

# Truth is Stranger than Fiction:

Austin's \$35 billion plan for making traffic ten times worse  
-- and what you can do about it.

Bill Bunch, Executive Director  
Save Our Springs Alliance

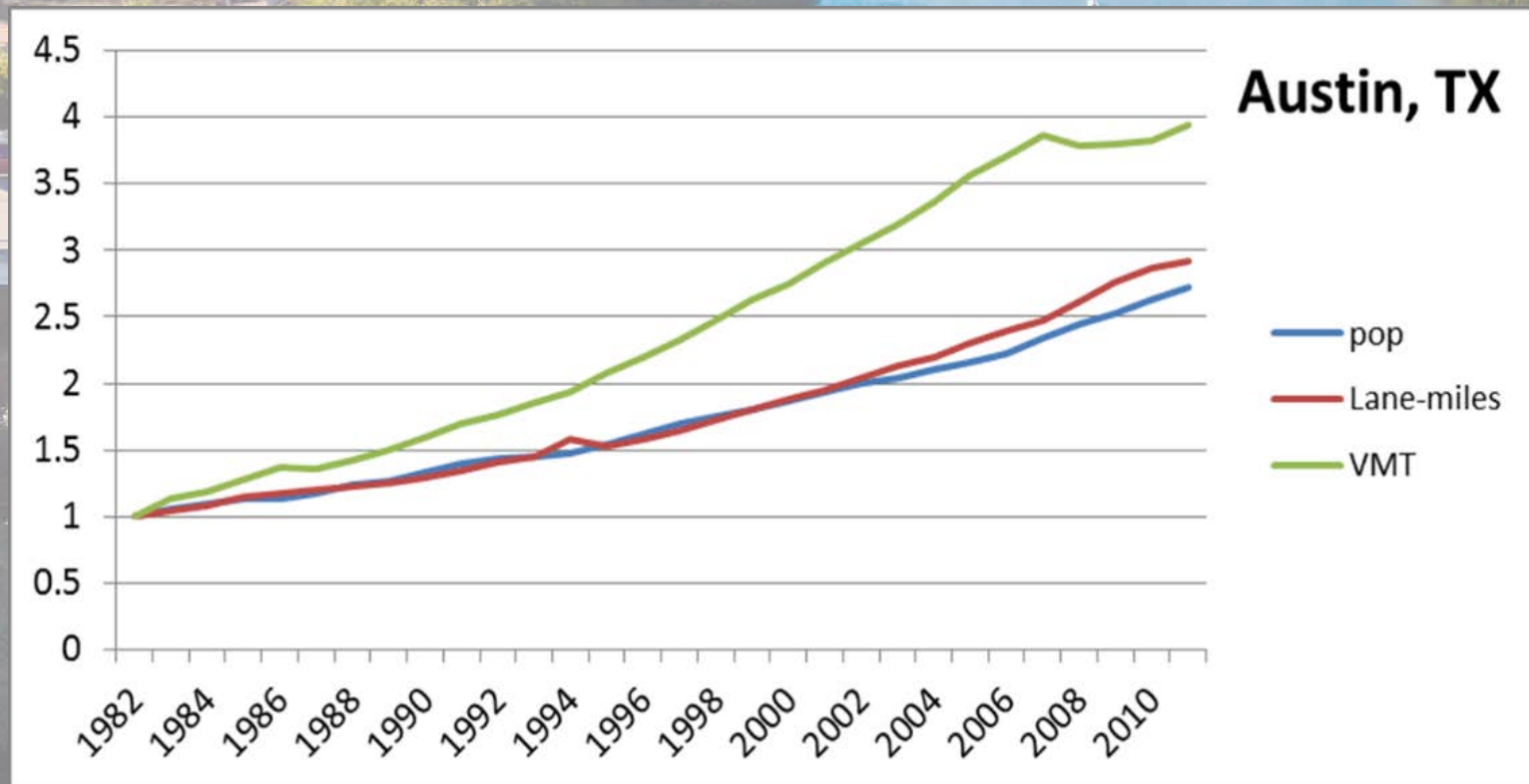


Figure 1. Growth of Population, Highway Lane Miles, and Vehicle Miles Traveled in the Austin Urbanized Area (1982-2011)



## Growth Concept Map

### Legend

- Regional Center
- Town Center
- Neighborhood Center
- Activity Corridor
- Activity Centers for Redevelopment in Sensitive Environmental Areas
- Job Center
- Current Open Space
- Future Open Space
- Barton Springs Contributing Zone
- Barton Springs Recharge Zone
- College / University

### Transportation

- High Capacity Transit Stop
- ⋄ Proposed High Capacity Transit Stop
- High Capacity Transit
- Highway
- Other Streets

### Boundaries

- City Limits
- ETJ
- County Boundaries

The Growth Concept Map applies the Imagine Austin vision statement to the city's physical development. Generated through a public scenario-building process, it defines how we plan to accommodate new residents, jobs, mixed use areas, open space, and transportation infrastructure over the next 30 years.

**Map Disclaimers:** A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries. This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. This product has been produced by the Planning and Development Review Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

Adopted June 15, 2012



Downtown Regional Center and Neighborhood Planning Areas

1 mile N



## Roadway Networks

## Roadway Projects

- New Highway
- Expanded Highway
- New Arterial
- Expanded Arterial
- Express Lane

