

VISIONING WORKSHOP PARTICIPANT WORKBOOK



BASTROP COUNTY TRANSPORTATION PLAN



September/October 2015





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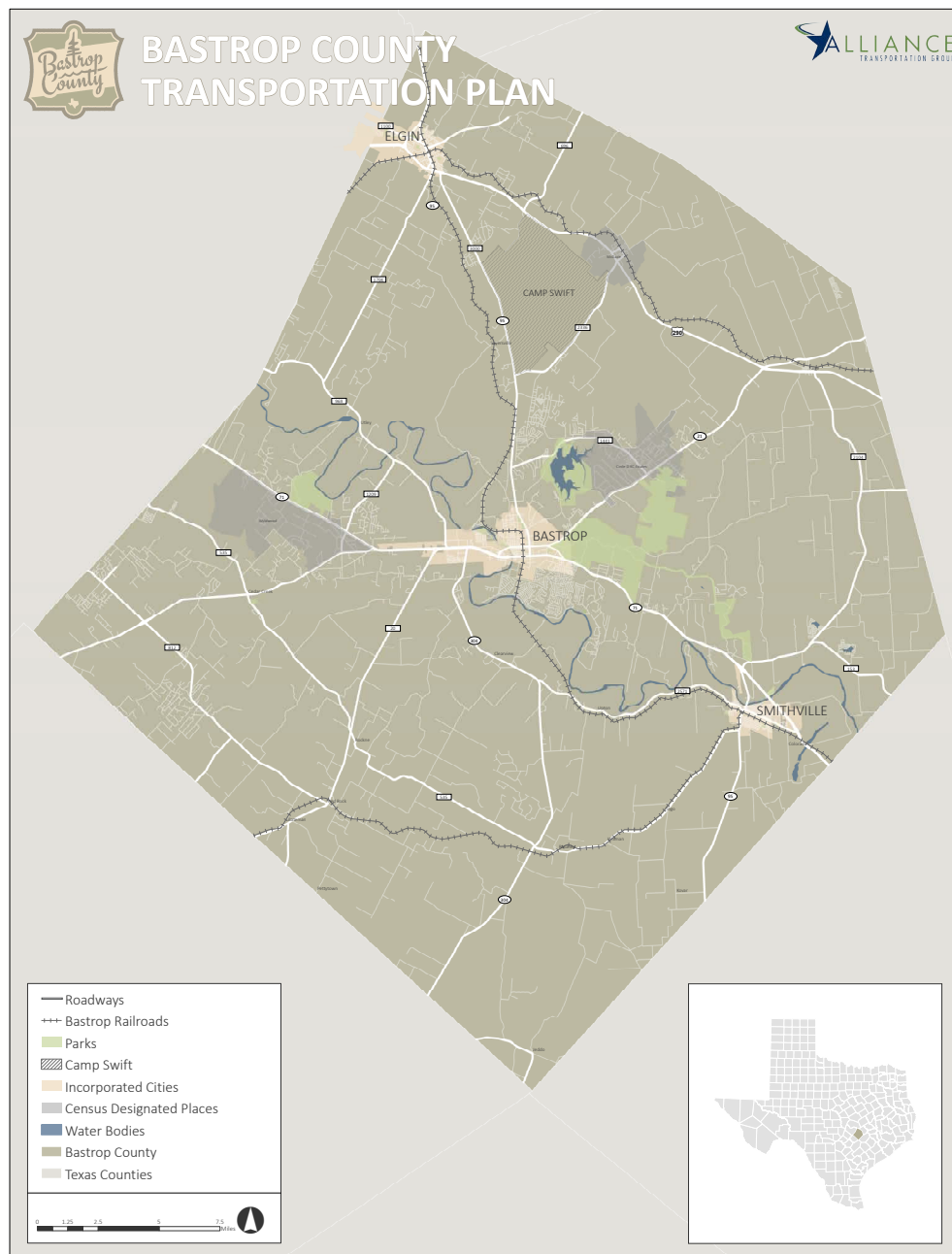
Introduction

You travel the Bastrop County transportation system every day, and are therefore intimately familiar with its strengths and weaknesses. The purpose of tonight's Visioning Workshop is to gather your input and local knowledge to help guide the development of the Bastrop County Transportation Plan in order to ensure that the county's transportation system serves the needs of all system users.

We thank you in advance for your active participation and your willingness to share your concerns, ideas, and vision with us as we strive to create the best possible transportation system for Bastrop County.



BASTROP COUNTY TRANSPORTATION PLAN STUDY AREA





Presentation: Meeting Objectives

There are three main objectives for this evening's workshop:

- Help us understand the critical transportation issues that you expect the county to face in the future.
- Help us determine the importance of various goals and scoring criteria that will be used to evaluate transportation projects to be included in the plan.
- Share with us your vision of what the future transportation system in Bastrop County should look like to best serve all users.

Exercise 1: Stakeholders Present

It is important that the opinions of as many stakeholders as possible are included in the planning process. On your **Participant Response Sheet** you will find a list of the stakeholder groups from which Bastrop County is seeking to have active participation in the visioning process. Using the **Participant Response Sheet**, please *place an "X" next to each of the stakeholder groups to which you belong.*

Your responses will help determine what groups are represented this evening, and will also help us determine whether we need to do additional outreach within the community to obtain more input into the visioning process.



Presentation: Growth Trends

Please listen as the moderator discusses existing conditions and growth trends in Bastrop County and how those trends might influence- or be influenced by - the transportation system.

The maps on the following pages mirror those that are being shown in the presentation.

A note on population and employment growth projections:

The population and employment growth projections shown in this workbook and in the presentation represent numbers used in the CAMPO 2040 Long Range Transportation Plan, adopted in May 2015. This evening you will be asked to help the project team refine these projections to provide us with more detailed information to use in our analysis of the county transportation system.

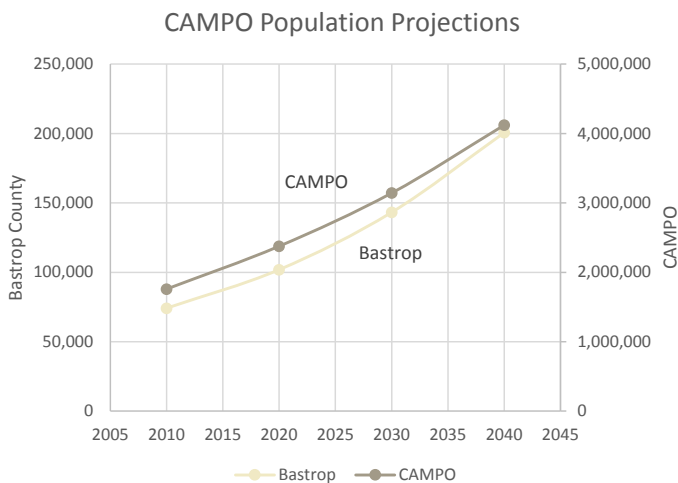
Exercise 2: Dialogue on Growth Trends



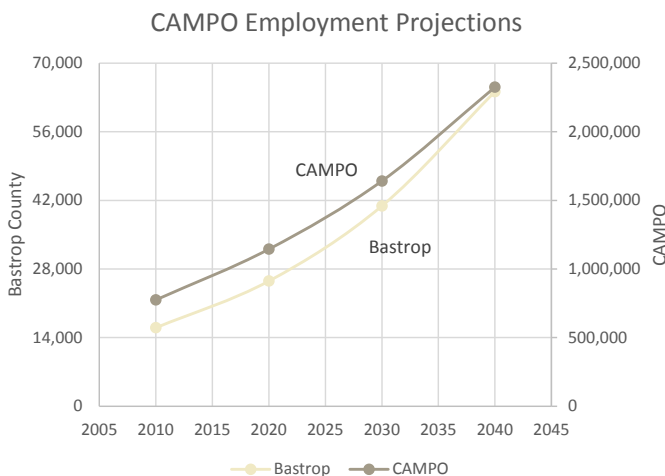
After you have had a chance to look over the maps on the following pages, please discuss the following questions as a group. During the discussion feel free to utilize the provided markers and highlighters to mark the maps at your table.

- 1.) Which areas of the county will see the highest population and employment growth?
- 2.) What are the constraints to growth in the county (e.g. environmental constraints, lack of utilities or schools, etc.) and where are these areas located?
- 3.) What aspects of the growth trends are a benefit to Bastrop County? What aspects of growth might pose challenges?

The facilitators will record the group's comments, but if there is anything else that you want to share with us privately, please write your thoughts on the **Participant Response Sheet**.



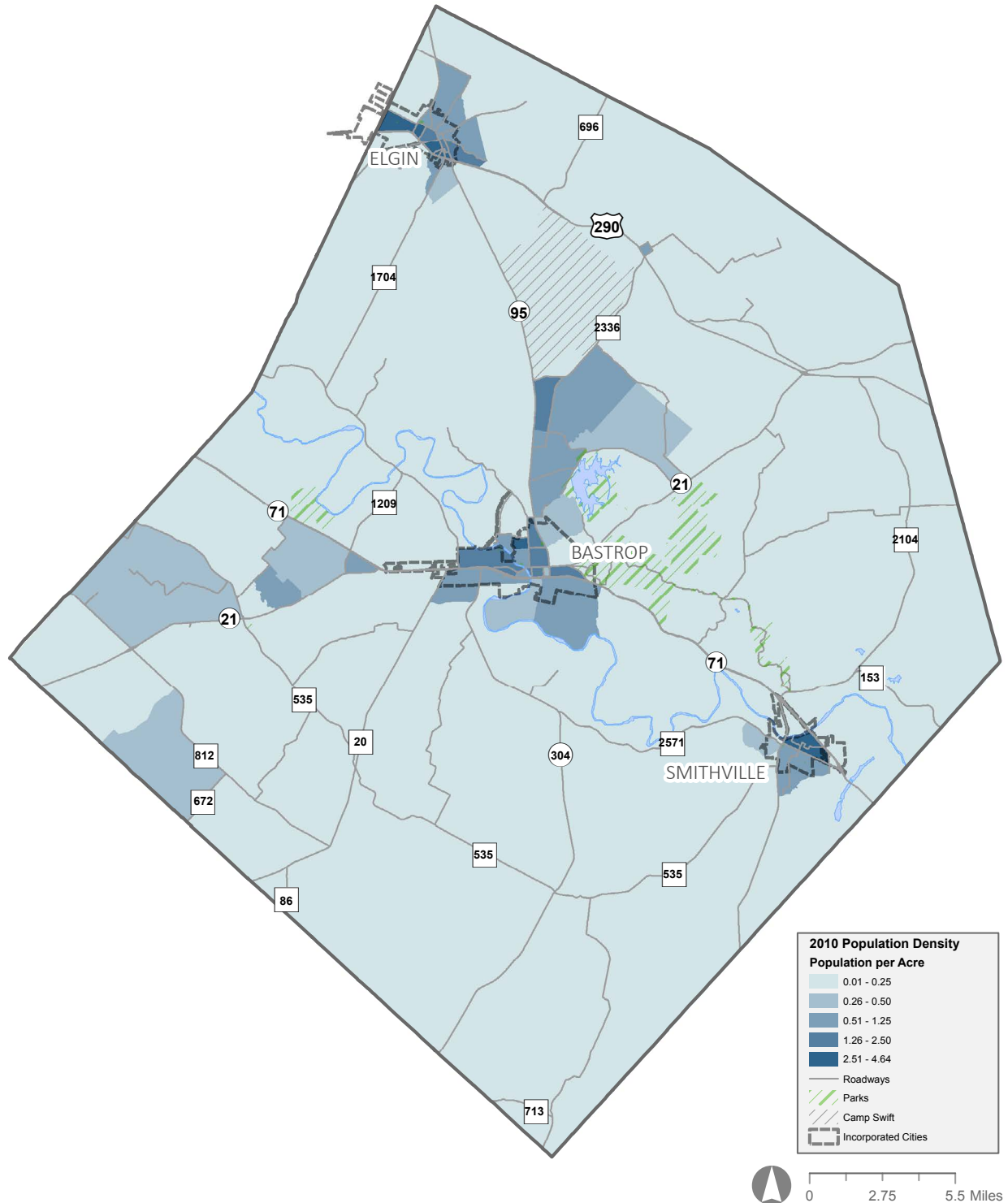
Source: CAMPO 2040 Regional Transportation Plan



