TECHNICAL ADVISORY COMMITTEE MEETING
Monday, August 25, 2025
2:00 p.m.

Livestream at: www.campotexas.org

AGENDA

1. Certification of Quorum – Quorum requirement is 13 members
..... Ms. Emily Barron, Chair

ACTION:

2. Approval of May 19, 2025 Meeting Summary..... Mr. Chad McKeown, CAMPO
Mr. McKeown will seek TAC approval of the May 19, 2025 meeting summary.

INFORMATION:

3. Update on Interchange Bottlenecks Study .....Mr. Will Lisska, CAMPO
Mr. Lisska and CAMPO's consultant HDR will brief the TAC on the Interchange Bottlenecks Study, including a review of locations moving forward into concept development and the prioritization process.

4. Presentation and Discussion on 2015-2024 State of Safety Report
..... Mr. Jeff Kaufman, Texas A&M Transportation Institute
Mr. Kaufman will provide an overview of key regional safety statistics from 2015-2024.

5. Presentation of Draft CAMPO Regional Safety Action Plan (RSAP)
..... Mr. Nicholas Samuel, CAMPO
Mr. Samuel will provide an overview of the draft CAMPO RSAP, including a regional safety analysis, recommendations, and implementation strategies.

6. Discussion on Transportation Demand Management (TDM) Subcommittee
..... Mr. Nirav Ved, CAMPO
Mr. Ved will discuss restarting the TAC subcommittee for Transportation Demand Management.

7. Report on Transportation Planning Activities

Persons with Disabilities:
Upon request, reasonable accommodations are provided. Please call 737-229-0896 at least three (3) business days prior to the meeting to arrange for assistance.

8. TAC Chair Announcements
    - Next TPB Meeting – September 8, 2025, 2:00 p.m.
    - Next TAC Meeting – September 22, 2025, 2:00 p.m.

9. Adjournment

Persons with Disabilities:
Upon request, reasonable accommodations are provided. Please call 737-226-4840 at least three (3) business days prior to the meeting to arrange for assistance.

Capital Area Metropolitan Planning Organization
Technical Advisory Committee Meeting

Livestream at: www.campotexas.org

Meeting Minutes
May 19, 2025
2:00 p.m.

1. Certification of Quorum ..... Ms. Emily Barron, Chair

The Chair called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:00 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Erik Leak	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Richard Mendoza, P.E.	City of Austin	N	
4.	Randall Skinner	City of Cedar Park	Y	
5.	Lua Saluone	City of Georgetown	Y	
6.	Mike Trimble	City of Kyle	Y	
7.	Ann Weis	City of Leander	Y	
8.	Emily Barron, Chair	City of Pflugerville	Y	
9.	Brian Kuhn	City of Round Rock	N	
10.	Shaun Condor, P.E.	City of San Marcos	Y	

11.	Aimee Robertson	Bastrop County	N	
12.	Kennedy Higgins	Bastrop County (Smaller Cities)	N	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Russell Sander	Burnet County (Smaller Cities)	Y	
15.	Will Conley	Caldwell County	Y	
16.	Vacant	Caldwell County (Smaller Cities)	-	
17.	Jennifer Moczygemba	Hays County	Y	
18.	Angela Kennedy	Hays County (Smaller Cities)	Y	
19.	Charlie Watts	Travis County	Y	
20.	Cathy Stephens	Travis County (Smaller Cities)	Y	
21.	Bob Daigh, P.E.	Williamson County	Y	
22.	Matt Rector	Williamson County (Smaller Cities)	Y	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	N	Oscar Solis, P.E.
25.	Sharmila Mukherjee	Capital Metro	N	
26.	Heather Ashley-Nguyen, P.E.	TxDOT	N	

2. Approval of April 28, 2025 Meeting Summary

..... Mr. Chad McKeown, CAMPO

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who informed the Committee that the April 28, 2025 meeting summary was updated to fully represent the two (2) amendments presented for the draft 2050 Regional Transportation Plan (RTP). Mr. McKeown added that the updated meeting summary was posted to the CAMPO website.

The Chair entertained a motion for approval of the April 28, 2025 meeting summary, as amended.

Mr. Bob Daigh, P.E. moved for approval of the April 28, 2025 meeting summary, as amended.

Mr. Matt Rector seconded the motion.

The motion prevailed unanimously.

3. Discussion and Recommendation on Final FY 2026 & 2027 Unified Planning Work Program (UPWP)

The Chair recognized Ms. Theresa Hernandez, CAMPO Finance & Administration Manager who informed the Committee that the UPWP is a federally required document that identifies planning priorities and activities in the CAMPO region.

Ms. Hernandez later informed the Committee that the draft FY 2026 & 2027 UPWP is based on a budget of $8.3 million in PL funds received from the Federal Highway Administration for FY 2025 and projected funds for FY 2026. Ms. Hernandez discussed the components of the FY 2026 & 2027 UPWP document, summarized the final revisions, and highlighted the timeline for final approval. Ms. Hernandez concluded the presentation with a request for a TAC recommendation for approval of the final FY 2026 & 2027 UPWP. The presentation concluded without questions or comments.

The Chair entertained a motion to approve a recommendation for approval of the FY 2026 & 2027 UPWP, as presented.

Mr. Ed Collins moved to approve a recommendation for approval of the FY 2026 & 2027 UPWP, as presented.

Mr. Russell Sander seconded the motion.

The motion prevailed unanimously.

4. Discussion and Recommendation on 2026-2029 Call for Projects for Transportation Set-Aside (TASA) and Carbon Reduction Program (CRP) Funding

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who provided an overview of the 2026-2029 call for projects for TASA and CRP funding. Mr. Collins summarized the project evaluation process used for projects that are considered ready and highlighted the project selection criteria, as adopted by the Transportation Policy Board (TPB) in 2017. Mr. Collins also summarized the planning factors analysis and cost benefit analysis.

Mr. Collins later presented ten (10) projects that passed the readiness evaluation and briefly discussed the evaluation results and funding award recommendations. Mr. Collins informed the Committee that funding is available for all projects that were considered ready. Mr. Collins added that approximately $51 million is available for the TASA Program and the CRP.

Mr. Collins advised the Committee that just under $1 million in CRP funding and close to $17 million in TASA funding will roll over into the project call for Surface Transportation Block Grant funding which will start in August.

Mr. Collins reported that the full recommendation included in the meeting materials indicated that the program funding represents only the federal funding amount. Mr. Collins noted that those funds have been adjusted for inflation to fiscal year 2026 or 2027. Mr. Collins also reported that there is a 20% local match that is not listed in the full recommendation.

Mr. Collins informed the Board that all projects that are ultimately awarded by the TPB will be monitored, subject to the continual progress policy, and assume federal program continuation. The presentation was concluded by a request for a TAC recommendation for approval of the 2026-2029 Call for Projects for TASA and CRP funding process and resulting recommendation. A question and answer with comments followed.

The Chair entertained a motion to approve a recommendation for approval of the 2026-2029 Call for Projects for TASA and CRP funding process and resulting recommendation, as presented

Mr. Ed Collins moved to approve a recommendation for approval of the 2026-2029 Call for Projects for TASA and CRP funding process and resulting recommendation, as presented.

Mr. Randall Skinner seconded the motion.

The motion prevailed unanimously.

5. Report on Transportation Planning Activities

The Chair recognized Mr. Chad McKeown who introduced the following CAMPO staff who provided reports on transportation planning activities as follows:

Mr. Nicholas Samuel, CAMPO Senior Regional Planner provided a brief status update on the Regional Safety Action Plan (RSAP). Mr. Samuel reported that a number of county regional safety action plans have been drafted or will be made available to the various task forces. Mr. Samuel added that a number of those counties will be looking to adopt or approve a resolution to support those RSAPs, which will be helpful to the local governments looking to apply for SS4A funds in this round. Mr. Samuel further added that CAMPO staff has draft resolution language available to those counties, if needed for the adoption of their own safety action plan.

Mr. Samuel also reported that CAMPO is planning its third round of public outreach for the regional safety analysis and recommendations at the regional level beginning in early June through mid-July.

Mr. Samuel further reported that CAMPO is on track to have a draft RSAP in mid-August. More updates on the CAMPO RSAP will be provided to the TAC in the coming months.

Mr. William Lisska, CAMPO Regional Planning Manger provided a brief update on the 2050 Regional Transportation Plan (RTP). Mr. Lisska reported that the 2050 RTP was adopted by the Transportation Policy Board on May 12, 2025. Mr. Lisska noted that the Transportation Policy Board Chair appointed a subcommittee to discuss the evaluation and prioritization criteria related to the RTP and TIP and an additional subcommittee to discuss matters related to the Travel Demand Model.

The report on transportation planning activities concluded without questions or comments.

6. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on June 9, 2025 and the next Technical Advisory Committee Meeting will be held on June 23, 2025 at 2:00 p.m.

7. Adjournment

The May 19, 2025 meeting of the Technical Advisory Committee was adjourned at 2:26 p.m.

Date:	August 25, 2025
Continued From:	N/A
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. William Lisska, Regional Planning Manager
Agenda Item:	3
Subject:	Update on Interchange Bottlenecks Study

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO is currently developing the Interchange Bottlenecks Study, which includes an analysis of major freeway interchange and major arterial intersection locations throughout the six-county region and the identification of multimodal mobility and safety improvement concepts for a short list of prioritized locations. CAMPO will review the prioritization methodology used for the study and the short list of locations moving forward into preliminary concept development with the TAC.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The purpose of the Interchange Bottlenecks Study is for CAMPO to assist regional partners in the identification of bottlenecks at freeway interchanges and major arterial intersections across the six-county region. There are two primary parts to the Study:

(1) Identifying and prioritizing which freeway interchange and major arterial intersection locations throughout the CAMPO region need mobility and safety improvements the most based on a planning-level screening analysis.
(2) Selecting and developing planning-level improvement concepts at up to four prioritized locations.

CAMPO and its consultants, HDR, completed the first part of the Study and developed a draft list of the top 15 interchanges and major arterial intersections in need of improvement, based on screening criteria related to traffic operations, built environment, safety, and economic/demographic factors. The project team then met with TxDOT and local agency representatives to determine which locations are part of an active project development process. CAMPO will consider developing planning-level improvement concepts for up to four of the top-ranked interchange and major arterial locations that are not already part of an active project development process.

SUPPORTING DOCUMENTS

Attachment A – *CAMPO Interchange Bottleneck Study – Intersection & Interchange Prioritization*

CAMPO Interchange Bottlenecks Study

Bottleneck Prioritization

This document presents a comprehensive methodology for identifying, prioritizing, and ranking bottleneck intersections and interchanges within the Capital Metropolitan Planning Organization (CAMPO) region. Accurately identifying these bottlenecks is critical, as it enables agencies to strategically develop a shortlist of key interchanges and intersections with the potential to advance into preliminary concept development.

Bottleneck Definition

A bottleneck is a physical condition in the transportation infrastructure that causes recurring disruptions in traffic flow which leads to localized congestion, vehicular queueing, and/or delays. These disruptions can result from temporary obstructions—such as crashes or construction work zones—or permanent capacity constraints, like insufficient numbers of lanes. Additionally, bottlenecks can vary throughout the day due to peak-hour traffic demand.