## Transportation

-  Highway  
 Other Streets  
 High Capacity Transit  
 Existing Rail

## Boundaries

-  City Limits  
 ETJ  
 County Boundaries

### Centers / Key Pedestrian and Cyclist Areas

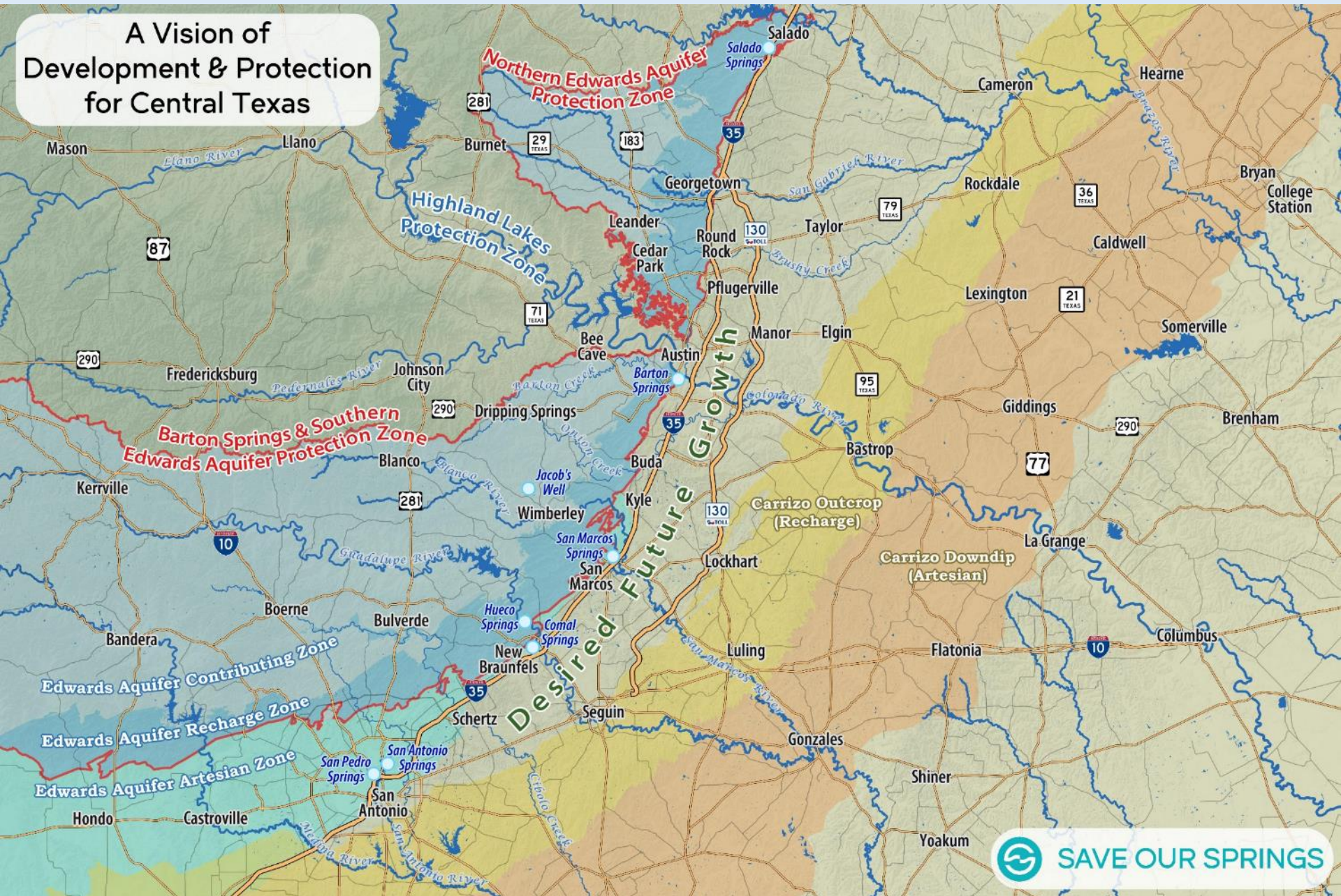
- Regional Center
- Town Center
- Neighborhood Center
- Job Center
- Activity Corridor
- Activity Centers for Development in Sensitive Environmental Areas

The future roadway networks includes existing roads, planned extensions, new arterial roads, and capacity improvements such as creating additional travel lanes.

Adopted June 15, 2012



# A Vision of Development & Protection for Central Texas



# **Unsupportable Demographic Forecasts Lead to Broken CAMPO 2040 Regional Transportation Plan**

Norman L. Marshall  
President

May 2016

Prepared for the  
Save Our Springs Alliance





## Appendix G: Performance Measures

### Definitions

TOD: Time of Day

AM: Morning Peak

Percent Congested by Time of Day

TOD	2010	E+C	No Build	Preferred Scenario
AM	0.70%	0.94%	13.66%	9.41%
MD	0.37%	0.53%	6.33%	4.41%
PM	1.53%	1.98%	19.86%	14.14%
NT	0.04%	0.09%	2.34%	1.30%