Source: CAMPO 2040 Regional Transportation Plan



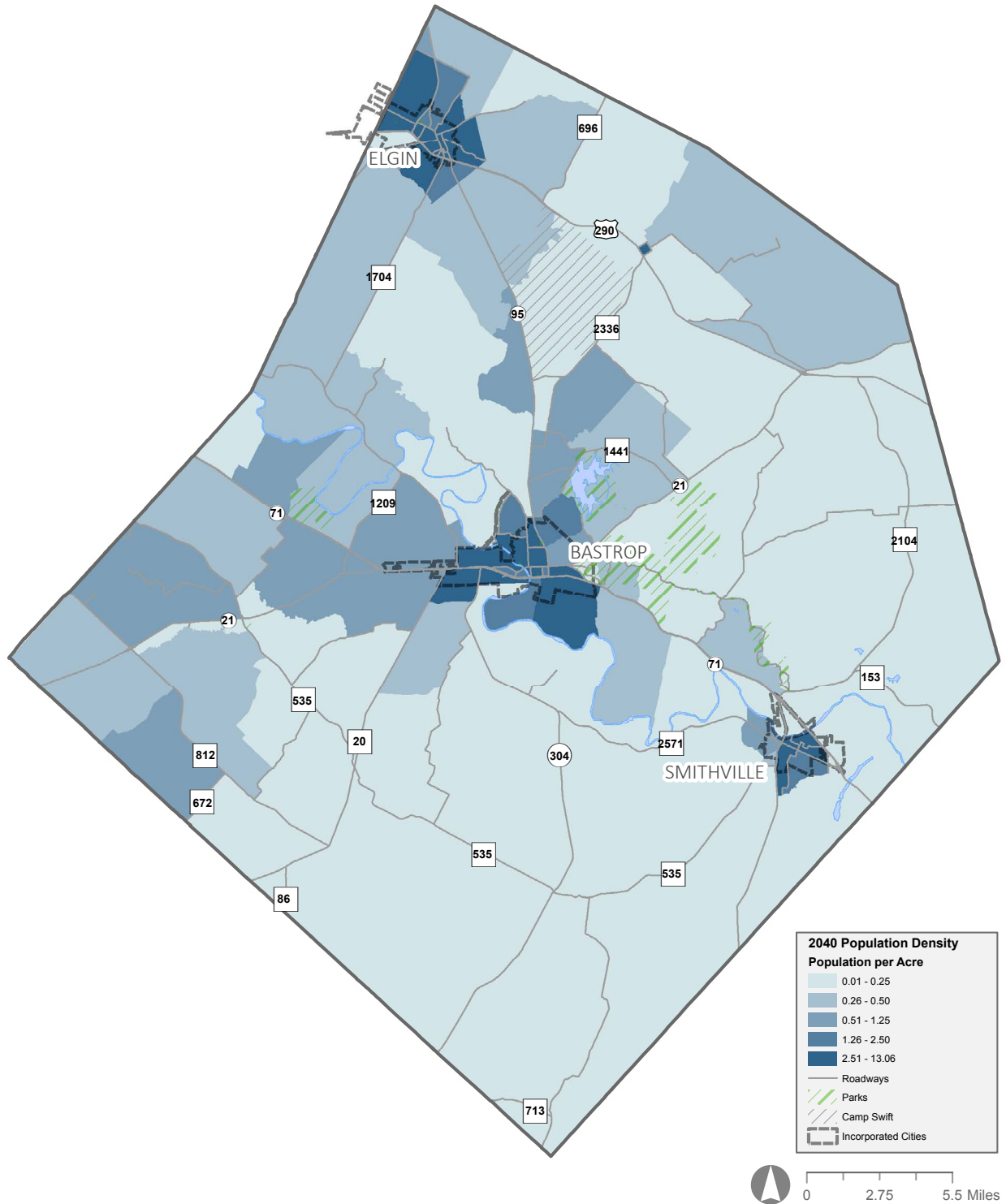
2010 POPULATION DENSITY



SOURCE: CAMPO 2040 LONG RANGE TRANSPORTATION PLAN



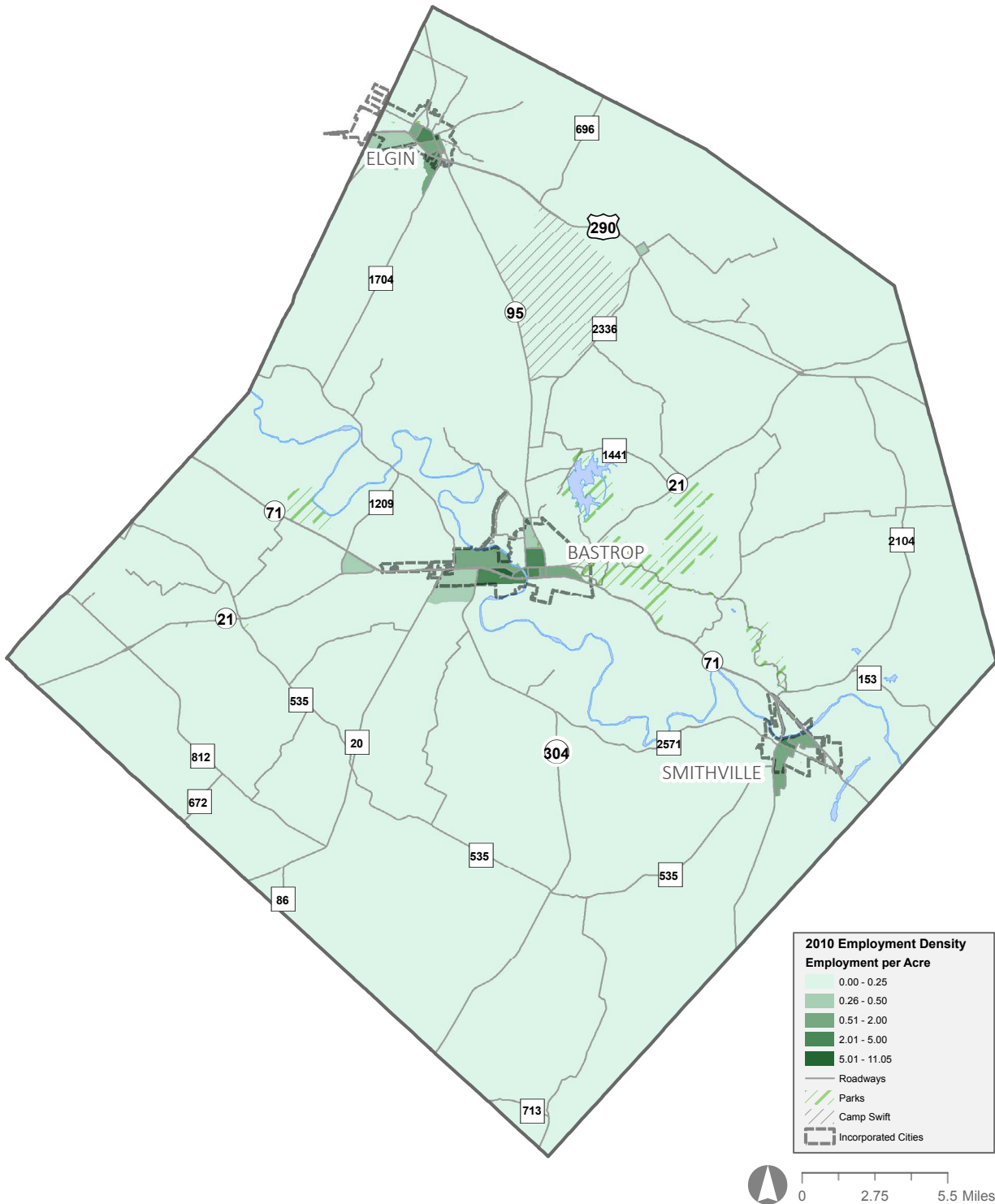
2040 POPULATION DENSITY



SOURCE: CAMPO 2040 LONG RANGE TRANSPORTATION PLAN



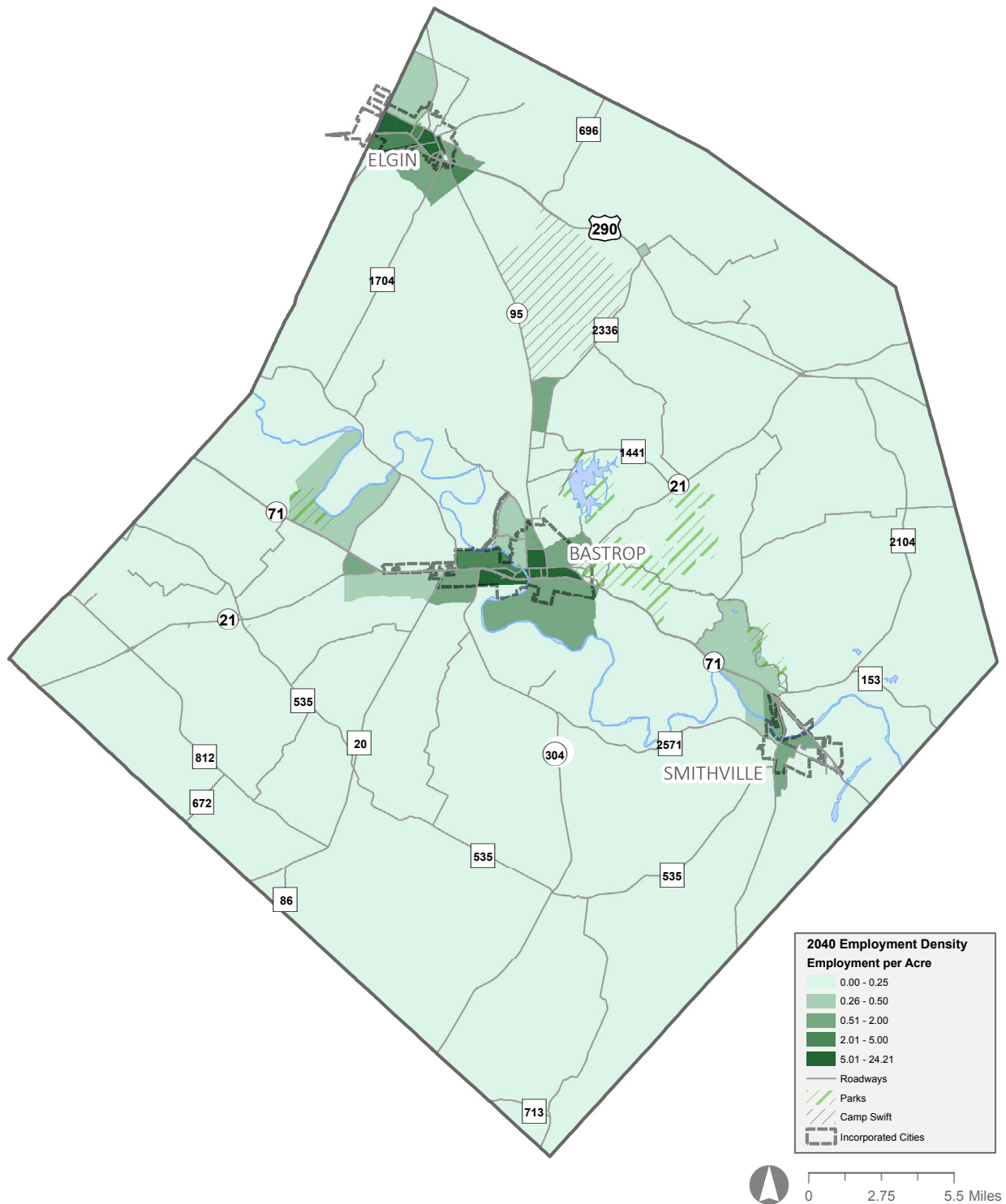
2010 EMPLOYMENT DENSITY



SOURCE: CAMPO 2040 LONG RANGE TRANSPORTATION PLAN



2040 EMPLOYMENT DENSITY



SOURCE: CAMPO 2040 LONG RANGE TRANSPORTATION PLAN



Presentation: Transportation System Needs

The first step in the development of the Bastrop County Transportation Plan is to identify the needs of system users. Please listen as the moderator discusses existing conditions and deficiencies of the county transportation system and how that information will inform plan development.

The maps on the following pages mirror those in the presentation. Below is a brief description of the contents of the maps.

Traffic Analysis

The maps showing current and future traffic flow and levels of service were produced using a traffic analysis tool called a travel demand model. The model utilizes population and employment growth projections, along with future transportation projects included in the 2040 CAMPO Regional Transportation Plan, as inputs to produce projections of travel demand for Bastrop County in 2040. These projections are compared with base year conditions to identify capacity deficiencies.

Transit Services

To give a broader picture of transportation choices in the region, a map of the transit routes operated by Capital Area Rural Transportation System (CARTS) is provided. In addition to these routes, CARTS offers paratransit services for people with disabilities who cannot use the fixed-route bus services.

Safety

Safety is a major focus area for the Bastrop County Transportation Plan, especially the safety of vulnerable groups such as children. A map displaying all crashes, including those involving a fatality, a serious injury, or a school bus in the county between 2010 and 2014 is provided, along with a map showing crash hot spots for particular road segments. Finally, a map showing crashes involving a bicyclist or pedestrian is presented.

Exercise 3: Identifying Needs

Please discuss as a group what the greatest needs of the Bastrop County transportation system will be in the future. The discussion can encompass everything from congestion to safety to transit services, or any other topic you feel is important for creating a better transportation system.

Use the provided markers to mark areas in the county that need to be addressed.













NOTE: If you have any additional comments that you would like to share with us privately, please record them on the **Participant Response Sheet**.

About Vehicle Level of Service

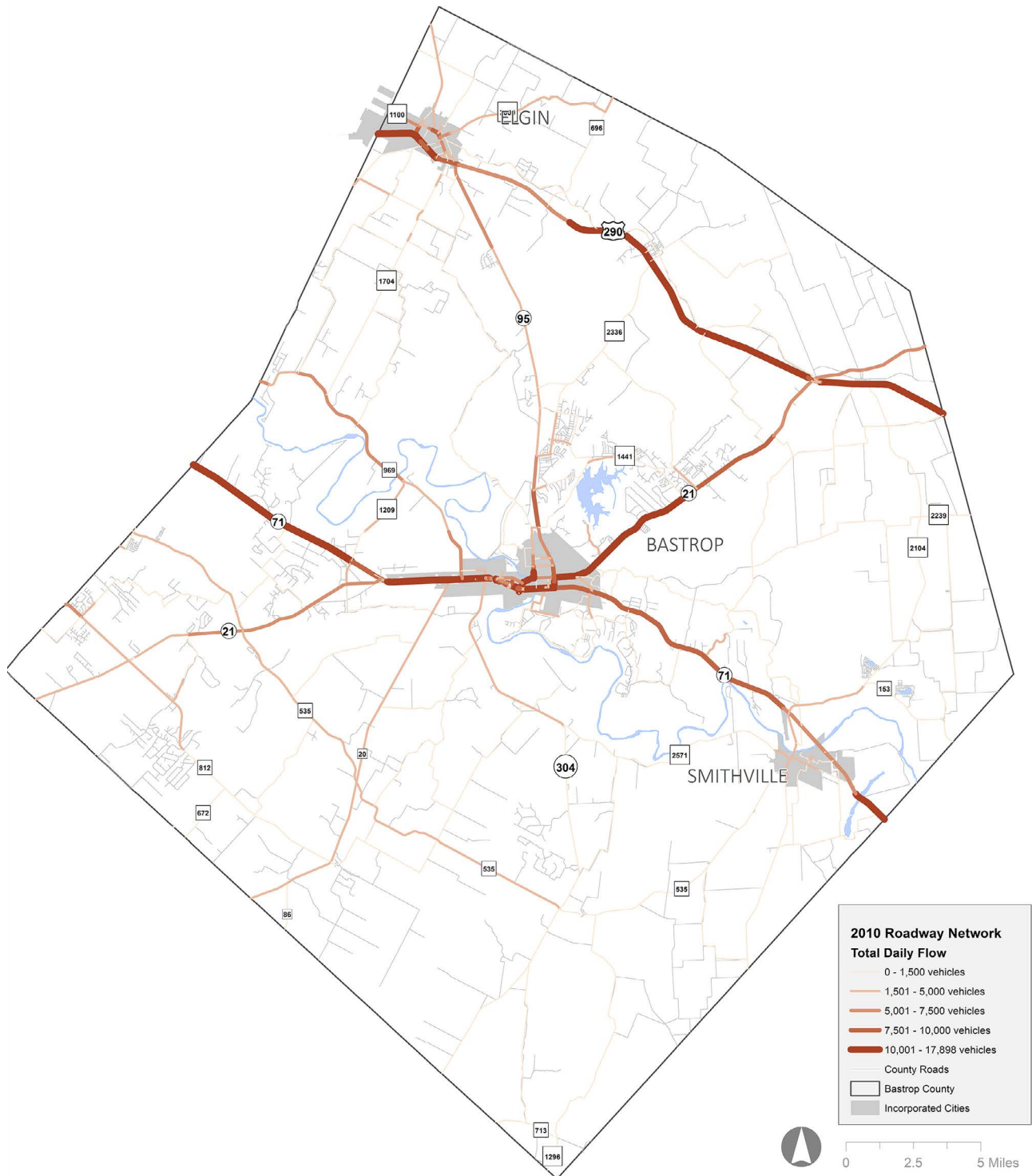


Level of Service (LOS) is a qualitative measure used to rate the quality of traffic service. LOS is used to analyze highways by categorizing traffic flow and assigning quality levels of traffic based on performance measures such as speed or the ratio of traffic volume to roadway capacity.