Interchange Selection and Prioritization

To refine the scope of the study, we limited the bottleneck locations to freeway interchanges and intersections of two or more principal arterials. The result is 72 intersections/interchanges across the CAMPO region (shown in Figure 1.).

With this understanding of bottlenecks, we developed prioritization goals that focus on congestion, multi-modal transportation, crashes, and surrounding social and economic vitality. These goals were then categorized as the four criteria: Traffic Operations, Built Environment, Safety, and Economic & Demographic, as shown in Table 1.

Table 1: Criteria Goals

Prioritization Goal	Criteria
Prioritize intersections with high levels of congestion	Traffic Operations
Prioritize major roadway networks that serve multiple modes of transportation	Built Environment
Prioritize intersections with high crash rates and severity	Safety
Prioritize socially vulnerable and/or economically vital areas	Economic & Demographic

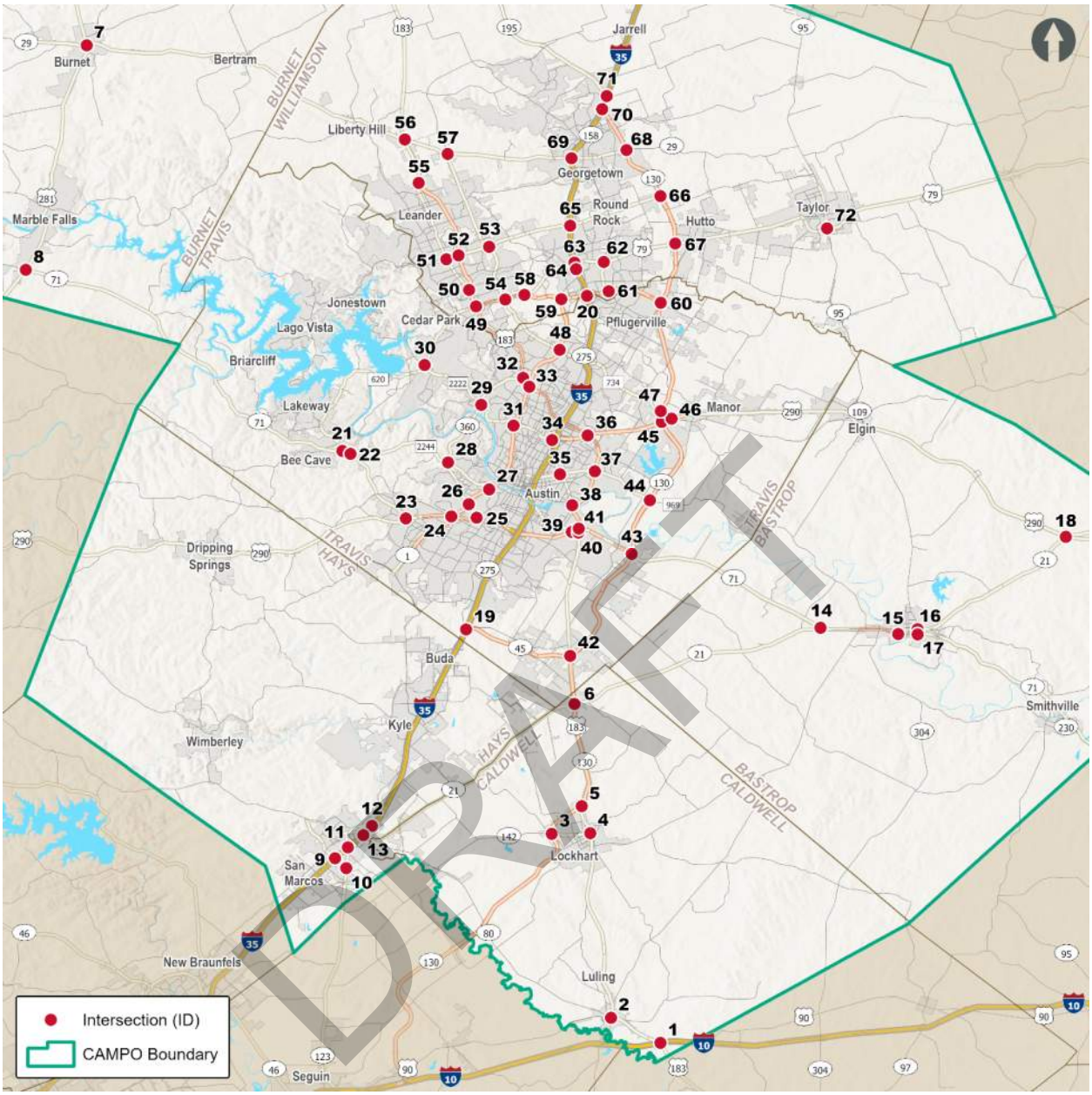


Figure 1: CAMPO Intersections/Interchanges

The four main criteria serve as high-level categories, each containing multiple sub-criteria used for prioritization. With this structure, we prioritized the 72 intersections through a screening analysis using currently available data. Descriptions of the sub-criteria, as well as their data sources, are shown in Table 2. Note that this is a shortened list of all the sub-criteria and data sources.

Table 2: Sub-Criteria and Data Sources

Criteria	Sub-Criteria	Data Source
Traffic Operations	Vehicular Delay	TTI Top 100 Congested Road Segments
	Maximum Average Annual Daily Traffic	TxDOT Roadway Inventory
	Maximum Volume-to-Capacity Ratio, and Total Vehicle-Miles traveled	CAMPO 2050 Travel Demand Model
Built Environment	Max Speed Limit	TxDOT Posted Speed Limits
	Length of Existing and Future Bicycle Networks	CAMPO Bicycle Network Inventory Map
	No. of Transit Stops	Capital Metro Transit Stops
Safety	Crashes: number, rates, severity, multimodal	TxDOT CRIS
Economic & Demographic	Income, Employment, Housing Units, Population, Poverty, Vulnerable Populations	ACS 2023 and CAMPO 2050 Travel Demand Model

Based on the selected sub-criteria, data was extracted from a 0.25-mile radius from the center of each intersection/interchange outward using ArcGIS Pro. Once extracted, each sub-criterion for each intersection was assigned a score ranging from 1 to 5.

Next, the criteria and sub-criteria were weighed based on relative importance to the prioritization process. The Analytical Hierarchy Process (AHP), which is a multi-criteria decision-making tool, was used to evaluate, weigh, and confirm the consistency of the criteria and their relative importance. The resultant criteria weighting is shown in Figure 2. It is important to note that the sub-criteria also contain a percentage breakdown within its applicable criterion category.

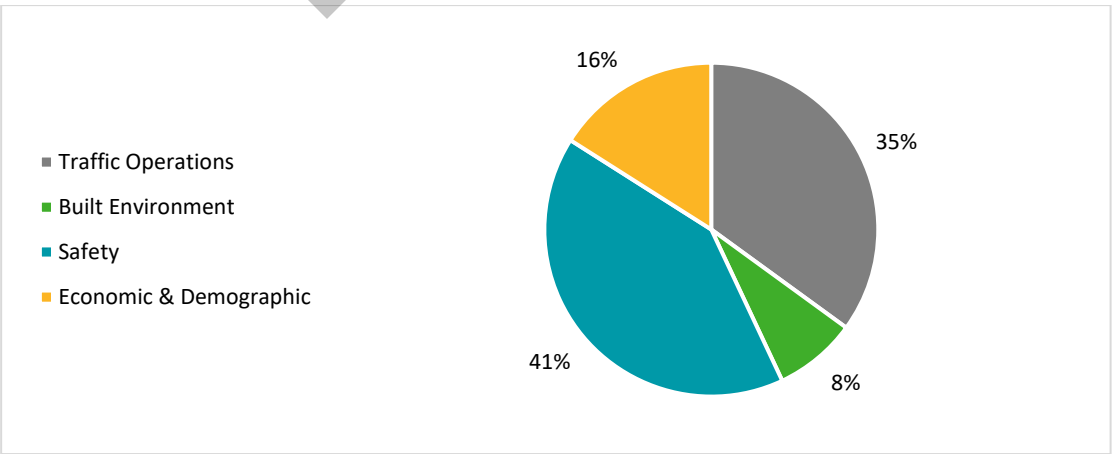


Figure 2: Criterion Weights

Results

This methodology identified IH-35 and SH 45N in Round Rock (score 72.48) as the worst bottleneck intersection/interchange within the CAMPO region. The remaining top fourteen intersections/ interchanges are located in Austin, Round Rock, Georgetown, and San Marcos, spanning Travis, Williamson, and Hays Counties, as shown in Figure 3 and Table 3.

Table 3: Top 15 Bottlenecks in the CAMPO Region

Rank	Final Weighted Score	Intersection/ Interchange Name	City	County
1	72.48	IH-35 / SH 45N	Round Rock	Travis/Williamson
2	64.20	SH 71 / Riverside Dr	Austin	Travis
3	61.37	IH-35 / SH 123	San Marcos	Hays
4	60.91	IH-35 / US 79	Round Rock	Williamson
5	60.40	IH-35 / RM 1431	Round Rock	Williamson
6	58.65	US 290 / Loop 1	Austin	Travis
7	57.77	IH-35 / RM 620	Round Rock	Williamson
8	56.31	IH-35 / Wonder World Dr	San Marcos	Hays
9	55.62	IH-35 / SH 45 SE	Austin	Travis
10	52.05	IH-35 / SH 80	San Marcos	Hays
11	51.99	Loop 1 / FM 734	Austin	Travis
12	51.28	US 183 / US 290	Austin	Travis
13	50.22	Loop 1 / RM 2222	Austin	Travis
14	50.00	US 290 / FM 734	Austin	Travis
15	48.55	IH-35 / SH 29	Georgetown	Williamson

Most of the fifteen intersections/interchanges are part of recently completed, ongoing, or future planned improvements by TxDOT or other agencies. We met with TxDOT, City of San Marcos, and City of Austin to gather feedback and determine a short list of intersection/interchanges to move forward to detailed traffic and/or safety analysis. Table 4 lists the adjacent projects and studies at each intersection/interchange, plus related agency feedback on each. Intersections/interchanges that may benefit from further study as part of the CAMPO Interchange Bottlenecks Study are highlighted in green.