Figure 9: Congestion in CAMPO's Regional Transportation Plan<sup>4</sup>

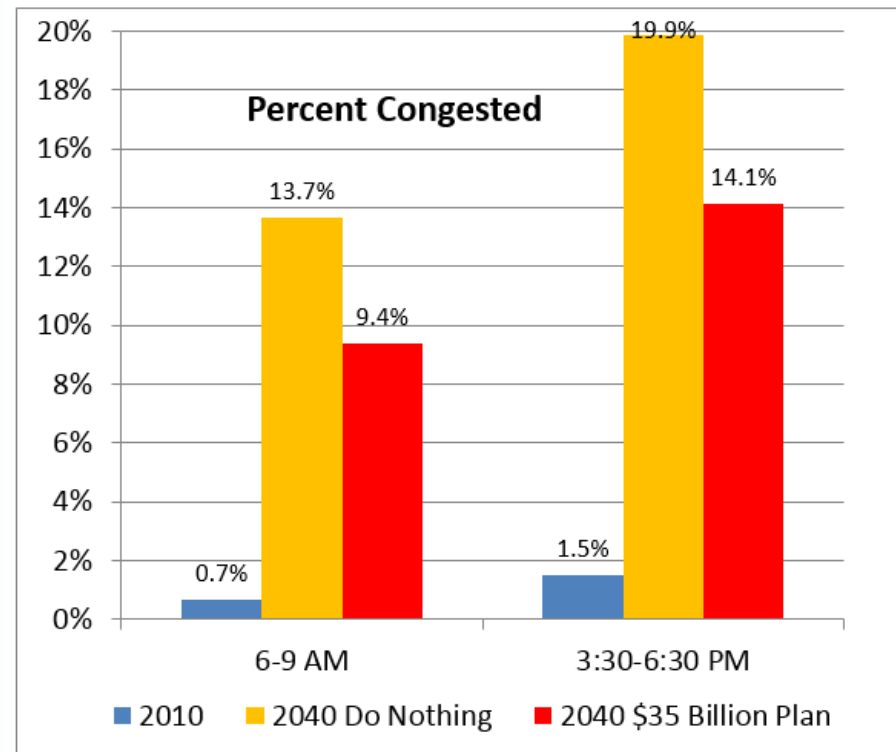


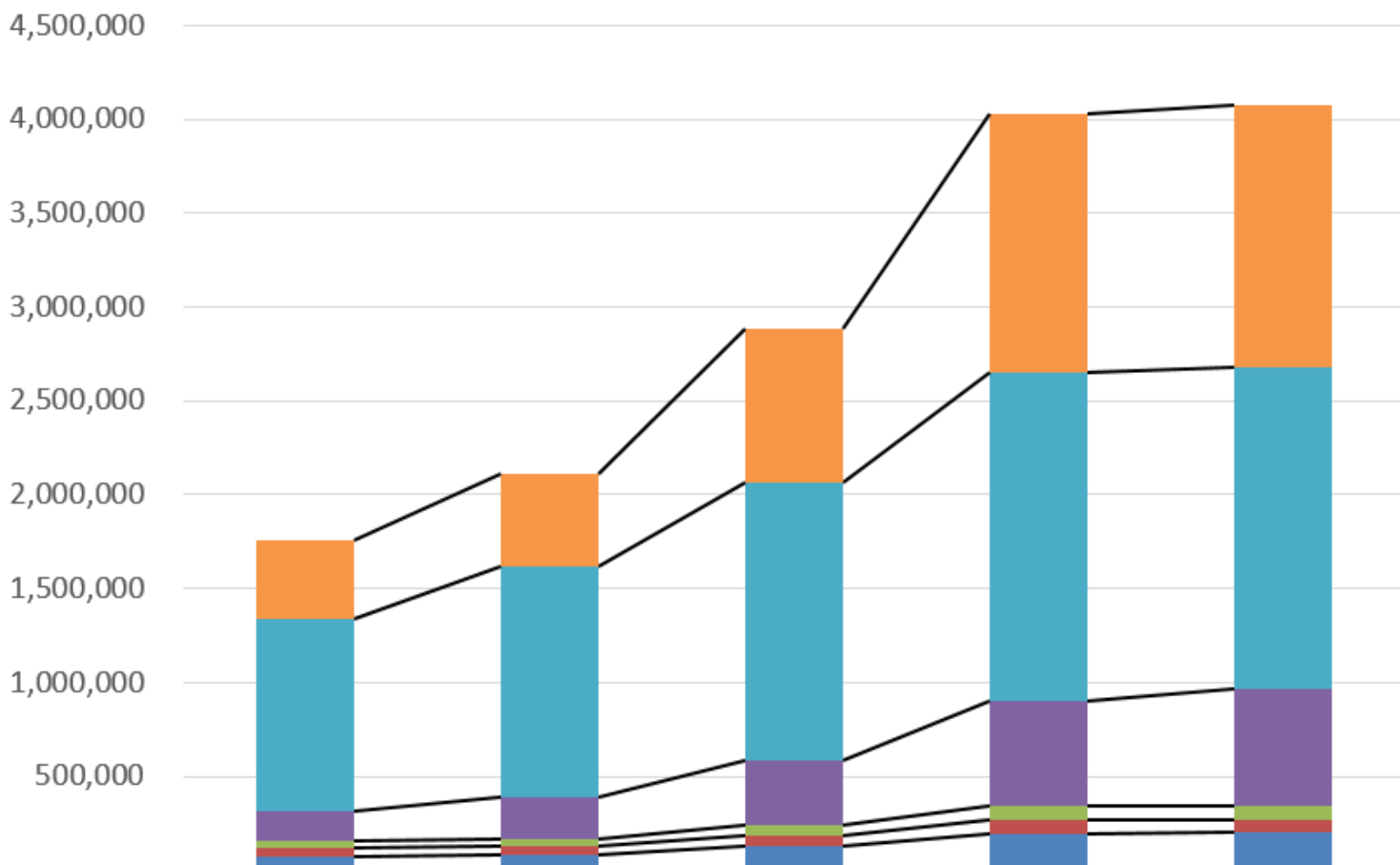
Figure 1: CAMPO 2010 model over-capacity roadways (newest 2040 version)



Figure 2: CAMPO 2040 model over-capacity roadways (newest 2040 version)



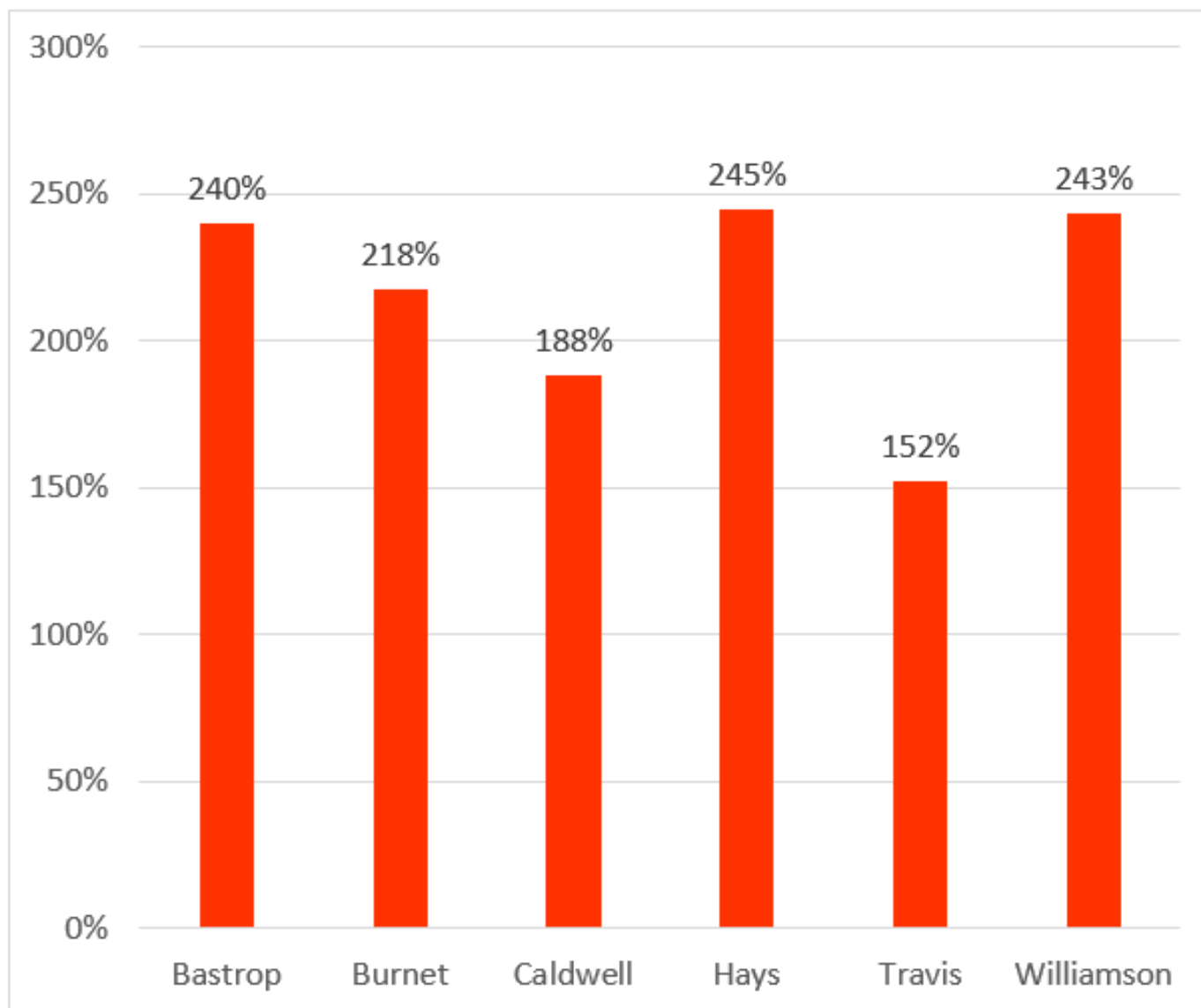
Figure 1: 2010 Population, 2040 OSD, and CAMPO Projections by County