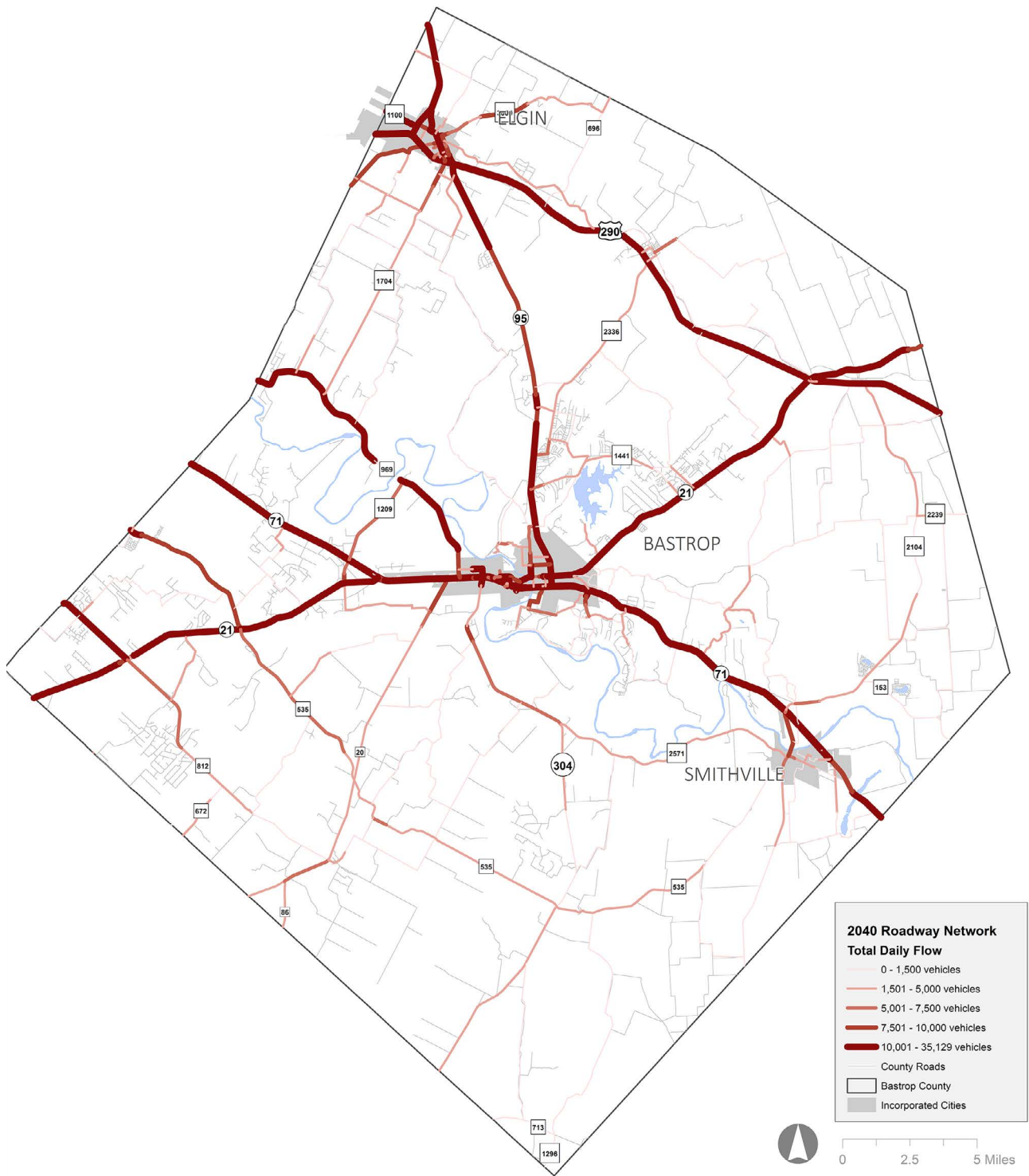
The figure below describes the LOS definitions A through F that are being used to characterize traffic conditions for the Bastrop County Transportation Plan.

Level of Service		
	 a	Free flow with low volumes and high speeds
	 b	Reasonably free flow, but speeds beginning to be restricted by traffic conditions
	 c	In stable flow zone, but most drivers are restricted in freedom of selecting their own speeds
	 d	Approaching unstable flow; drivers have little freedom to select their own speeds
	 e	Unstable flow; may be short stoppages
	 f	Severe congestion; stop-and-go; forced flow

