

**Resolution of the  
Capital Area Metropolitan Planning Organization  
Policy Advisory Committee**

**Loop 1 and US 183 Corridors  
Recommendations for Action by CAMPO, City of Austin, Capital Metro and Others**

**WHEREAS**, in 1973 the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization (MPO) for the Austin metropolitan area in accordance with Title 23 of the United States Code; and

**WHEREAS**, Section 134 of Title 23 of the United States Code requires the preparation and adoption of a long-range transportation plan for each metropolitan area with a population exceeding 50,000; and

**WHEREAS**, the CAMPO 2025 Transportation Plan supports a multimodal transportation system that provides for an increase in the percentage of all trips by transit, carpools, bicycles and walking and a reduction in the percentage of trips by single-occupant vehicles; and

**WHEREAS**, the CAMPO PAC endorses high occupancy vehicle facilities as critical components of the region's transportation system, especially in the heavily developed corridors of Loop 1, US 183 and IH 35; and

**WHEREAS**, in June 2000 the Policy Advisory Committee (PAC) of CAMPO adopted the CAMPO 2025 Transportation Plan which includes high occupancy vehicle (HOV) facilities on Loop 1 from SH 45(N) to Slaughter Lane and on US 183(N) from Lakeline Boulevard to Loop 1; and

**WHEREAS**, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Transportation Equity Act for the 21st Century (TEA-21) of 1997 require that an alternatives analysis study be conducted when there is a need to consider federal funds for a major transportation investment in a metropolitan area; and

**WHEREAS**, the Texas Department of Transportation presented the Loop 1/US 183 Improvement Study to the PAC; and

**WHEREAS**, in June of 2001 the PAC adopted a resolution creating a Special Committee charged with producing a set of alternative concepts for the Loop 1 and US 183 corridors that will allow for improved mobility while protecting existing neighborhoods; and

**WHEREAS**, the Special Committee selected a Technical Team to review TxDOT's proposed alternatives and, based on state-of-the-art best practices, propose modifications and/or new alternatives and recommend a set of alternatives that allow for improved mobility while protecting existing neighborhoods; and

**WHEREAS**, the PAC supports a continuing partnership between the Texas Department of Transportation, CAMPO, the City of Austin, neighborhoods and other affected stakeholders in the improvement to the Loop 1 and US 183 Corridors;

**NOW THEREFORE BE IT RESOLVED by the Capital Area Metropolitan Planning Organization's Policy Advisory Committee that:**

- A. The CAMPO PAC endorses the following Loop 1/US 183 specific recommendations:
1. Discourage through traffic on local streets by using traffic calming measures such as stop signs, pedestrian crossings and narrowing streets
  2. Comprehensive east-west traffic plan in conjunction with Loop 1-US 183
    - a) City of Austin should develop short-term and long-term plans for access to and from Loop 1, in cooperation with TxDOT, Capital Metro, community and downtown groups
- B. The CAMPO PAC endorses the following general recommendations:
1. Limit pressure on Loop 1 traffic growth by:
    - a) Regional land use / transportation planning; e.g., support Central Texas Regional Vision Project
    - b) Strong transit emphasis
    - c) Complete SH 130
  2. General recommendations on Loop 1
    - a) There should be no increase in general purpose lanes south of Parmer Lane
    - b) HOV lane(s) as far south as US 290(W) may be appropriate, if the emphasis is on bus usage of the lanes
    - c)\* SH 45(S) should not be completed between IH 35 and FM 1626 until SH 130/SH 45(S) is completed from IH 35(N) to IH 35(S), so as not to turn Loop 1 into a bypass
  3. Noise issues
    - a) TxDOT should institute a Type II (retrofit) Noise Abatement Program
    - b) Cities should incorporate a noise element in their general plans
  4. Commuter rail concepts
    - a) Interim commuter rail concept
      - i. Double track Union Pacific (UP) from downtown Austin to Georgetown in exchange for UP giving one track operational rights
      - ii. Use inexpensive, self-propelled diesel rail cars (e.g., RegioSprinter)
    - b) Expanded commuter rail concept
      - i. An exclusive two-track commuter rail system in the Loop 1-US 183 corridor is only possible by moving UP freight line
- C. The above listed items be carried out by the appropriate jurisdiction(s)

**PASSED AND APPROVED** this 10<sup>th</sup> day of December, 2001.

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Senator Gonzalo Barrientos  
Chair, CAMPO Policy Advisory Committee

\* This subparagraph (B., 2., c)) will not be considered part of the resolution unless it is approved by the CAMPO PAC at its February 2002 meeting.