	2010	2040 OSD Low	2040 OSD Recommended	2040 OSD High	2040 CAMPO
Williamson	422,679	486,570	825,127	1,380,749	1,401,915
Travis	1,024,266	1,232,915	1,474,822	1,749,761	1,709,791
Hays	157,107	218,271	346,625	556,982	621,291
Caldwell	38,066	42,586	57,444	77,373	74,582
Burnet	42,750	44,408	56,473	71,614	72,618
Bastrop	74,171	82,528	125,914	195,452	198,263



Figure 2: CAMPO Population Growth 2010-2040 Compared to OSD Population Growth 2010-2040



*Figure 3: 2010-2040 Job Growth Projections for the CAMPO Region with Alternative Population (“pop”) and Labor Force Participation Rate (“LFPR”) Assumptions*

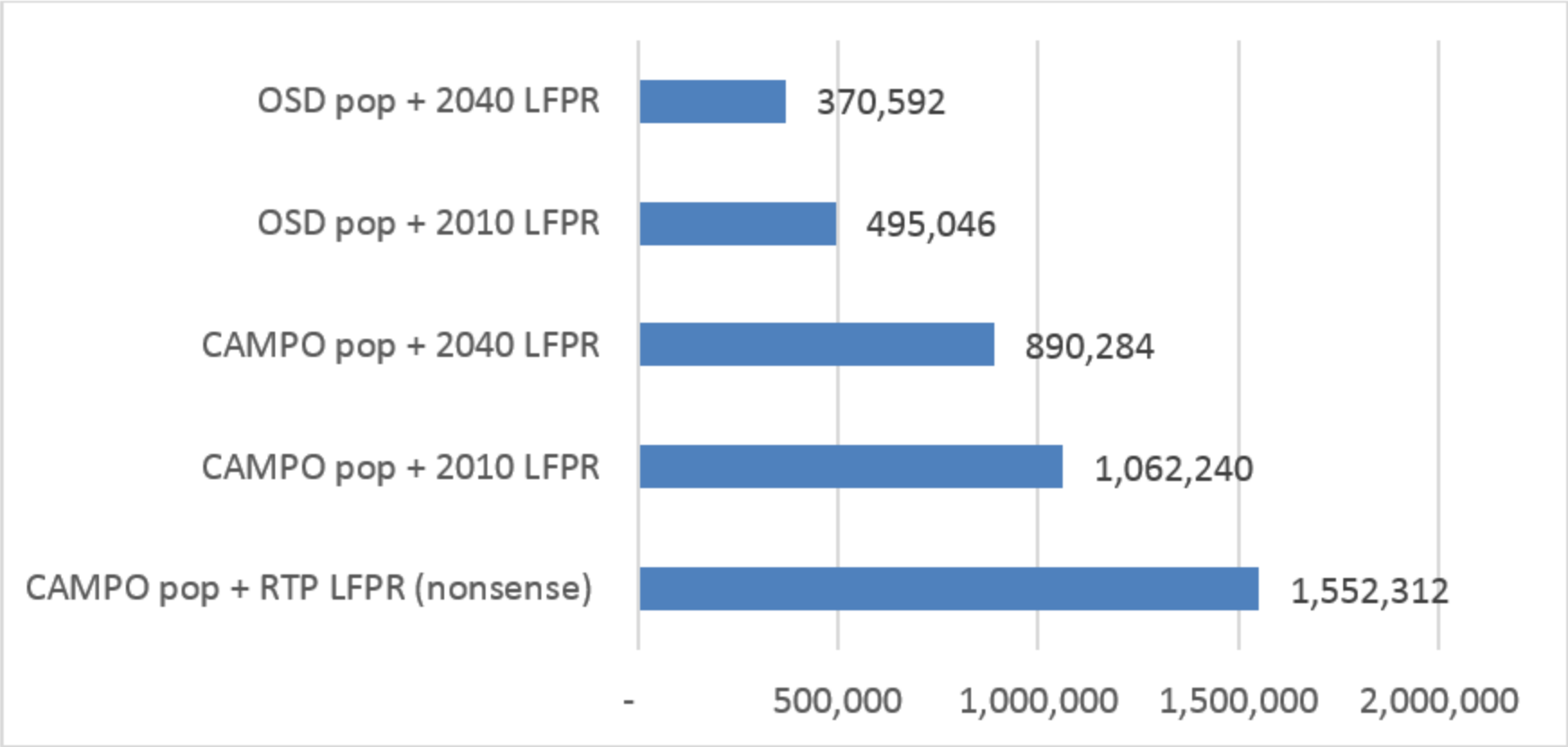
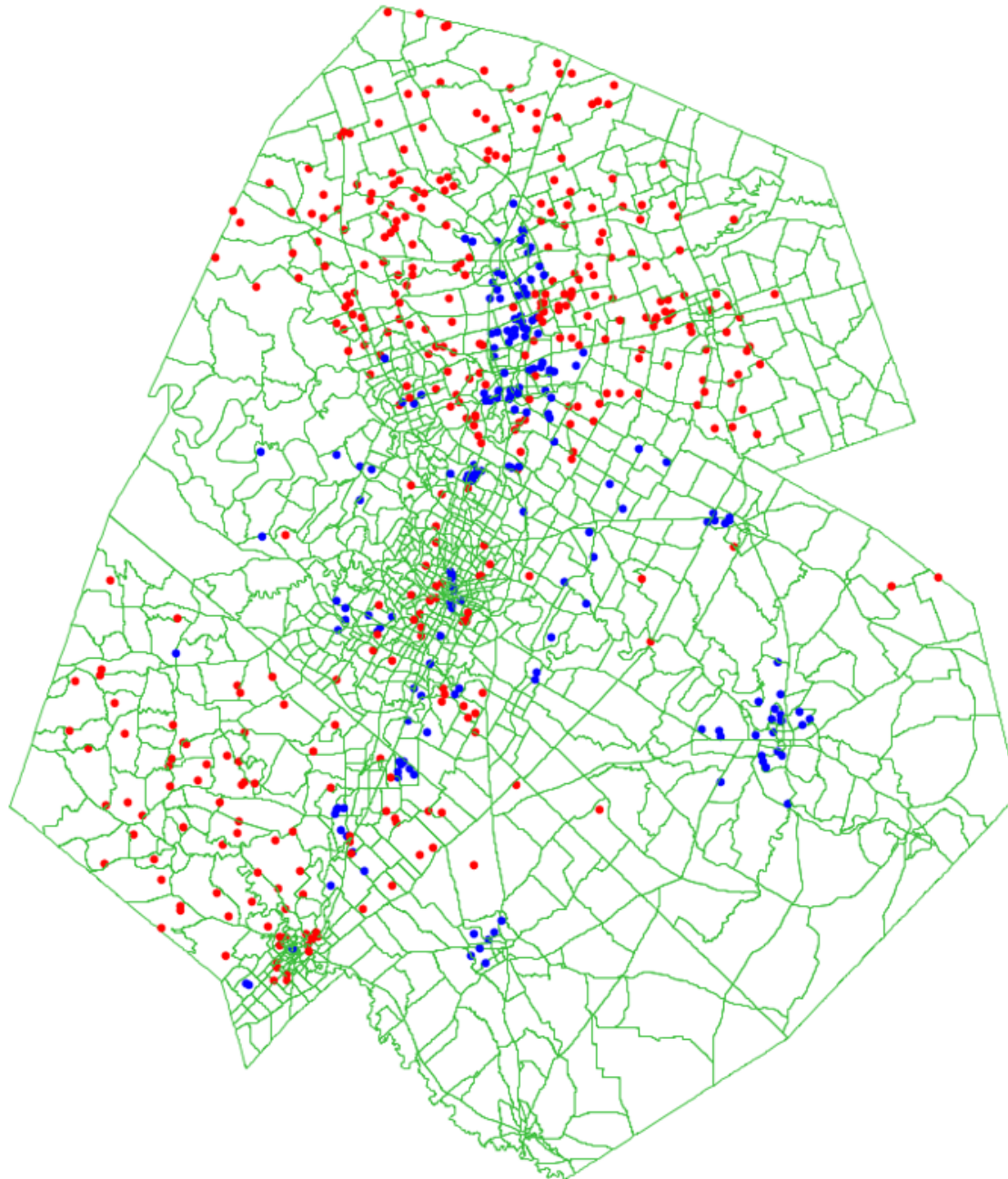
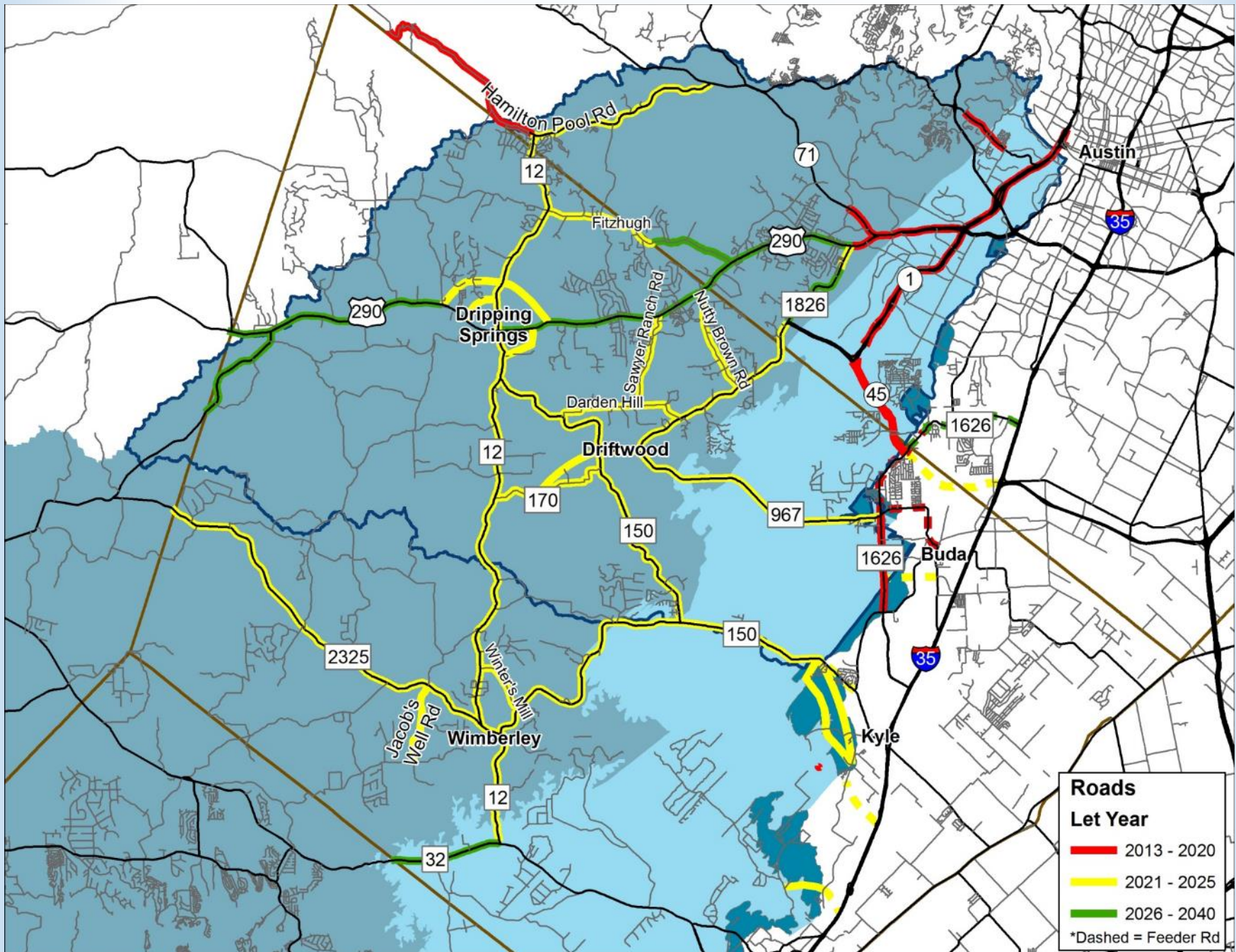