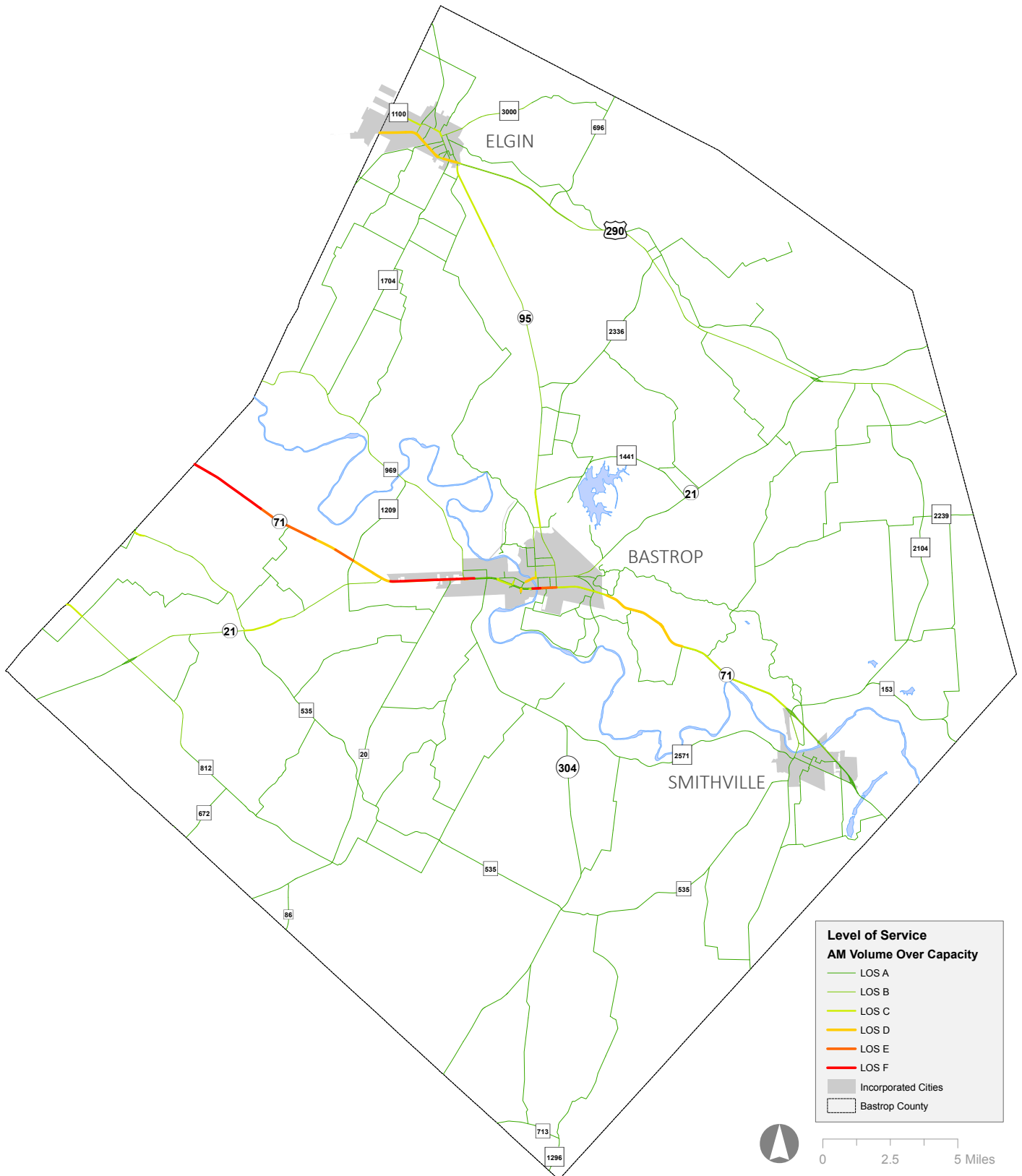
2010 TRAFFIC FLOW



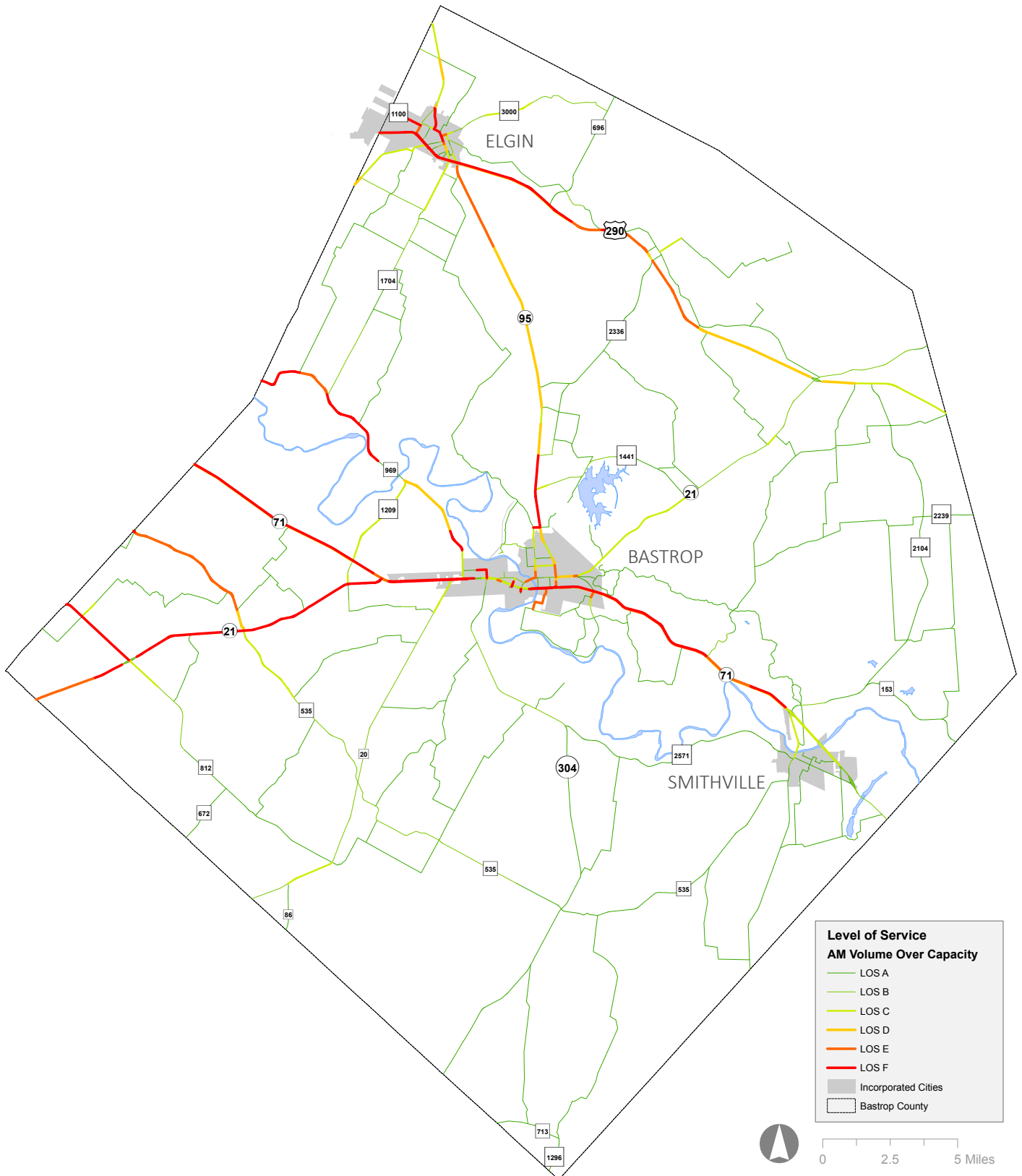
2040 TRAFFIC FLOW



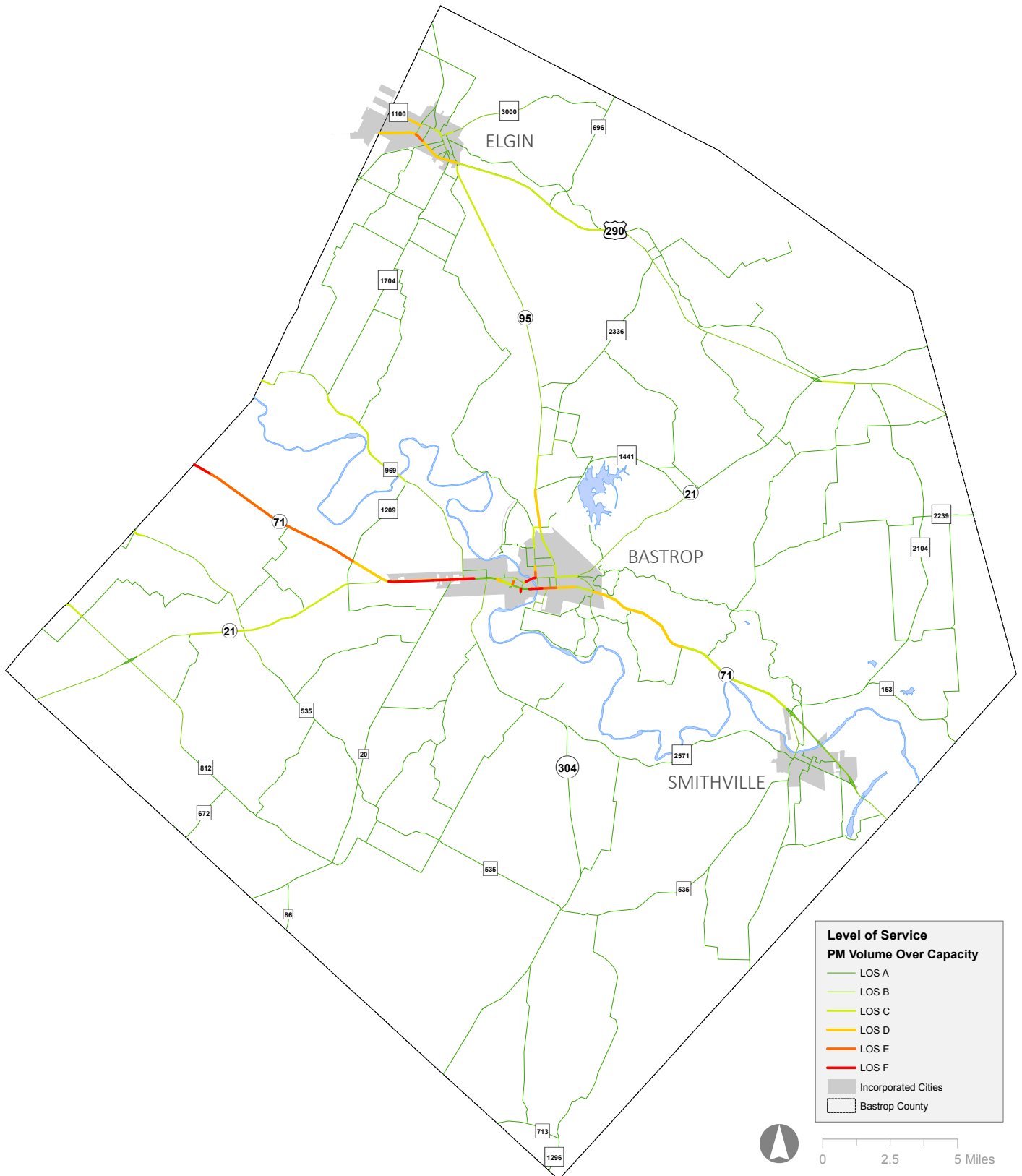
2010 AM TRAFFIC LEVEL OF SERVICE