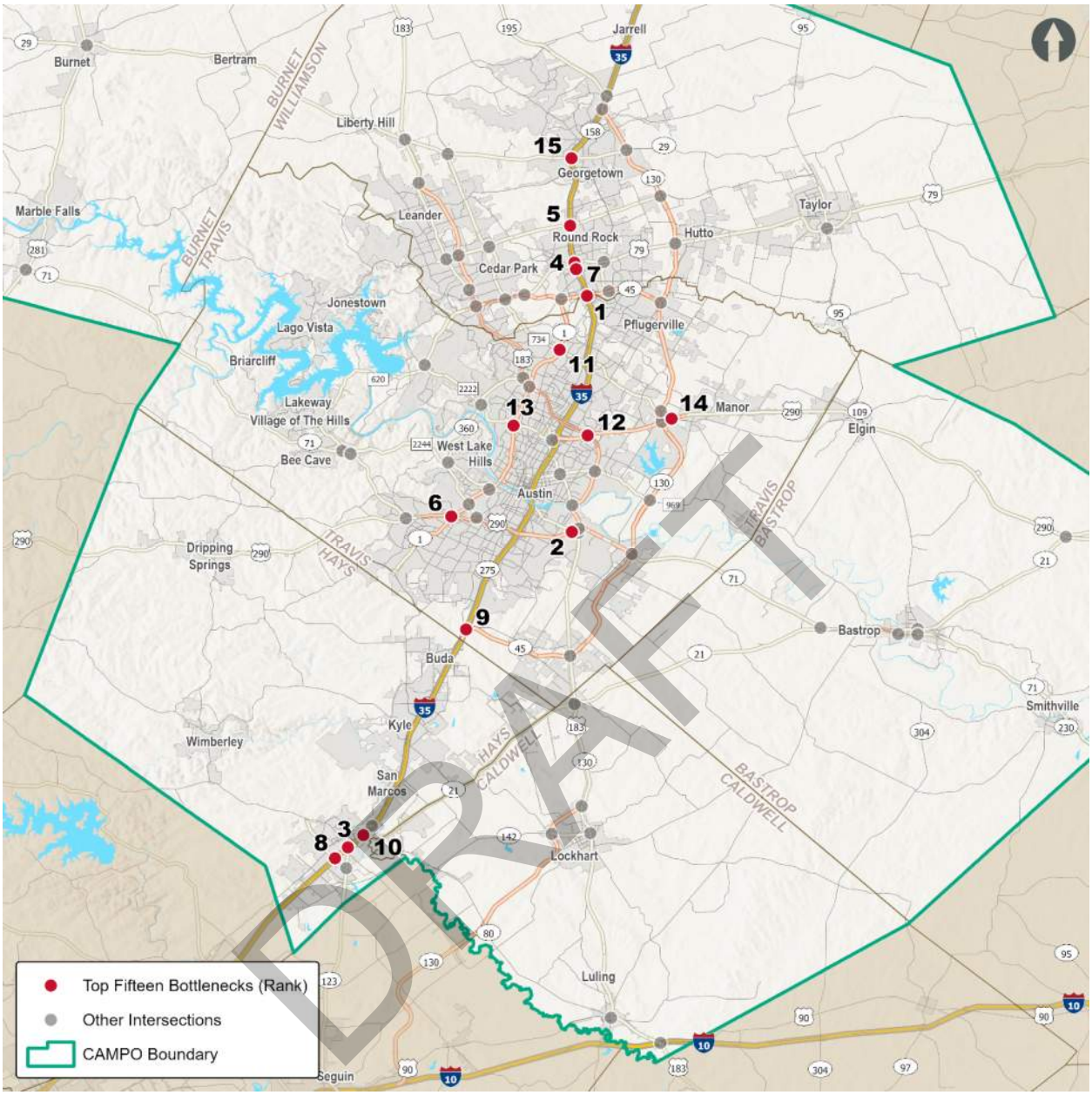


Figure 3: Top 15 Bottlenecks in the CAMPO Region

Table 4. Adjacent Projects/Studies and Discussion Notes at Top Fifteen Intersections/Interchanges

Rank	Intersection/ Interchange Name	Adjacent Projects/Studies	Notes
1	IH-35 / SH 45N	IH-35 from US 79 to SH 45N Capital Express North IH-35 Georgetown to Round Rock	TxDOT is considering a fully-directional interchange. Evaluation as part of the CAMPO Interchange Bottlenecks Study is not beneficial.
2	SH 71 / Riverside Dr	Project Connect SH 71 EBFR from East of Riverside to Presidential Blvd.	Project Connect's first phase ends at Yellow Jacket Lane (northwest of SH 71 interchange). Priority extension connects to ABIA in the future. Adjacent and planned projects have not identified safety improvements at this location.
3	IH-35 / SH 123	IH-35 at SH 123 Project IH-35 Austin to San Antonio Planning & Environmental Linkages Study	The interchange was recently reconstructed by TxDOT potentially addressing prioritization criteria. Additional improvements are not required.
4	IH-35 / US 79	IH-35 from US 79 to SH 45N US 79 from IH-35 to east of FM 1460 IH-35 Georgetown to Round Rock	Based on study by other projects, evaluation as part of the CAMPO Interchange Bottlenecks Study is not beneficial.
5	IH-35 / RM 1431	IH-35 Georgetown to Round Rock	Williamson County is studying potential direct connectors. Evaluation as part of the CAMPO Interchange Bottlenecks Study is not beneficial.
6	US 290 / Loop 1	Oak Hill Parkway Mopac South	Additional direct connectors are proposed as part of Mopac South. Evaluation as part of the CAMPO Interchange Bottlenecks Study is not beneficial.
7	IH-35 / RM 620	RM 620 at Railroad / Chisholm Trail IH-35 from US 79 to SH 45N IH-35 Georgetown to Round Rock	Based on study by other projects, evaluation as part of the CAMPO Interchange Bottlenecks Study is not beneficial.
8	IH-35 / Wonder World Dr	IH-35 Austin to San Antonio Planning & Environmental Linkages Study	Although this interchange is included in the Planning & Environmental Linkages Study, detailed interchange improvements have not been identified. Additional evaluation as part of the CAMPO Interchange Bottlenecks Study would be beneficial.
9	IH-35 / SH 45 SE	Capital Express South IH-35 Austin to San Antonio Planning & Environmental Linkages Study	Hays County is pursuing improvements at this interchange. Evaluation as part of the CAMPO Interchange Bottlenecks Study is not beneficial.
10	IH-35 / SH 80	IH-35 Austin to San Antonio Planning & Environmental Linkages Study	Although this interchange is included in the Planning & Environmental Linkages Study, detailed interchange improvements have not been identified. Additional evaluation as part of the CAMPO Interchange Bottlenecks Study would be beneficial.
11	Loop 1 / FM 734	Parmer Corridor Study	This intersection is part of the CAMPO Project Readiness Program and the eastern boundary of Parmer Corridor Study. Evaluation of this interchange as part of the CAMPO Interchange Bottlenecks Study would be complementary.
12	US 183 / US 290		
13	Loop 1 / RM 2222		
14	US 290 / FM 734	290 Extension Project (CTRMA)	Based on study by other projects, evaluation as part of the CAMPO Interchange Bottlenecks Study is not beneficial.
15	IH-35 / SH 29	IH-35 Georgetown to Round Rock	Based on study by other projects, evaluation as part of the CAMPO Interchange Bottlenecks Study is not beneficial.

Final Selection

As a result of agency feedback, we will continue evaluation of four intersections for potential mobility and safety improvements:

1. SH 71 / Riverside Drive
2. IH-35 / Wonder World Drive
3. IH-35 / SH 80
4. Loop 1 / FM 734

Table 5 provides further context on the driving sub-criteria and background projects for the final four intersections. With the largest driving sub-criteria located in the leftmost column of the three sub-criteria, SH 71 / Riverside Drive and IH-35 / Wonder World Drive have fatal crashes as leading sub-criteria, while the two other intersections' leading sub-criteria are serious injury crashes.

Overall, by utilizing the AHP model and framing that model around the four main criteria of Traffic Operations, Built Environment, Safety, and Economic and Demographics, we were able to reach the goal of identifying and prioritizing bottleneck interchanges within the CAMPO region.

Table 5: Final Four Intersections

Rank	Final Weighted Score	Intersection/ Interchange Name	City	County	Driving Sub-Criteria		
2	64.20	SH 71 / Riverside Dr	Austin	Travis	Fatal Crashes	Serious Injuries	Maximum Volume-Over-Capacity
8	56.31	IH-35 / Wonder World Dr	San Marcos	Hays	Fatal Crashes	Serious Injuries	Maximum AADT 19-year % change
10	52.05	I-35 / SH 80	San Marcos	Hays	Serious Injuries	Maximum Volume-Over-Capacity	Vulnerable Population Tract
11	51.99	Loop 1 / FM 734	Austin	Travis	Serious Injuries	Maximum Volume-Over-Capacity	Vulnerable Population Tract

Date:	August 25, 2025
Continued From:	N/A
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. Jeff Kaufman, Texas A&M Transportation Institute
Agenda Item:	4
Subject:	Presentation and Discussion on 2015-2024 Regional State of Safety Report

RECOMMENDATION

None. This item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

Mr. Kaufman will provide a presentation to the Technical Advisory Committee regarding transportation safety trends for the CAMPO region for the years 2015 - 2024.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Each year, CAMPO, with assistance from the Texas A&M Transportation Institute, produces a Regional State of Safety Report which identifies the latest trends regarding vehicular crashes in the region. Mr. Kaufman will provide a presentation discussing those trends and potential strategies available to CAMPO to address safety concerns in the region.

SUPPORTING DOCUMENTS

Attachment A – *State of Safety Report: 2015-2024*

STATE OF SAFETY UPDATE: 2015-2024

STATE OF SAFETY IN THE CAMPO REGION

The following report provides an annual update of the Regional State of Safety Report, released in October 2021. In 2024, total crashes decreased 2.3 percent (33,866 in 2023 to 33,071 in 2024). Traffic fatalities declined 4.7 percent (297 in 2023 to 283 in 2024) and serious injuries dropped 5.0 percent (1,425 in 2023 to 1,354 in 2024). In addition, the region's share of statewide traffic fatalities decreased from 6.9 percent in 2023 to 6.8 percent in 2024, while its share of serious injuries dropped from 7.6 percent in 2023 to 7.4 percent in 2024.

CAMPO has adopted the performance goals of TxDOT's Road To Zero initiative, which strives for a 50-percent reduction of traffic-related fatalities and serious injuries by 2035 and their complete elimination by 2050. A set of target levels was calculated based on data from the previous 10 years and the region's future goals. However, while the region recorded fewer fatalities and serious injuries in 2024 compared to 2023, it failed to meet its 2024 target. In addition, the combined number of bicyclist and pedestrian fatalities and serious injuries increased in 2024 over 2023.

	Year	Fatalities	Serious Injuries	Bike-Ped Fatals/ Injuries	Fatality Rate (per 100M VMT)	Serious Injury Rate (per 100M VMT)
Historical	**2014-2018**	238	1,262	166	1.24	6.59
	2015-2019	245	1,264	185	1.21	6.28
	2016-2020	247	1,217	184	1.25	6.13
	2017-2021	253	1,222	190	1.26	6.10
	2018-2022	272	1,265	203	1.34	6.23
	2019-2023	284	1,315	209	1.40	6.48
	2024 TARGET	268	1,241	197	1.32	6.21
	2024 ACTUAL	283	1,354	202	1.42	6.25
Near Term Targets	**2025**	253	1,172	186	1.36	5.97
	2026	239	1,106	176	1.29	5.68
	2027	225	1,044	166	1.23	5.40
	2028	213	985	157	1.16	5.12
	2029	201	930	148	1.10	4.83
Long Term	**2030**	190	878	140	1.03	4.55
	2035 (50%)	142	658	105	0.71	3.13
	2040	95	439	70	0.47	2.09
	2045	47	219	35	0.24	1.04
	2050 (Zero)	0	0	0	0.00	0.00

Looking at individual safety focus areas in 2024, crashes at unsignalized intersections represented the largest crash factor in terms of total events. Alcohol played the largest factor in regional fatalities, while crashes at unsignalized intersections contributed to the largest number of serious injuries.