Figure 12 Red Dots = 1000 CAMPO 2040 Households Not in 2035 CAMPO RTP Scenario; Blue Dots = 1000 Households in 2035 RTP Scenario and Not in CAMPO 2040 Scenario

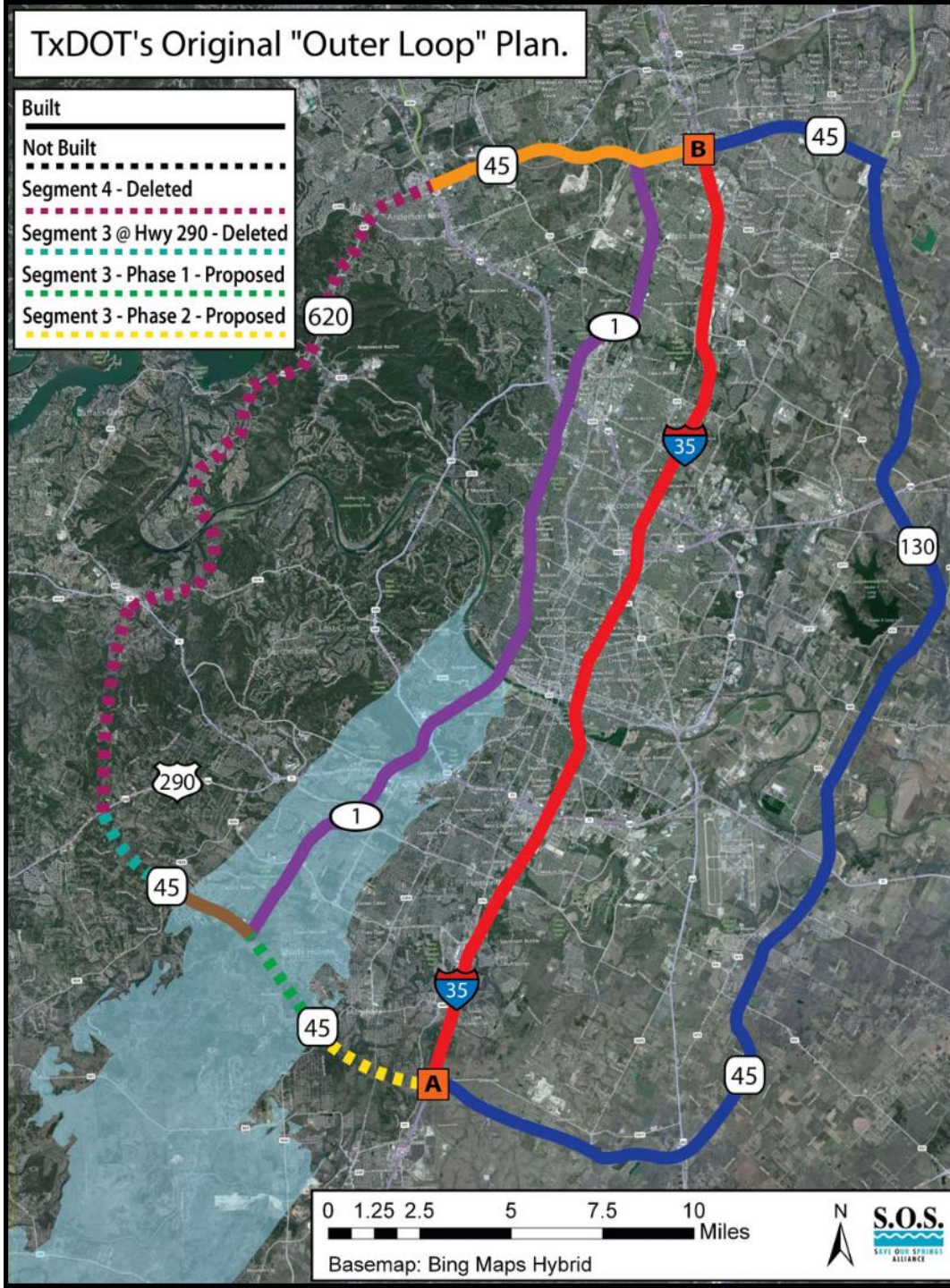










# TxDOT's Original "Outer Loop" Plan.

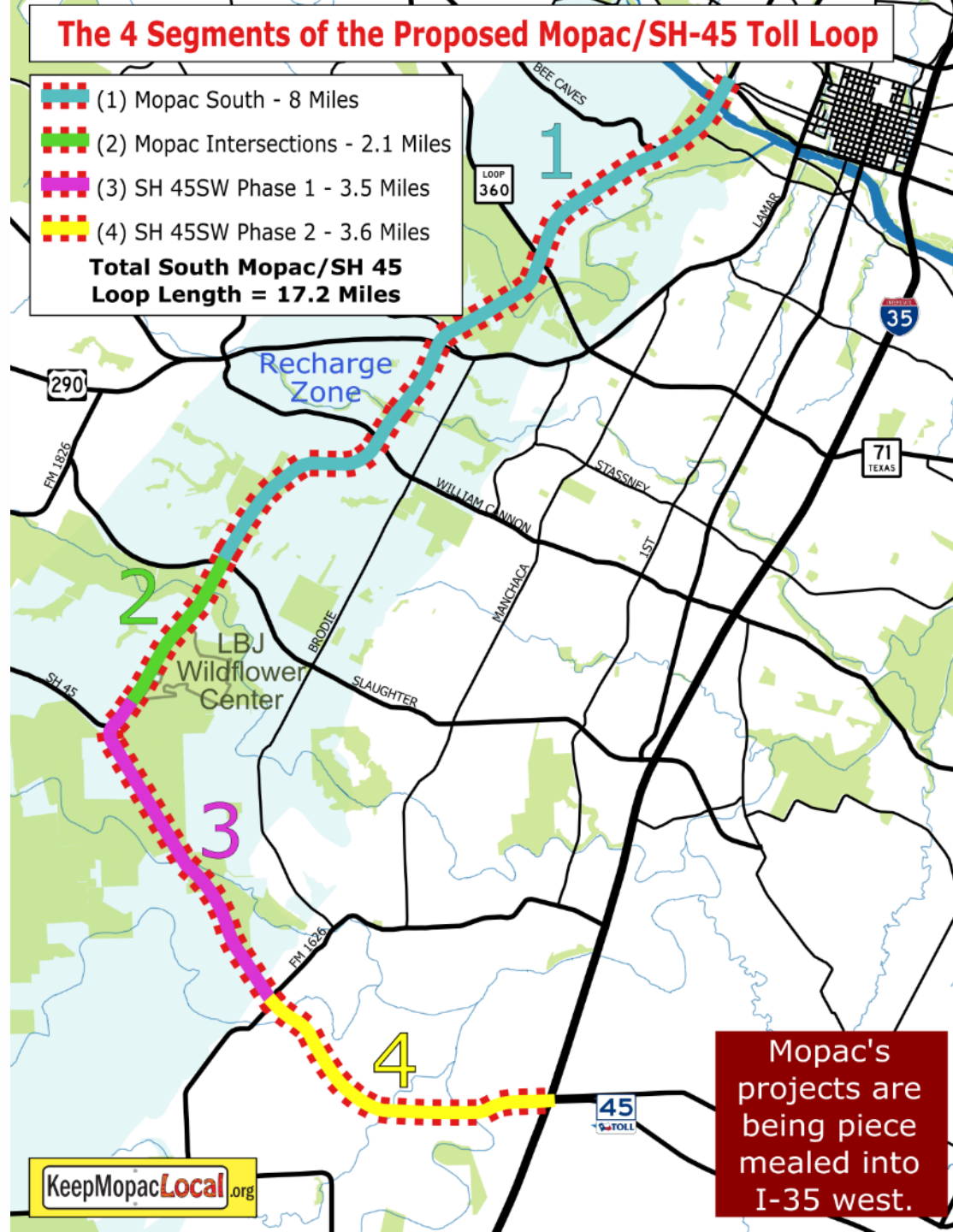
- Built
- Not Built
- Segment 4 - Deleted
- Segment 3 @ Hwy 290 - Deleted
- Segment 3 - Phase 1 - Proposed
- Segment 3 - Phase 2 - Proposed



## The 4 Segments of the Proposed Mopac/SH-45 Toll Loop

-  (1) Mopac South - 8 Miles
-  (2) Mopac Intersections - 2.1 Miles
-  (3) SH 45SW Phase 1 - 3.5 Miles
-  (4) SH 45SW Phase 2 - 3.6 Miles

**Total South Mopac/SH 45  
Loop Length = 17.2 Miles**




Mopac's  
projects are  
being piece  
mealed into  
I-35 west.