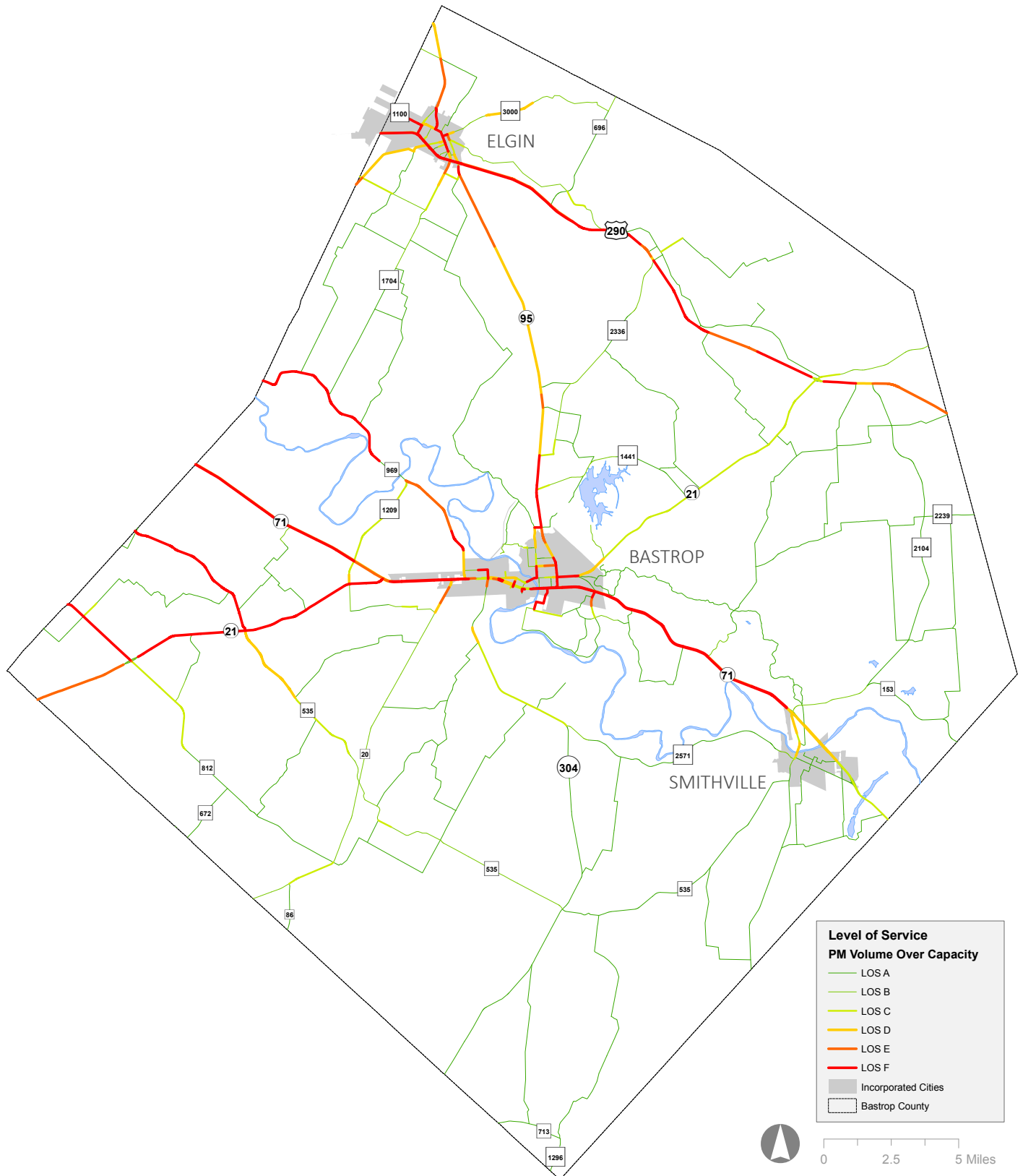
2040 AM TRAFFIC LEVEL OF SERVICE



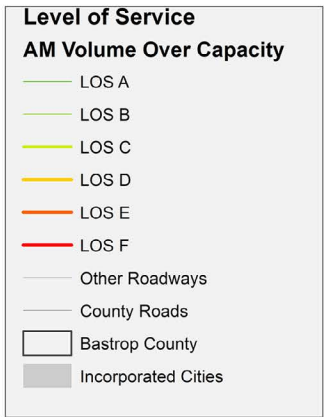
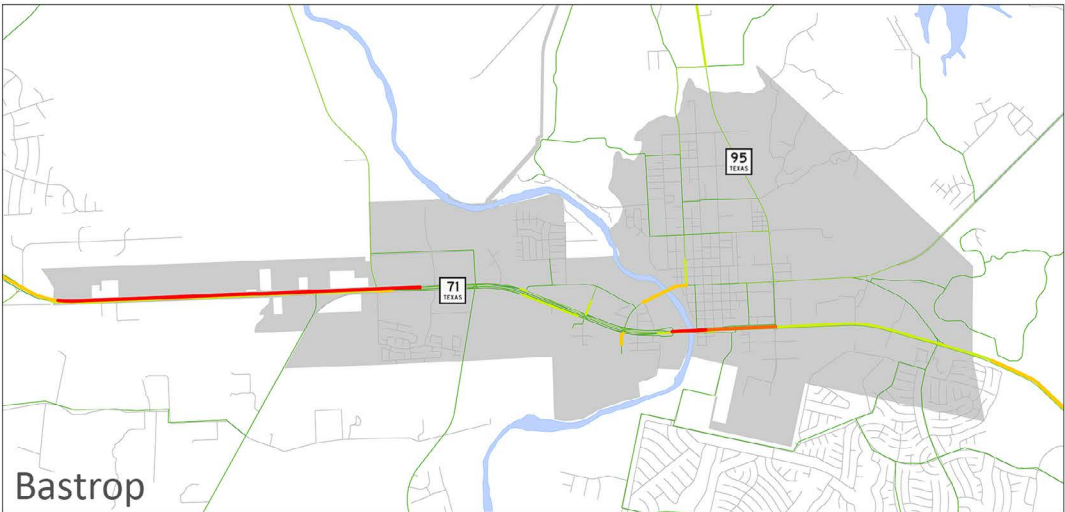
2010 PM TRAFFIC LEVEL OF SERVICE