Crash Focus Area*	Crashes	Pct. of all crashes	Fatalities	Pct. of Fatalities	Serious Injuries	Pct. of Injuries
Unsignalized Intersections	**9,622**	**29.1%**	46	16.3%	**345**	**25.5%**
Distracted Driving	8,479	25.6%	35	12.4%	281	20.8%
Failure to Control Speed	6,782	20.5%	32	11.3%	238	17.6%
Road Departures	6,072	18.4%	75	26.5%	298	22.0%
Signalized Intersections	5,560	16.8%	24	8.5%	238	17.6%
Young Drivers	4,651	14.1%	27	9.5%	172	12.7%
Older Drivers	2,465	7.5%	34	12.0%	124	9.2%
Alcohol-Related	2,058	6.2%	**74**	**26.1%**	228	16.8%
Work Zone	1,977	6.0%	19	6.7%	70	5.2%
Speeding	1,556	4.7%	52	18.4%	174	12.9%
Large Trucks	925	2.8%	15	5.3%	60	4.4%
Unrestrained Occupants	823	2.5%	60	21.2%	174	12.9%
Motorcycles	691	2.1%	33	11.7%	203	15.0%
Pedestrians	439	1.3%	61	21.6%	98	7.2%
Bicyclists	263	0.8%	8	2.8%	35	2.6%
Bus Crashes	186	0.6%	3	1.1%	41	3.0%
RR Grade Crossing	56	0.2%	2	0.7%	4	0.3%

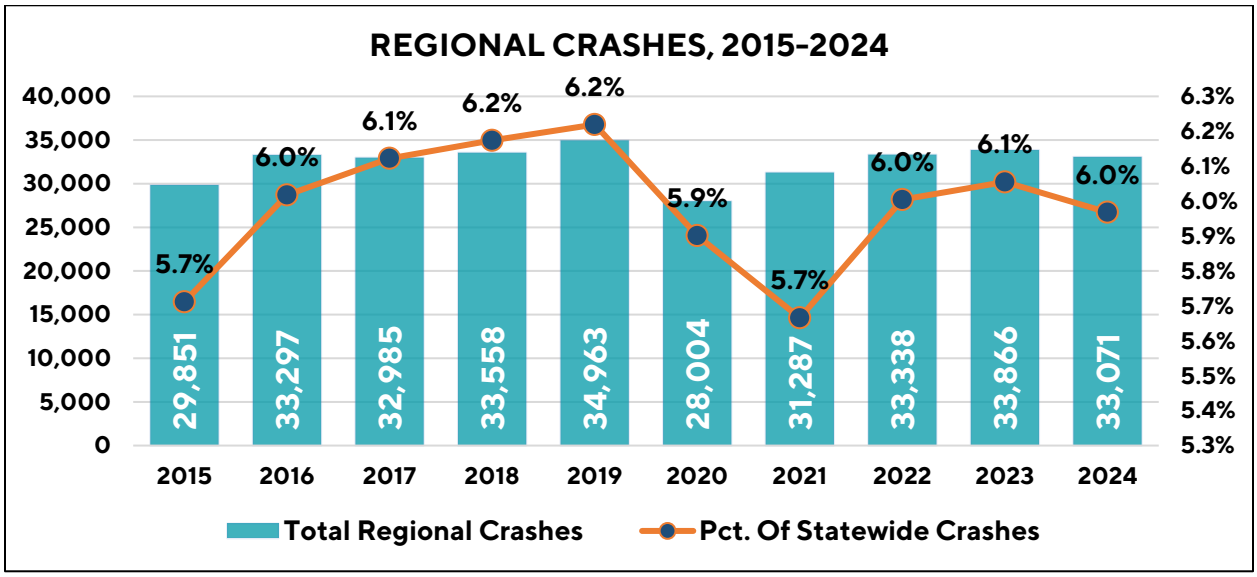
*Crash focus areas reflect crashes where the focus area is a factor, but not necessarily the sole factor in the crash. Data should not be added together for a cumulative result.

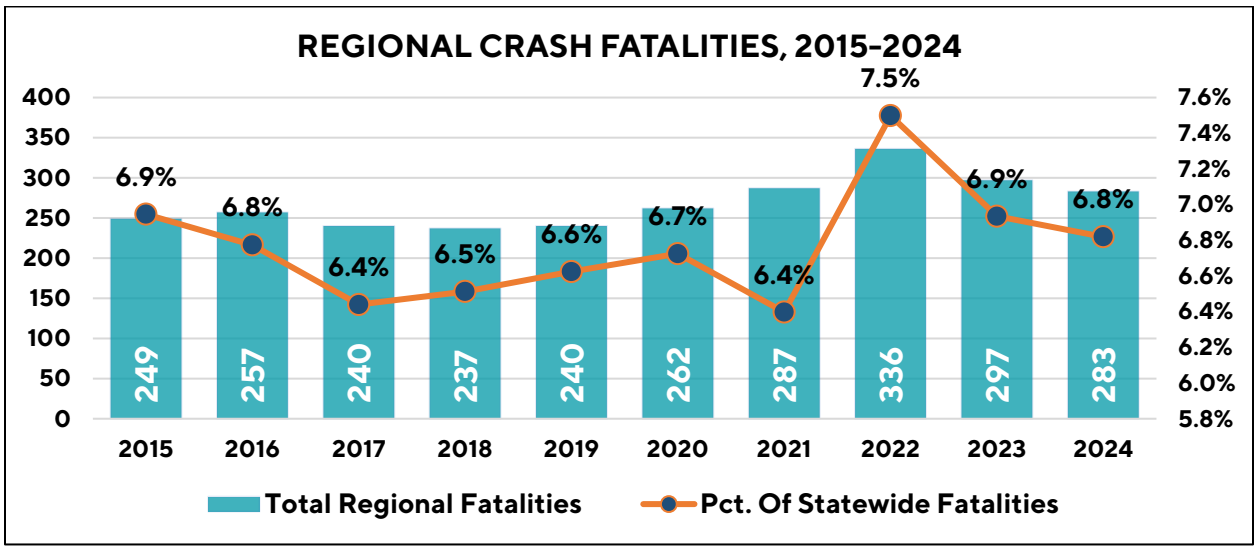
Five focus areas - alcohol, speeding, unrestrained occupants, motorcycles, and pedestrians – continue to register considerably disproportionate fatality and serious injury levels compared to the number of crashes experienced. Pedestrian fatalities increased by one death in 2024 (61 in 2024 versus 60 in 2023), while unrestrained motorist deaths increased 17.6 percent (60 in 2024 versuss 51 in 2023). All five focus areas experienced more serious injuries in 2024 compared to 2023.

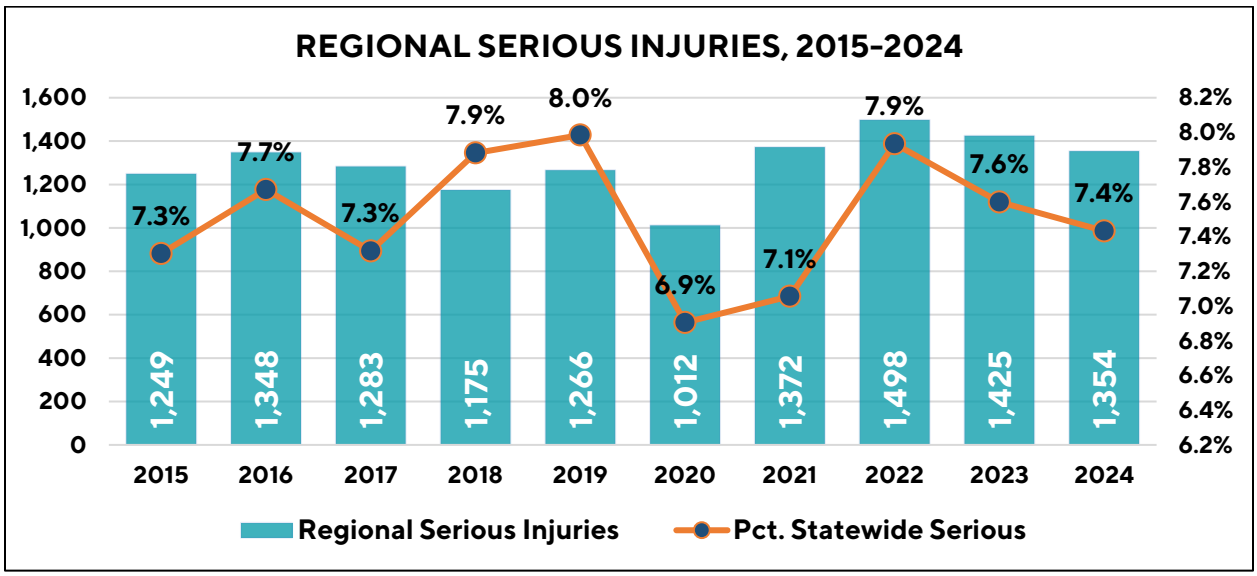
	Crashes			Fatalities			Serious Injuries		
	2024	2023	Pct. Chg.	2024	2023	Pct. Chg.	2024	2023	Pct. Chg.
Alcohol-Related	2,058	2,049	0.4%	74	82	-9.8%	228	223	2.2%
Speeding	1,556	1,621	-4.0%	52	58	-10.3%	174	160	8.8%
Unrestrained	823	949	-13.3%	60	51	17.6%	174	159	9.4%
Motorcycles	691	690	0.1%	33	46	-28.3%	203	192	5.7%
Pedestrians	439	424	3.5%	61	60	1.7%	98	95	3.2%

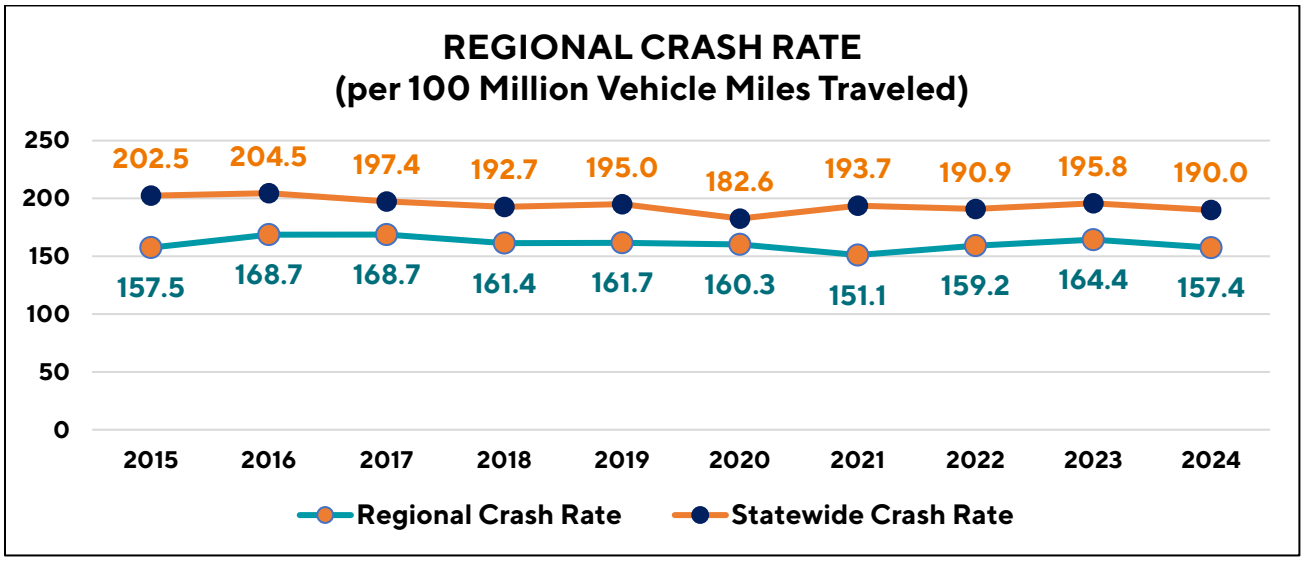
The following set of charts provides a synopsis of regional crashes based on the 16 identified focus areas addressed in the Regional State of Safety Report.