The background image is a photograph of a garden. In the foreground, there are numerous yellow wildflowers, possibly Texas poppies, growing in a bed. Behind the flowers, there are green shrubs and trees. In the background, a house with a brown roof and light-colored siding is visible. The text is overlaid on the image, with the first part in white and the last part in red.

"We feel the Selected [SH 45 SW] Alternative as currently designed to funnel 30,000 plus vehicles a day past the Wildflower Center will have a significant adverse impact on the Wildflower Center and jeopardizes its viability."

-Mark Abkowitz

Interim Executive Director, LBJ Wildflower Center



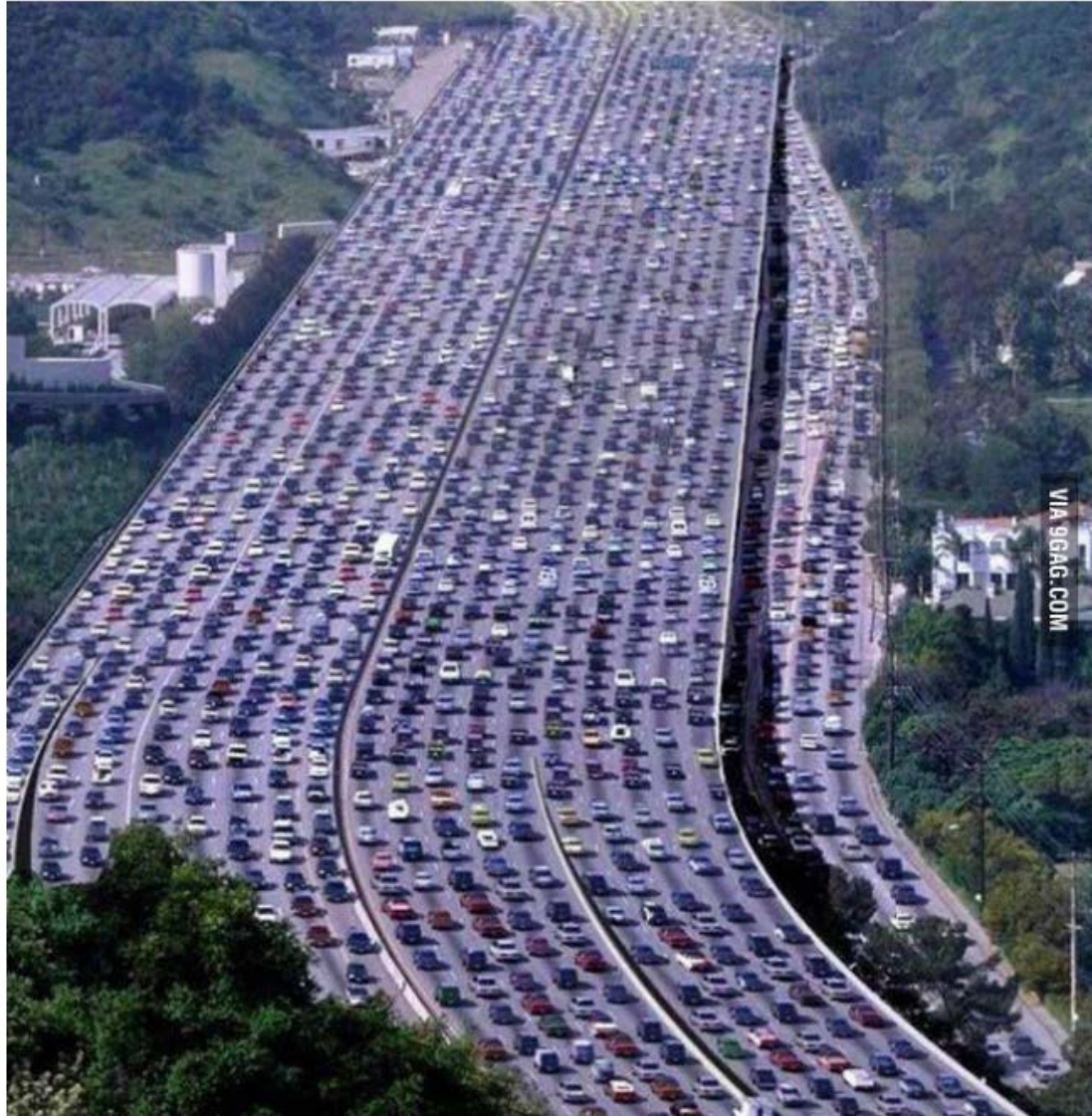
# Flint Ridge Cave Edwards Aquifer Recharge Feature