2040 PM TRAFFIC LEVEL OF SERVICE

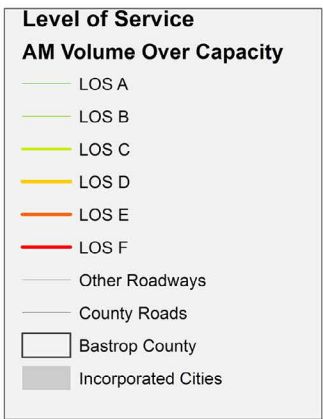
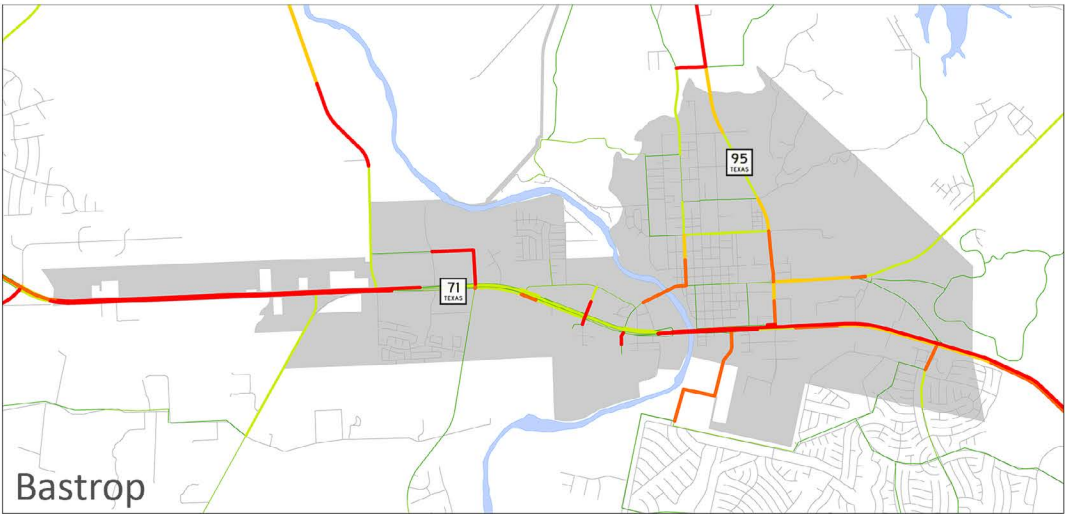
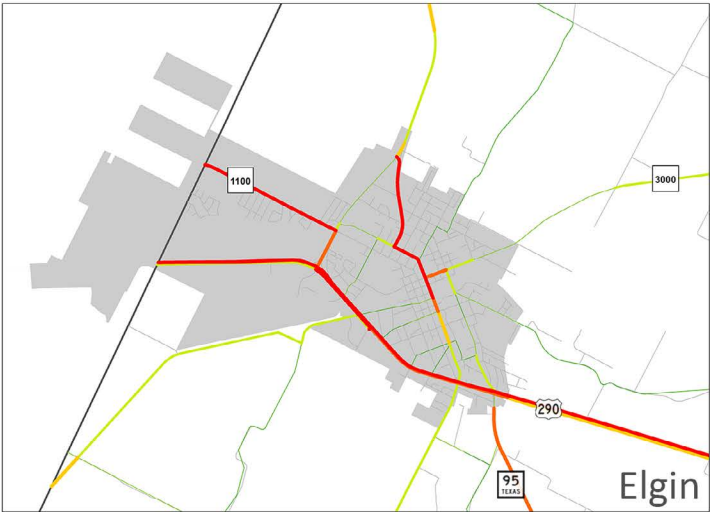


2010 AM TRAFFIC LEVEL OF SERVICE

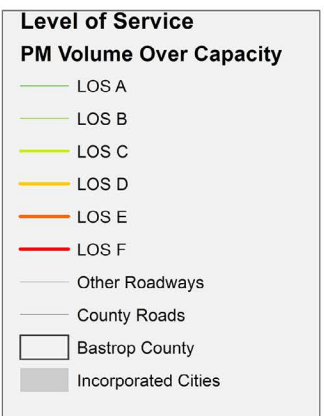
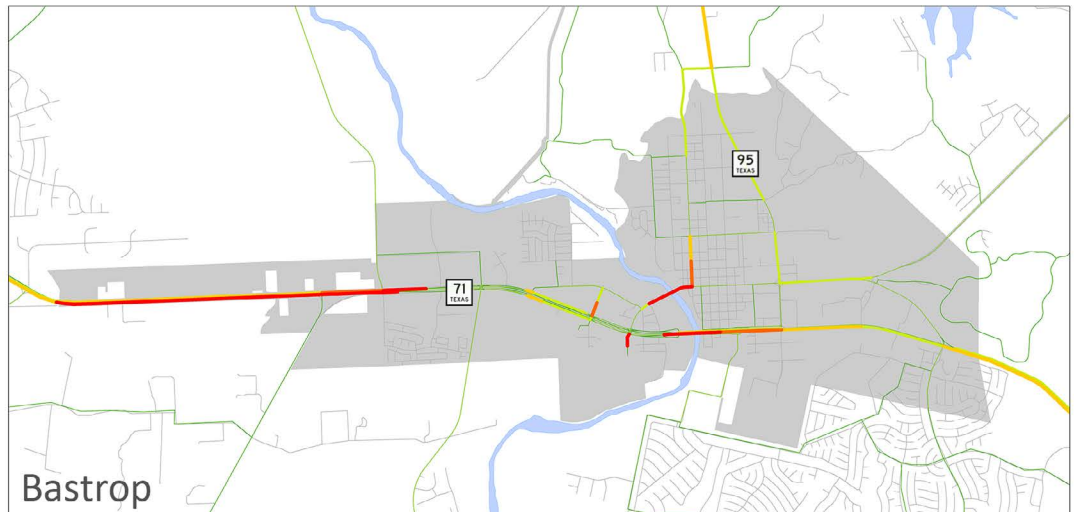


0 1 2 Miles

2040 AM TRAFFIC LEVEL OF SERVICE

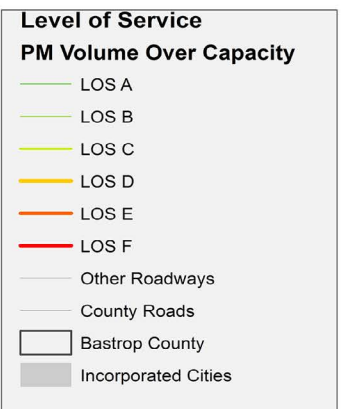
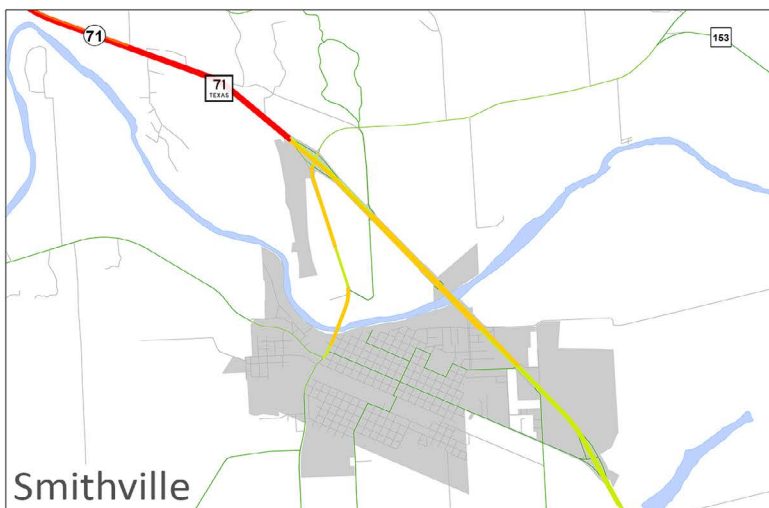
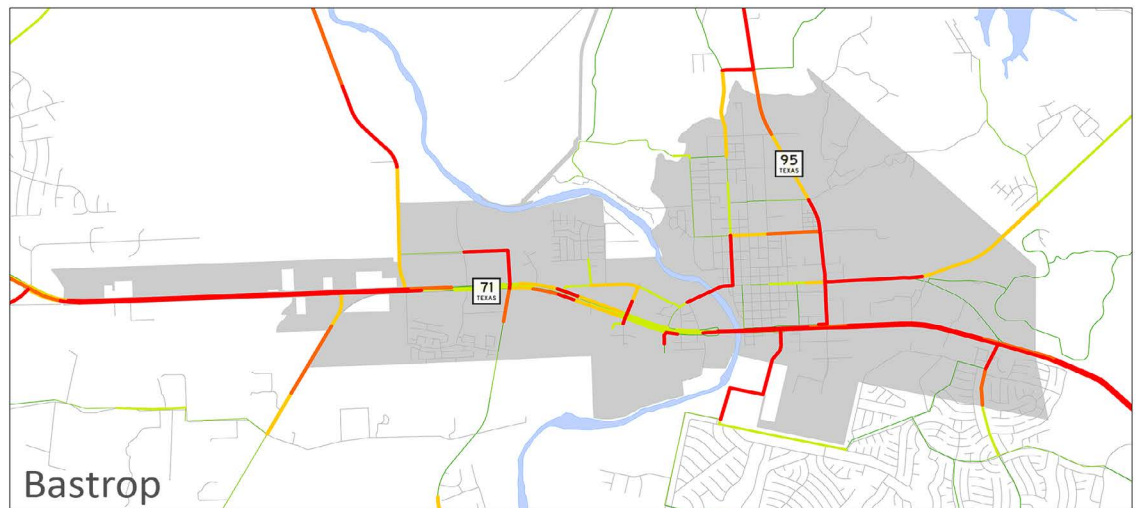
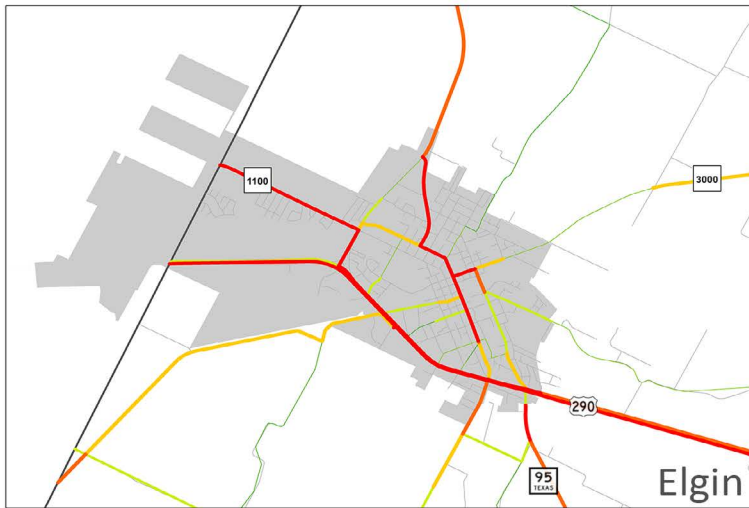