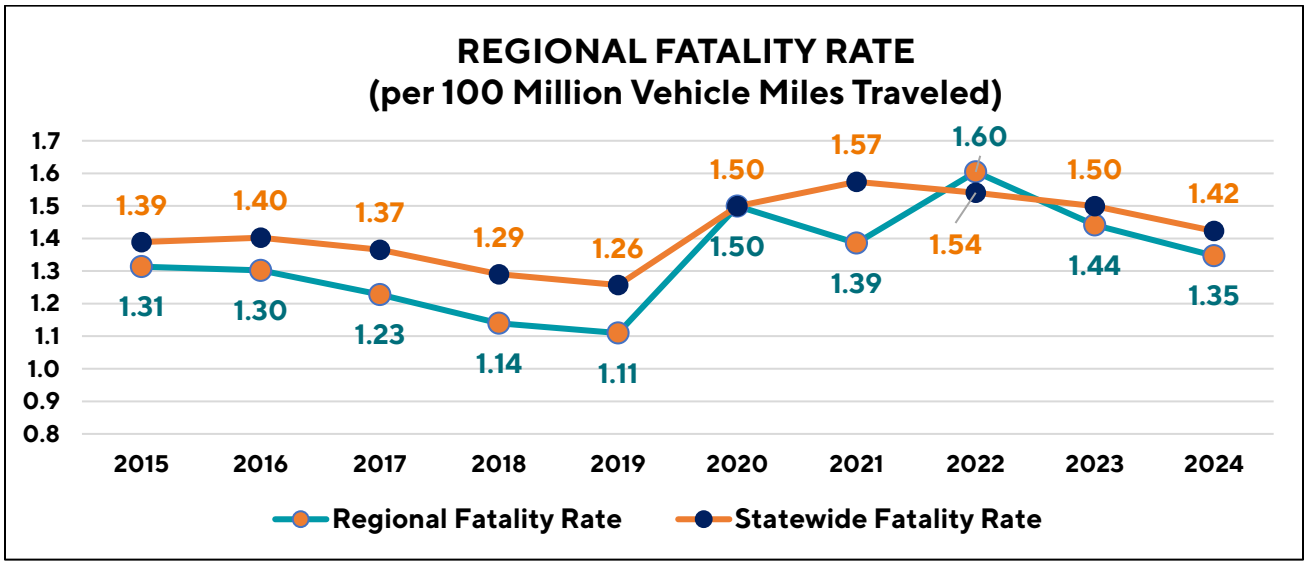
REGIONAL OVERVIEW

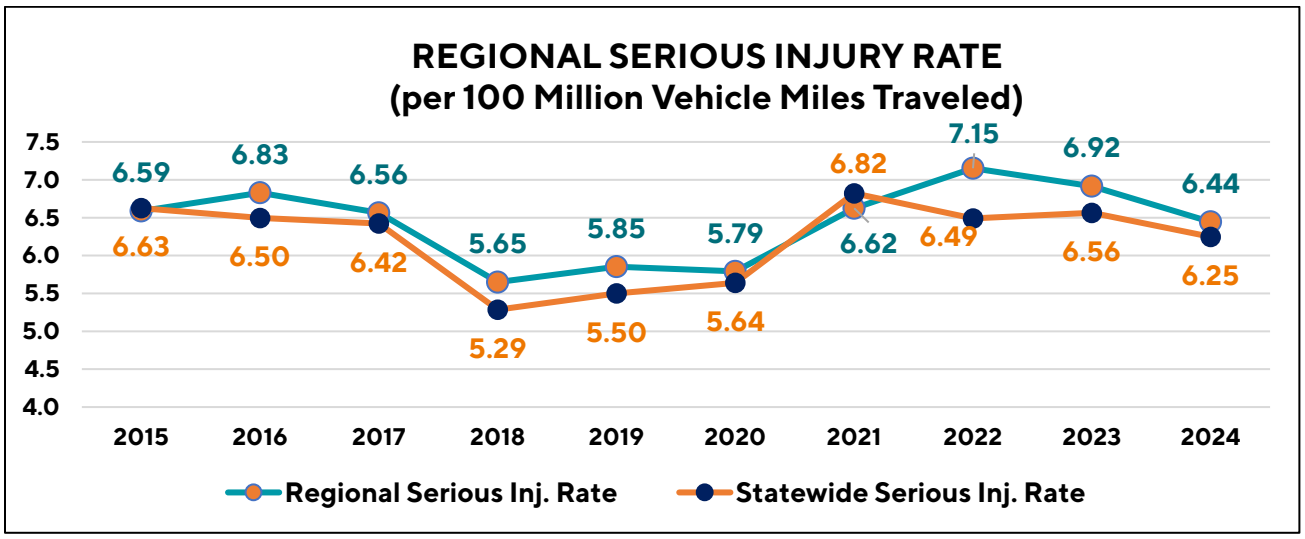




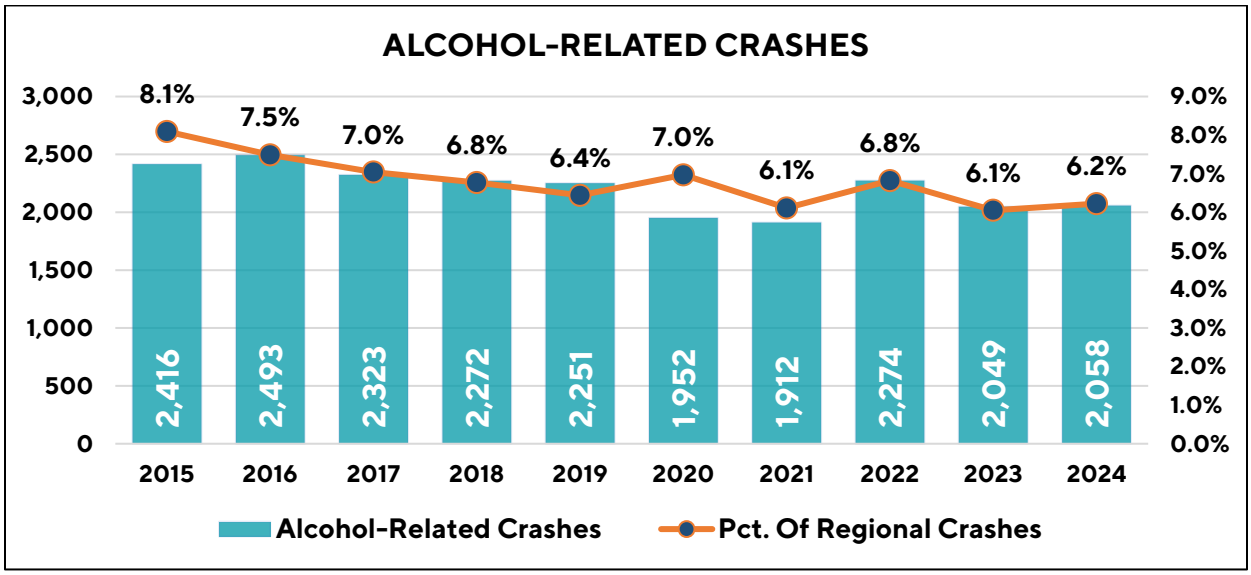


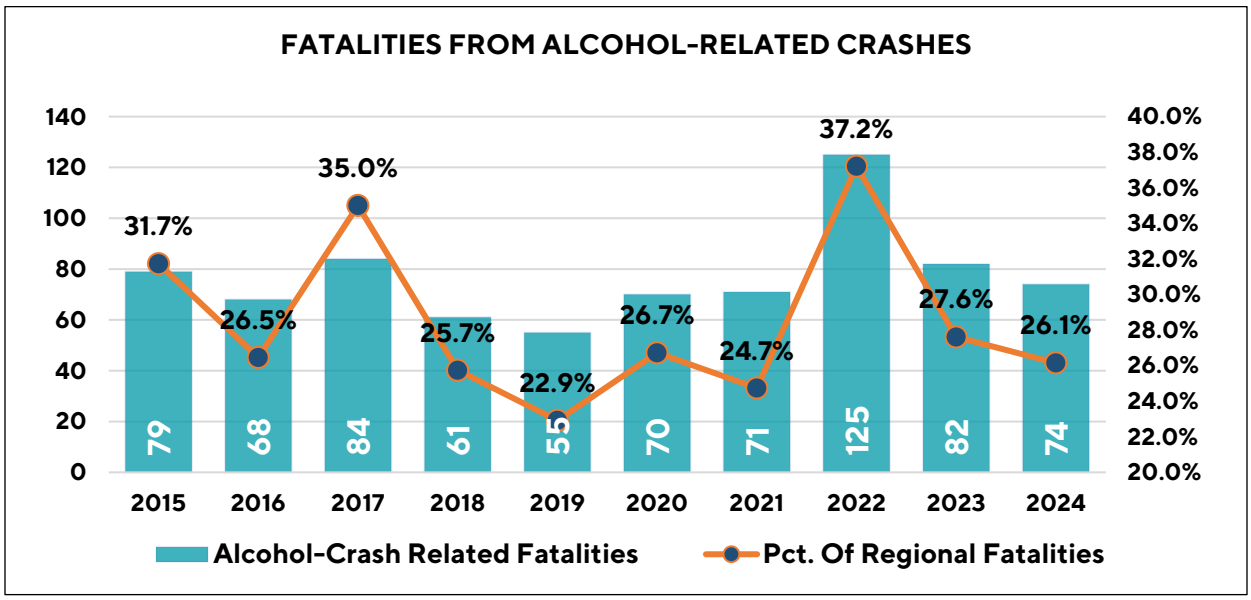

REGIONAL CRASH RATE
(per 100 Million Vehicle Miles Traveled)
250
200
150
100
50
0
202.5
204.5
197.4
192.7
195.0
182.6
193.7
190.9
195.8
190.0
157.5
168.7
168.7
161.4
161.7
160.3
151.1
159.2
164.4
157.4
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
Regional Crash Rate
Statewide Crash Rate