# END OF THE ROAD FOR BARTON SPRINGS?

By Stephen K. Beers



"Growth and Progress" : World's longest traffic jam-Beijing, China lasted 11 days

# LAND CONSERVATION = TRAFFIC MANAGEMENT

## FOR SOUTHWEST AUSTIN

Excerpt: DRAFT – Steve Beers, *End of the Road for Barton Springs?*

### TRAFFIC: PREVENTED OR PROMOTED? (Cost to Add or Avoid Daily Net New Trips)

ACTION	Est Cost in Million Dollars	2030 'Unadjusted ADT' <sup>1</sup>	Capital cost per new trip
S. Mopac toll lanes & intersections	\$443	35,500	\$12,479
SH 45 Southwest Toll Rd	\$100	28,800	\$3,571
<b>TOTAL combined road projects</b>	<b>\$543</b>	<b>64,300</b>	<b>\$8,445</b>
Barton Parks	\$39	87,469	\$448
Prop 2 Preserves	\$160	163,091	\$982
<b>TOTAL land projects</b>	<b>\$199</b>	<b>250,560</b>	<b>\$795</b>

<sup>1</sup>ADT - Added Daily Trips or Avoided Daily Trips



# It Took 51% More Time to Drive Out Katy Freeway in 2014 Than in 2011

## Twenty three more minutes

Jay Blazek Crossley, May 26, 15.

Share This 



Pin Oak, just past the Katy Mills Mall.

In 2011, this same trip took 46 minutes, 53 seconds.

Houston commutes continue to get worse despite billions in spending on new road capacity. Traveling from Downtown outbound on the I-10 Katy Freeway to Pin Oak took 51% more time in 2014 than in 2011, according to Houston Tomorrow analysis of [Houston Transtar data](#). The Houston region in recent years [has been spending the most per capita on new roads of the ten largest metropolitan regions in the nation](#).

Houston Tomorrow tabulations of Houston Transtar Data:

In 2014, during peak rush hour, it took 70 minutes, 27 seconds to travel from Downtown, past Beltway 8, all the way to

The addition of single occupant vehicle capacity (SOV) and toll lanes to Katy Freeway completed in 2010 cost \$2.8 billion. This was \$1.63 billion more than the [original 2001 price tag](#) of \$1.17 billion, [according to the Federal Highway Administration](#).

# Insurers Brace for the Self-Driving Future and Fewer Accidents

## Wheels

By BENJAMIN PRESTON JAN. 7, 2016



Google's self-driving car in Austin, Tex., last year. Accidents are expected to decrease once this technology becomes more commonplace, having a big effect on the insurance industry.

Ralph Barrera/Austin American-Statesman , via Associated Press

It could even result in fewer cars for companies to insure. A recent report from Barclays Capital said that autonomous technology would lead to a 40 percent decline in sales and a 60 percent drop in the number of cars on the road.



# CONCLUSIONS AND REQUESTS

# CAMPO 2040 PLAN: Road Map to Failure

- Mobility
- Environmental
- Financial
- Economic



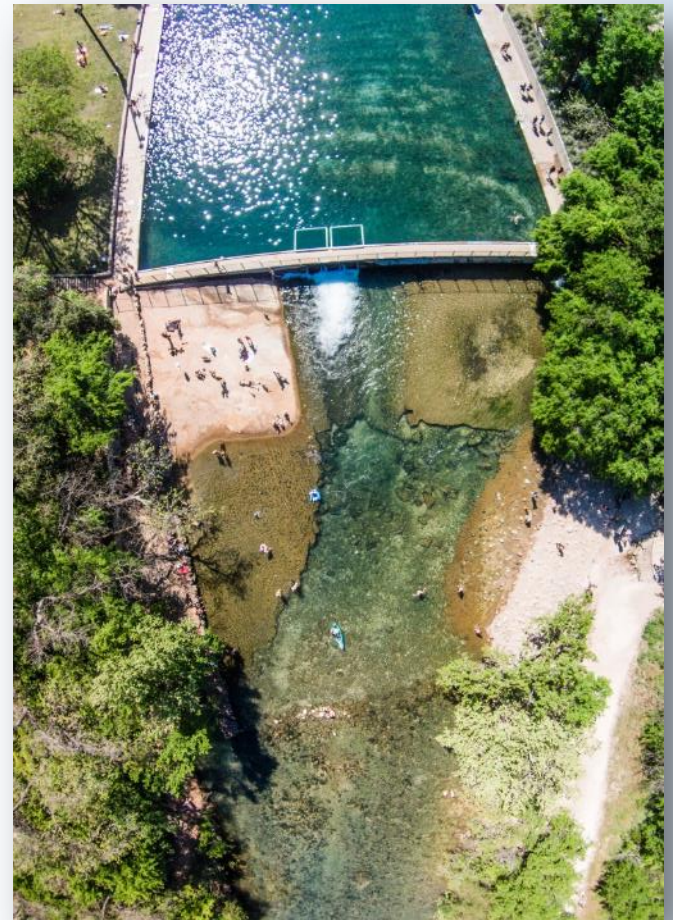


# CAMPO 2040 Kills Imagine Austin

And Envision Central Texas

And Barton Springs

And the Future of Austin



# Begin Fixing 2040 Plan Now

- New Scenarios
- Updated Model with Regional Dynamic Traffic Assignment



# Begin Fixing 2040 Plan Now

- Driven by Imagine Austin
- Prioritizing VMT reduction
- Fund Smart Mobility to do this work





# Take Action Now to:

- Redirect funding to SH 130, I-35  
And Preferred Growth Areas