2010 PM TRAFFIC LEVEL OF SERVICE



0 1 2 Miles

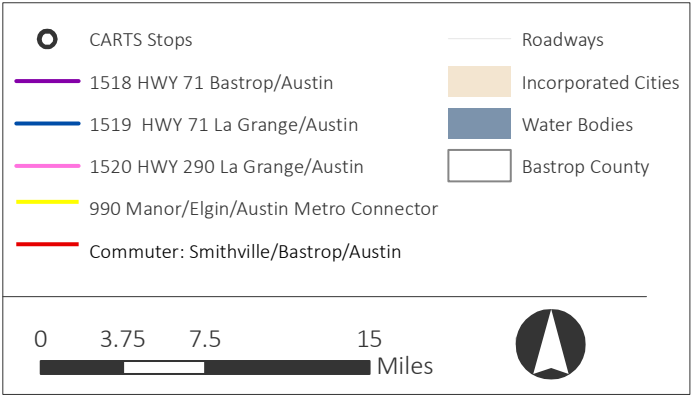
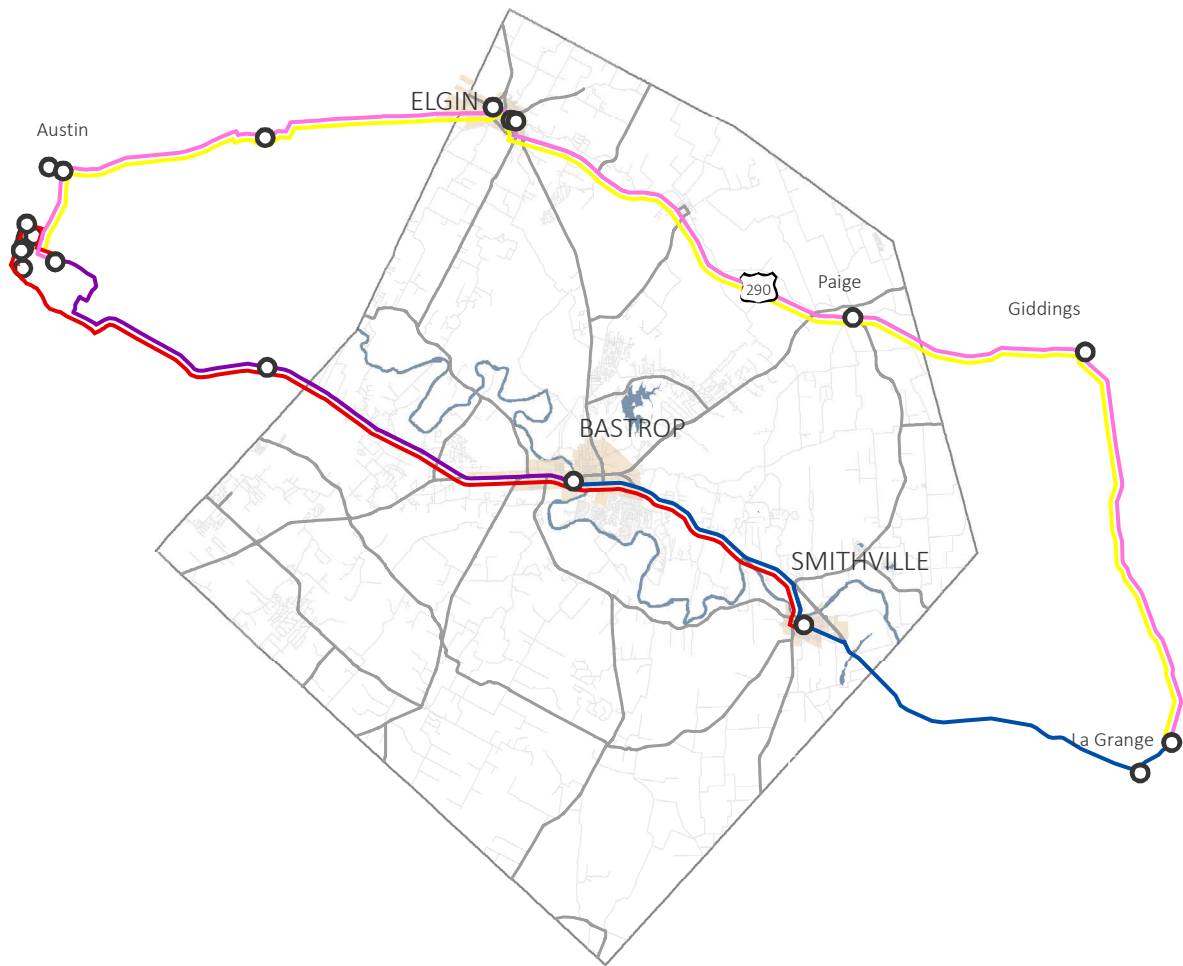
2040 PM TRAFFIC LEVEL OF SERVICE