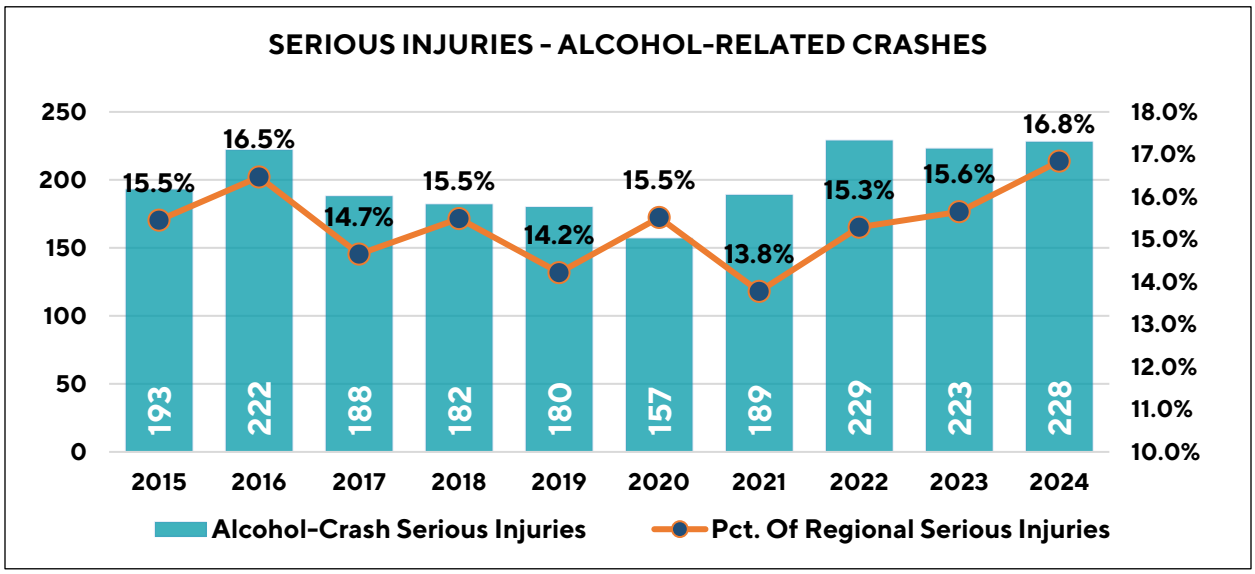

REGIONAL FATALITY RATE
(per 100 Million Vehicle Miles Traveled)
1.7
1.6
1.5
1.4
1.3
1.2
1.1
1.0
0.9
0.8
1.39
1.40
1.37
1.29
1.26
1.50
1.57
1.54
1.50
1.42
1.31
1.30
1.23
1.14
1.11
1.50
1.39
1.60
1.44
1.35
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
Regional Fatality Rate
Statewide Fatality Rate


REGIONAL SERIOUS INJURY RATE
(per 100 Million Vehicle Miles Traveled)
7.5
7.0
6.5
6.0
5.5
5.0
4.5
4.0
6.59
6.83
6.56
5.65
5.85
5.79
6.82
7.15
6.92
6.44
6.63
6.50
6.42
5.29
5.50
5.64
6.62
6.49
6.56
6.25
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
Regional Serious Inj. Rate
Statewide Serious Inj. Rate

