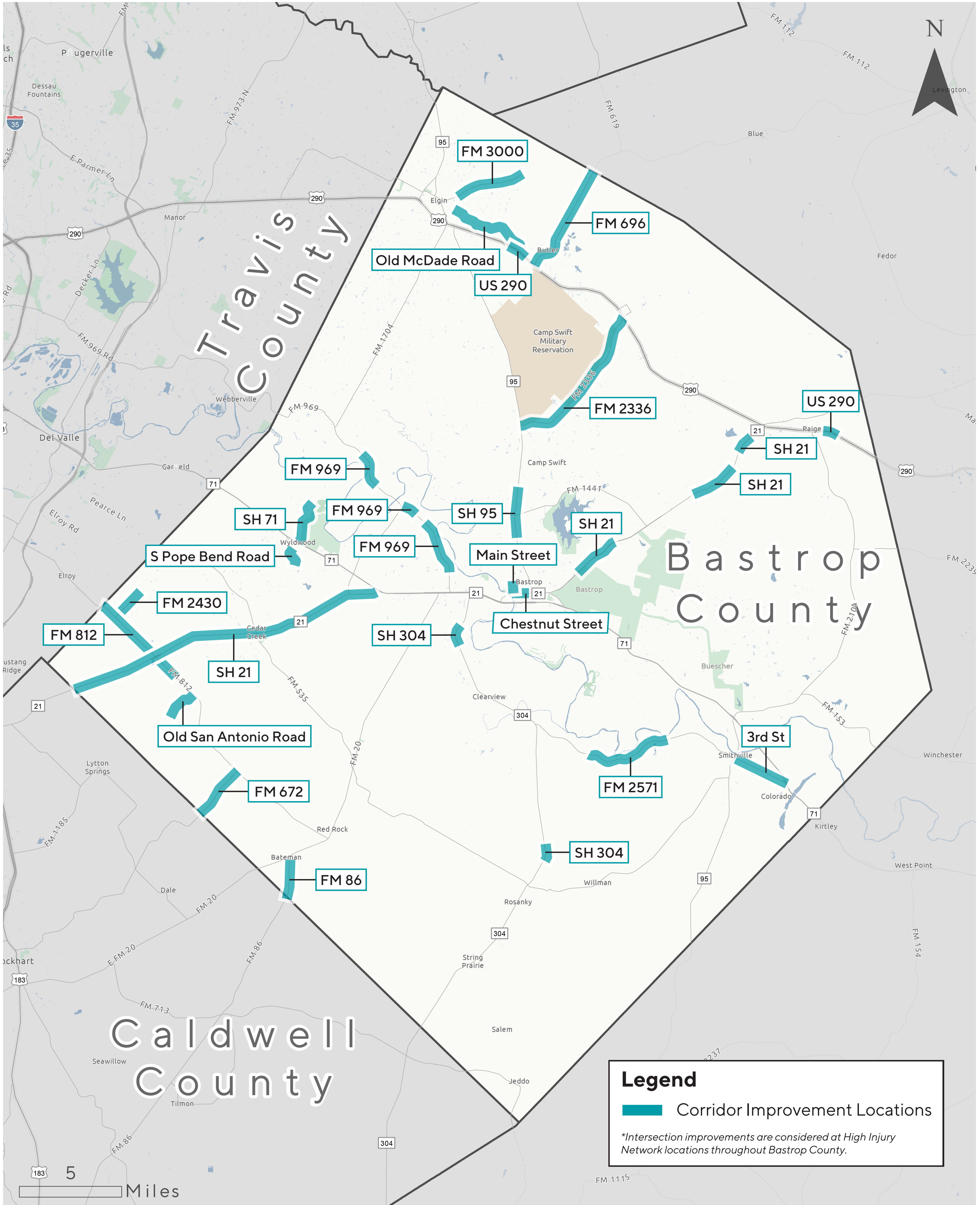
**Dedicated Facilities for Pedestrians and Bicyclists**  
such as shared use paths, bike lanes, and sidewalks

**NOTE:** Pedestrian and Bicyclist Safety Countermeasures are also used in the segment and intersection countermeasures.





# PROPOSED IMPROVEMENT LOCATIONS: BASTROP COUNTY







# PROCESS & TIMELINE

1

**Perform Data Collection and Analysis**  
FALL 2024

- › Analyze the existing transportation network, crash data, and safety information
- › Collect input from the community on safety concerns and locations



2

**Develop and Prioritize Project List, Strategies, and Policy Recommendations**  
WINTER 2024 - SPRING 2025

- › Use community input and data collected to identify and prioritize policy recommendations, projects and strategies
- › Gather community input on the identified policy recommendations and selected projects and strategies

3

**Finalize Regional Safety Action Plan**  
SUMMER 2025

- › Develop and finalize county-level safety action plans
- › Gather community input on the draft Regional Safety Action Plan
- › Finalize the Regional Safety Action Plan with the inclusion of the county-level plans







# HOW TO COMMENT

**REVIEW** MATERIALS

**ASK** QUESTIONS

**SHARE** YOUR THOUGHTS



Contact the project team  
with any questions (512) 651-3964



Email comments to  
[comments@campo-rsap.com](mailto:comments@campo-rsap.com)



Complete a Survey  
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PO Box 5459, Austin, TX 78763

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