0 1 2 Miles

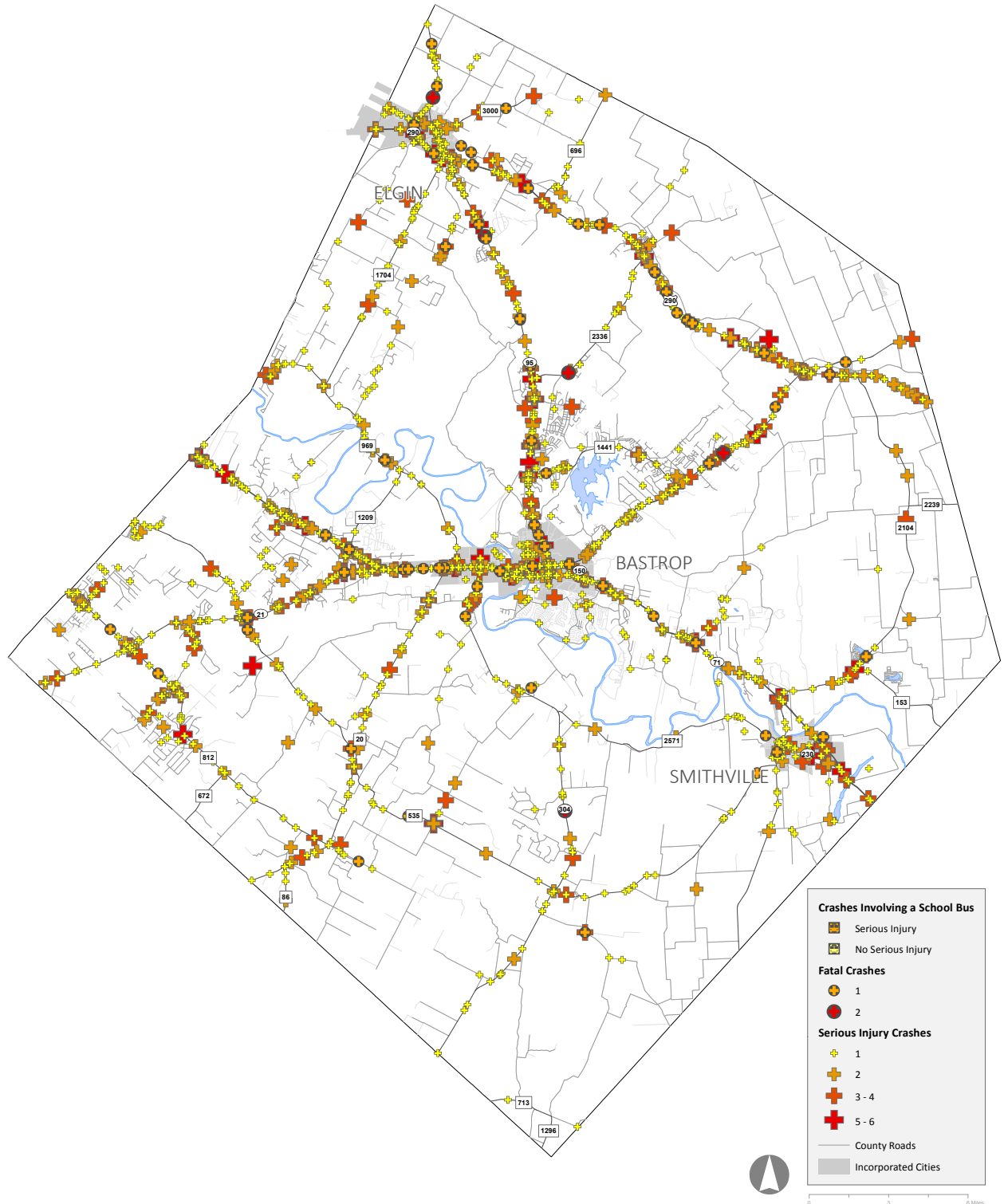


TRANSIT ROUTES IN BASTROP COUNTY



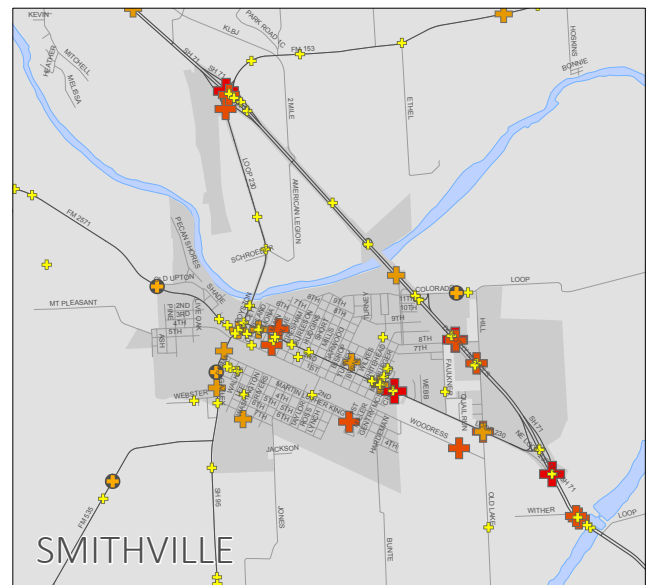
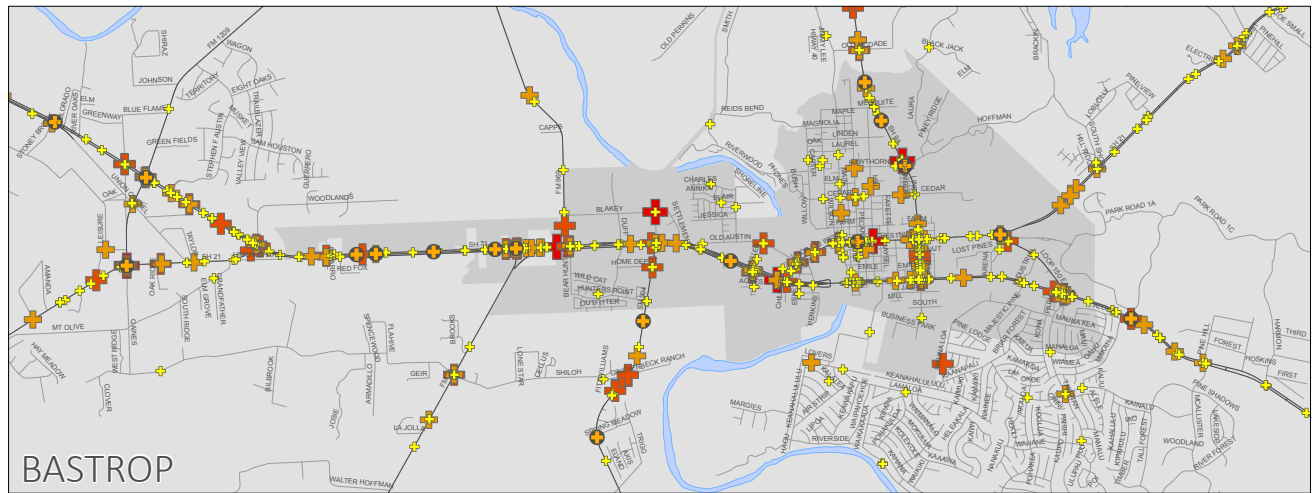


ALL CRASHES, 2010-2014





ALL CRASHES (BASTROP, ELGIN AND SMITHVILLE) 2010-2014



Bastrop County Crash Locations

Crashes Involving a School Bus

- Serious Injury
- No Serious Injury

Fatal Crashes

- 1
- 2

Serious Injury Crashes

- 1
- 2
- 3 - 4
- 5 - 6

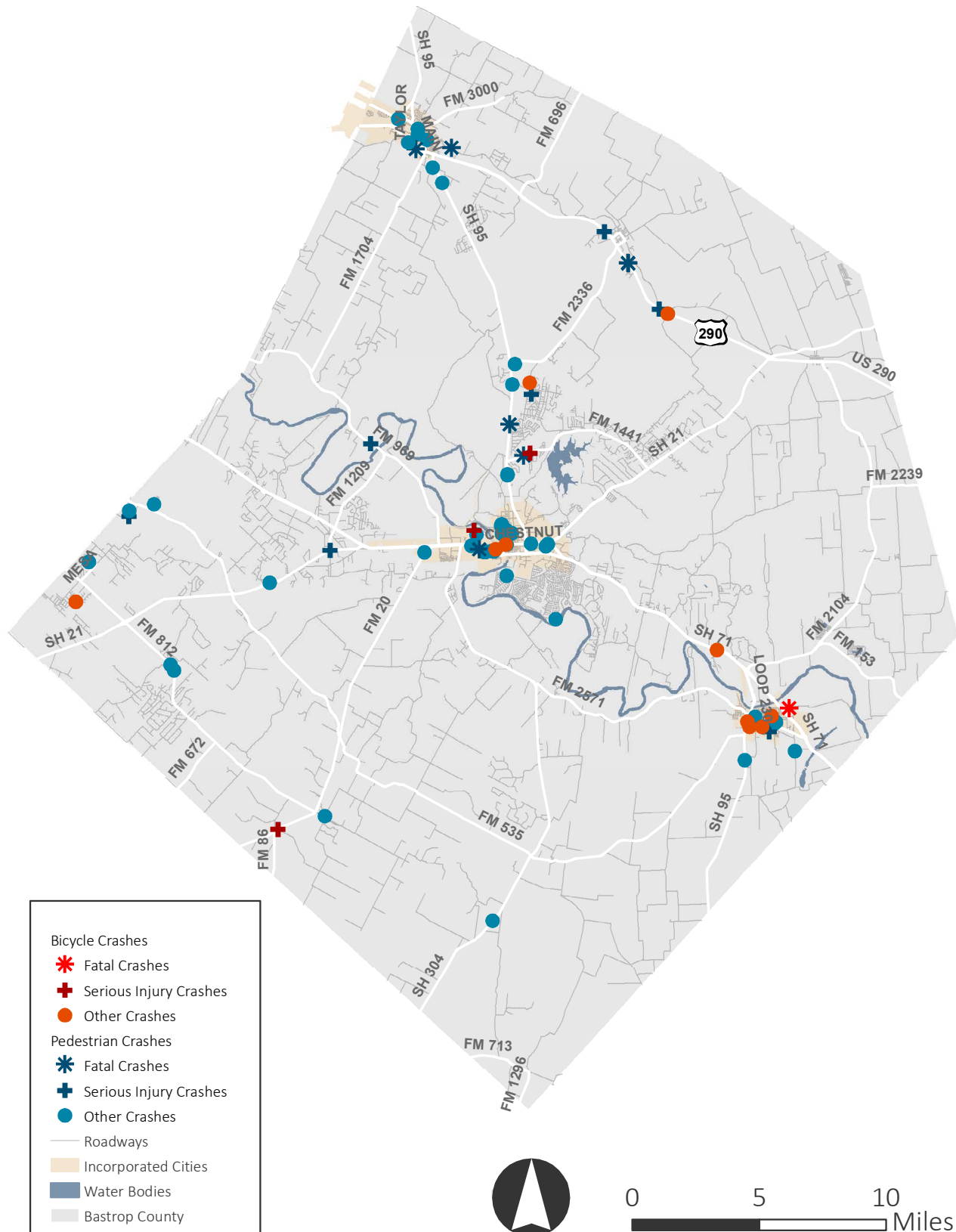
- Major Roads
- All Roads
- Incorporated Cities



0 1.25 2.5 Miles



BICYCLE AND PEDESTRIAN CRASHES, 2010-2014





Plenary Session: Goals and Performance Measures

Please listen as the moderator discusses a set of draft goals that are being considered to assist in the evaluation of transportation projects that will be included the Bastrop County Transportation Plan.

About transportation system goals

For decades, reducing congestion and improving safety were the primary goals of the transportation planning process. While these goals are no less important today, the transportation system impacts a number of other facets of the community that should be considered when selecting and prioritizing transportation projects during the planning process.

The following is a list of draft goals that were assembled from various other planning efforts in the region. More detailed definitions of these goals are outlined on the next page.

- Social Equity
- Safety
- Connectivity and Accessibility
- Affordability
- Coordination/ Support of Land Use
- Economic Development
- Congestion Reduction
- Preservation of Local Character
- Environmental Sensitivity
- Health
- Cost Effectiveness
- Reliability
- Maintenance and Operations
- Multi-modality
- Non-motorized Transportation
- Sustainability

Exercise 4: Ranking Goals

Task 1. Table Ranking of the Goals

As a group please discuss what you see as being the most important goals for the Bastrop County transportation system now and in the future.

Your table facilitator will give you three stickers to rank your top three goals for the Bastrop County Transportation system. After everyone has placed their stickers on the chart the votes will be aggregated with the rest of the tables and reported back to the group as a whole.

Task 2. Individual Ranking of Goals

While the votes are being tallied, please use the **Participant Response Sheet** to score the importance of each individual goal. This activity allows for a more detailed understanding of each participant's priorities. You will hand your Response Sheet to your facilitator at the conclusion of this workshop.

Description of Goals

Social Equity

Relates to the equitable distribution of impacts (benefits and costs) that result from decisions regarding the transportation system.

Safety

Refers to implementing methods and measures that reduce the risk of road users being killed or seriously injured. Road users include pedestrians, bicyclists, motorists, their passengers, and passengers of on-road public transport.

Connectivity and Accessibility

Connectivity refers to both street connectivity (the density of connections in road network and the directness of links) and mode connectivity (the ease by which people and goods can transition from one mode to another). Accessibility refers to the ability to reach goods, services, and activities, and is affected by mobility, the quality and affordability of transportation options, system connectivity and land use patterns.

Affordability

Relates to an individual's ability to pay for the transportation needed to perform daily activities and access basic goods and services.

Coordination and Support of Land Use

Refers to the idea that decisions related to transportation policy and infrastructure should be intimately connected with land use policies and decisions.

Economic Development

Refers to the way in which policies and actions related to transportation can help promote economic goals within the county.

Congestion Reduction

Refers to a roadway system operating at speeds below those for which it was designed.

Preservation of Local Character

Refers to protecting a community's unique characteristics and sense of place.

Environmental Sensitivity

Relates to taking into account the impacts that the transportation system has on both the natural and the human environment.



Health

Relates to the benefits of using roadways, streets, sidewalks, trails, and public transit for everyday needs. It also refers to the impacts of the transportation system on health, from increased air pollution to a lack of safe places to engage in physical activity without unnecessary risk.

Cost Effectiveness

Refers to the use of limited resources to achieve the most benefit on a per dollar basis. Strategies might include investing in projects that have cost sharing partners or are "low-cost improvements," such as operational improvements that do not require building costly new infrastructure.

Reliability

Refers to consistency or dependability in travel times, as measured on a day-to-day basis or across different times of day.

Maintenance and Operations

Refers to improving the efficiency of the transportation system through improved system management, preservation of the existing transportation system, and the reduction in associated costs.

Multi-Modality

Refers to the provision of multiple options for the movement of people and goods.

Non-motorized Transportation

Refers to increasing opportunities for walking and bicycling for recreation and to complete daily activities, such as traveling to work or to school.

Sustainability

Refers to the satisfaction of basic social and economic needs, both present and future, and the responsible use of natural resources, all while maintaining or improving the well-being of the environment on which life depends.



Closing

Please **TURN IN YOUR PARTICIPANT RESPONSE SHEET** to your facilitator so that your ideas can be recorded and used to inform future county transportation related decisions.

Please **LEAVE YOUR EVALUATION FORM** face down in the middle of your table or turn it in to the moderator after the closing.

You may **KEEP THIS WORKBOOK** for future reference.

For additional information and periodic updates on the development of the Bastrop County Transportation Plan, visit:

www.planbastropcounty.org

or

facebook.com/PlanBastropCounty