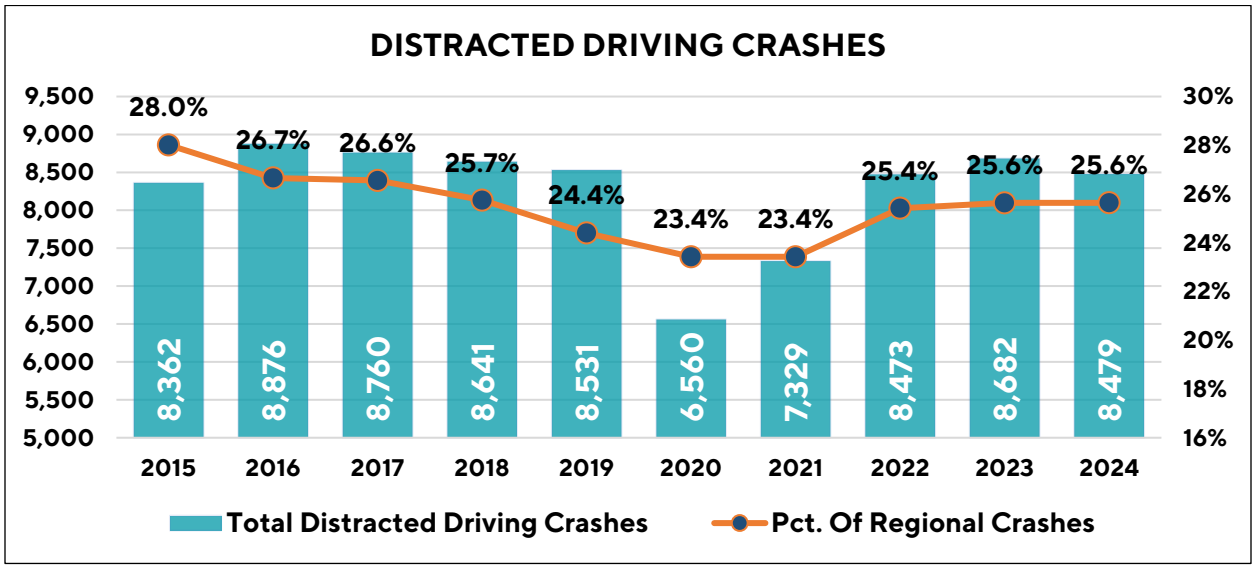
ALCOHOL-RELATED

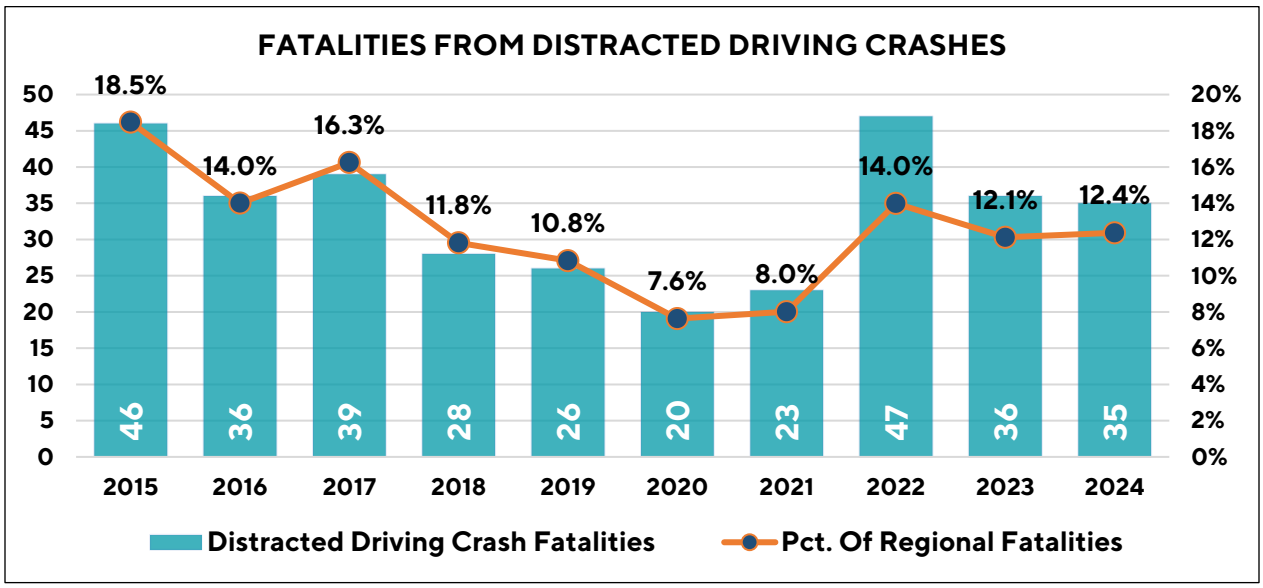


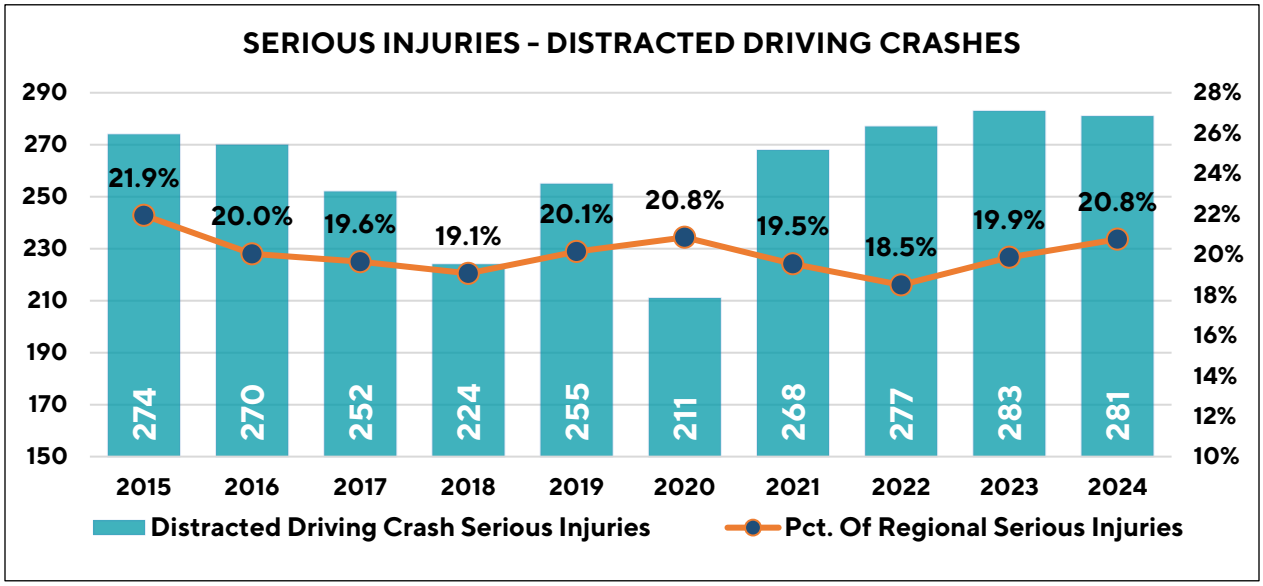




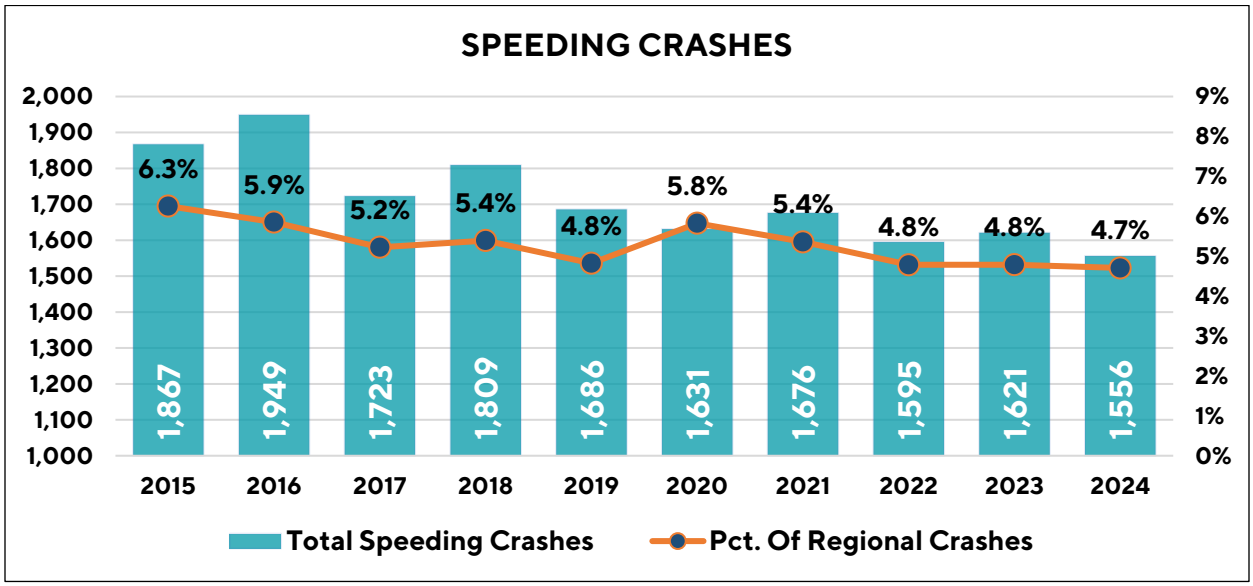
DISTRACTED DRIVING

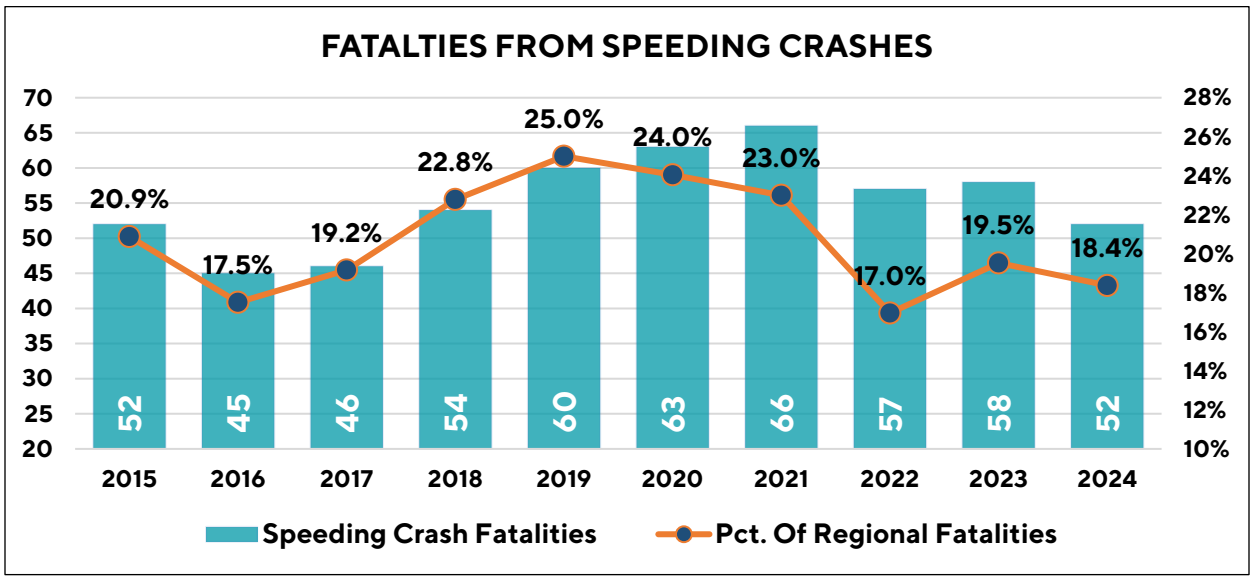


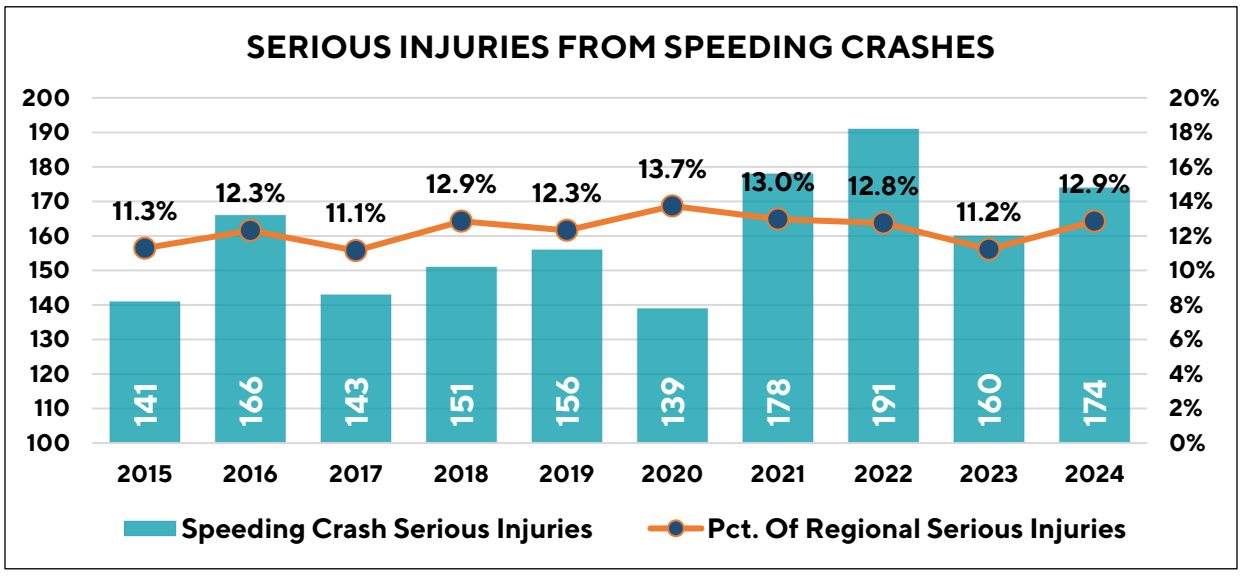




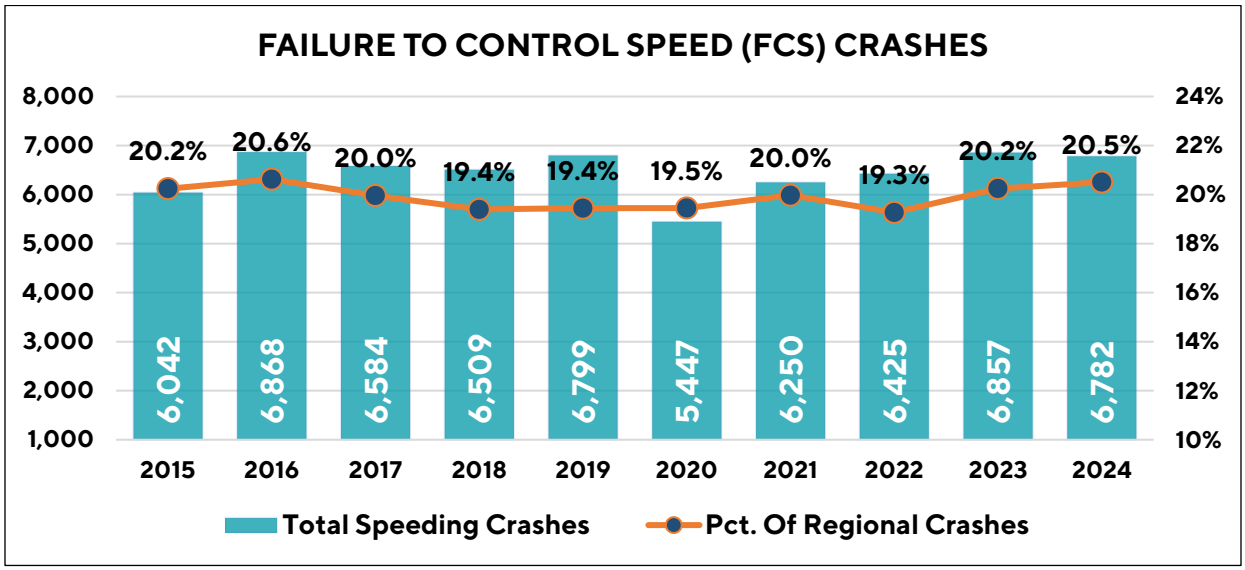
SPEED-RELATED

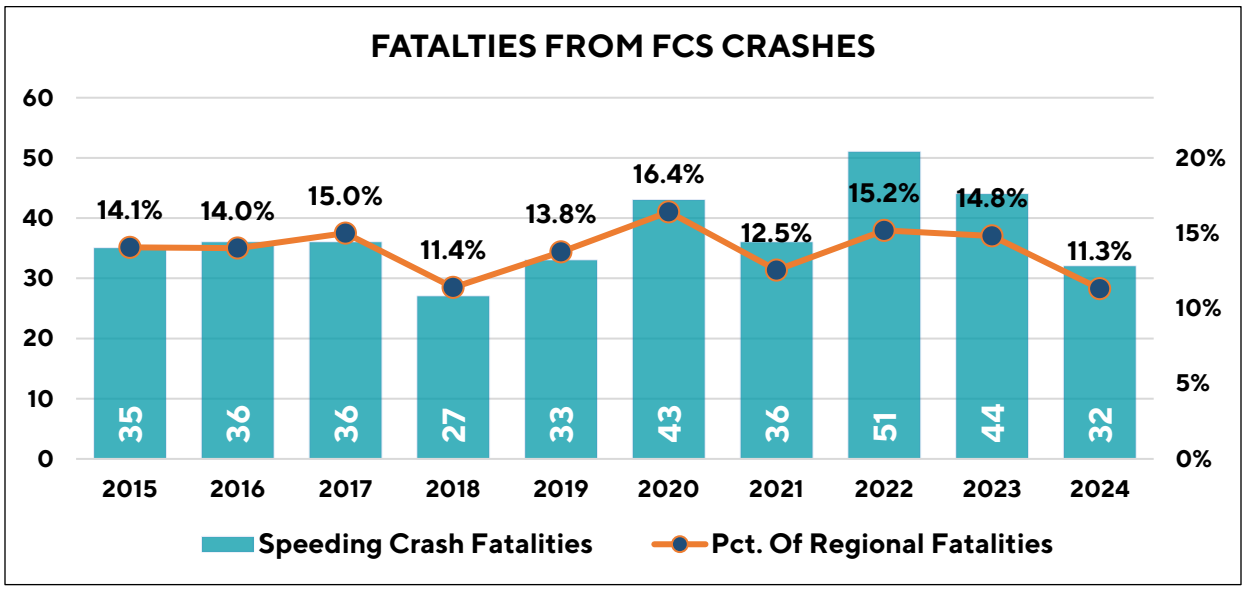


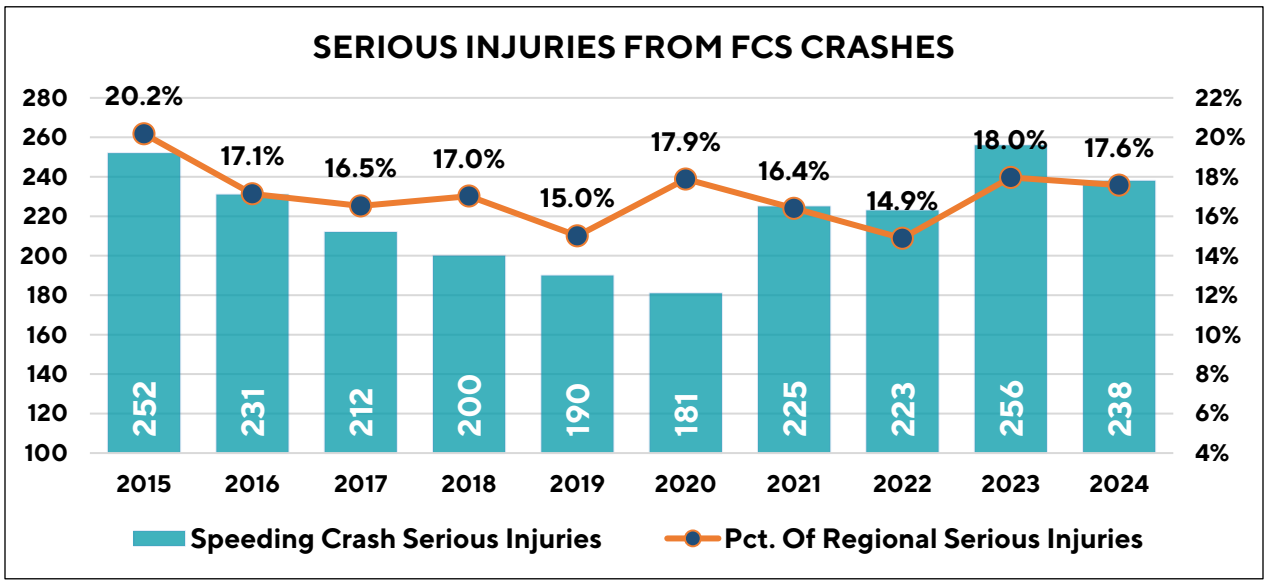




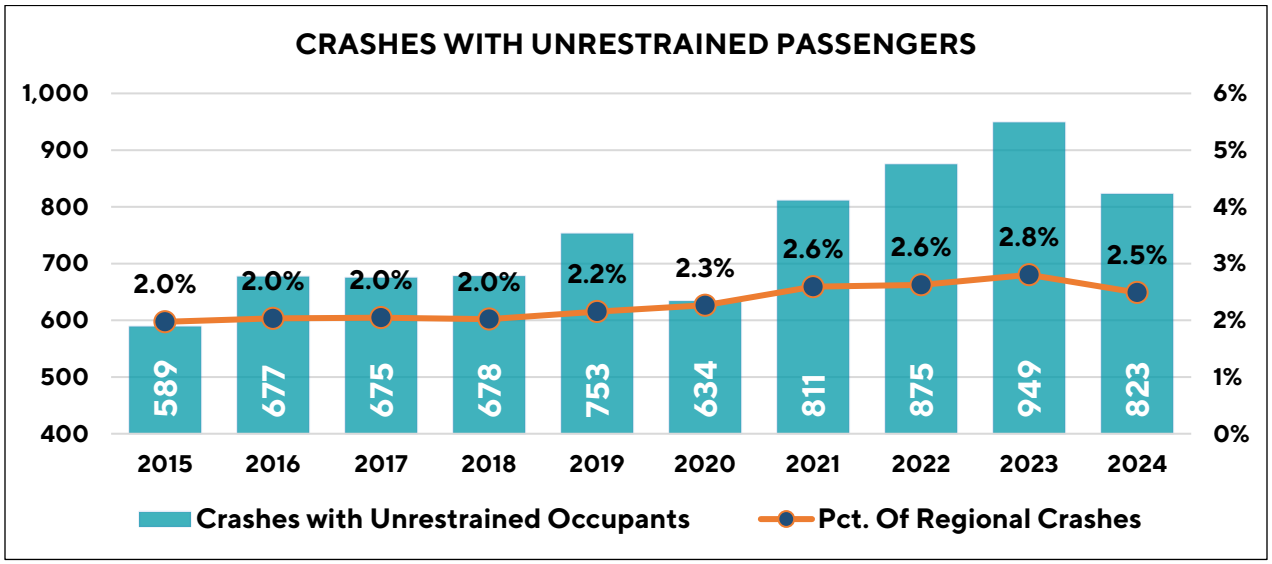
FAILURE TO CONTROL SPEED

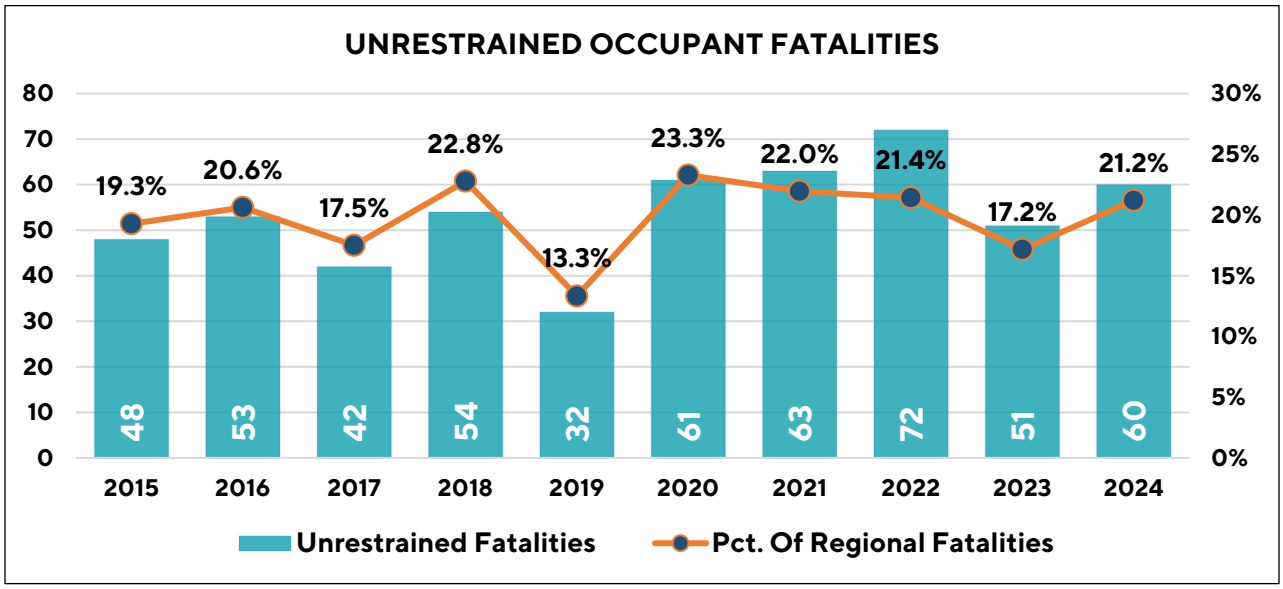


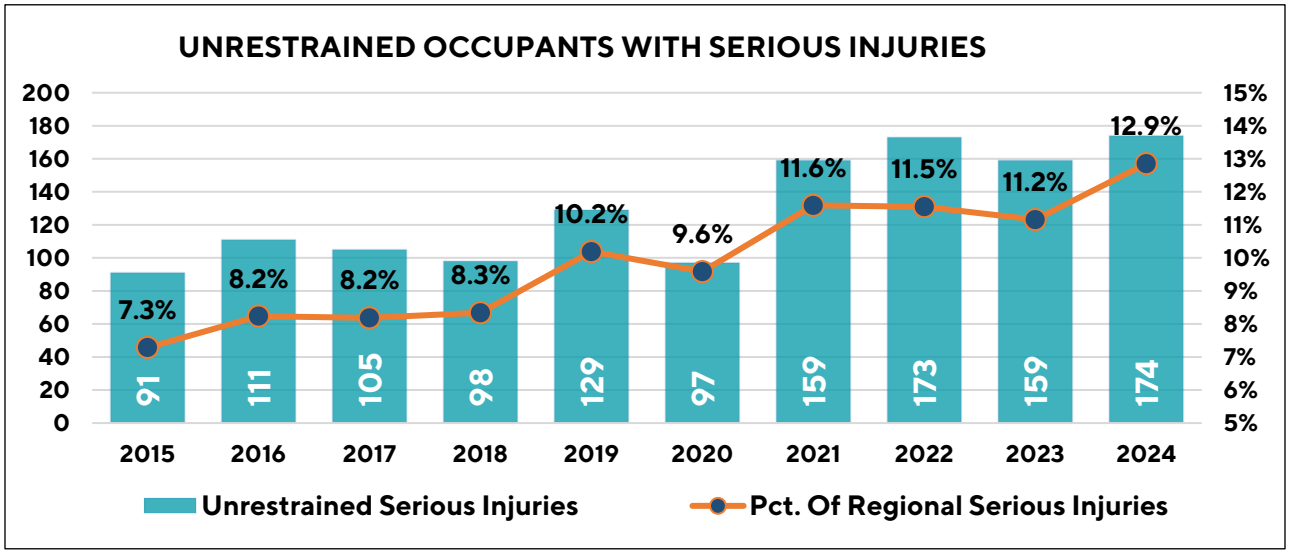




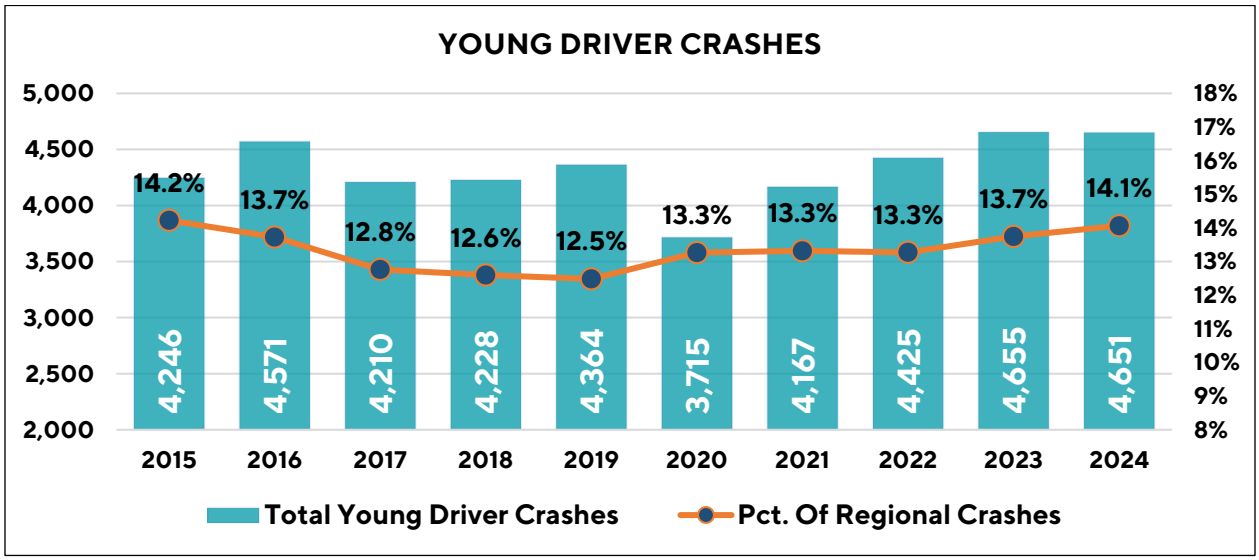
UNRESTRAINED OCCUPANTS

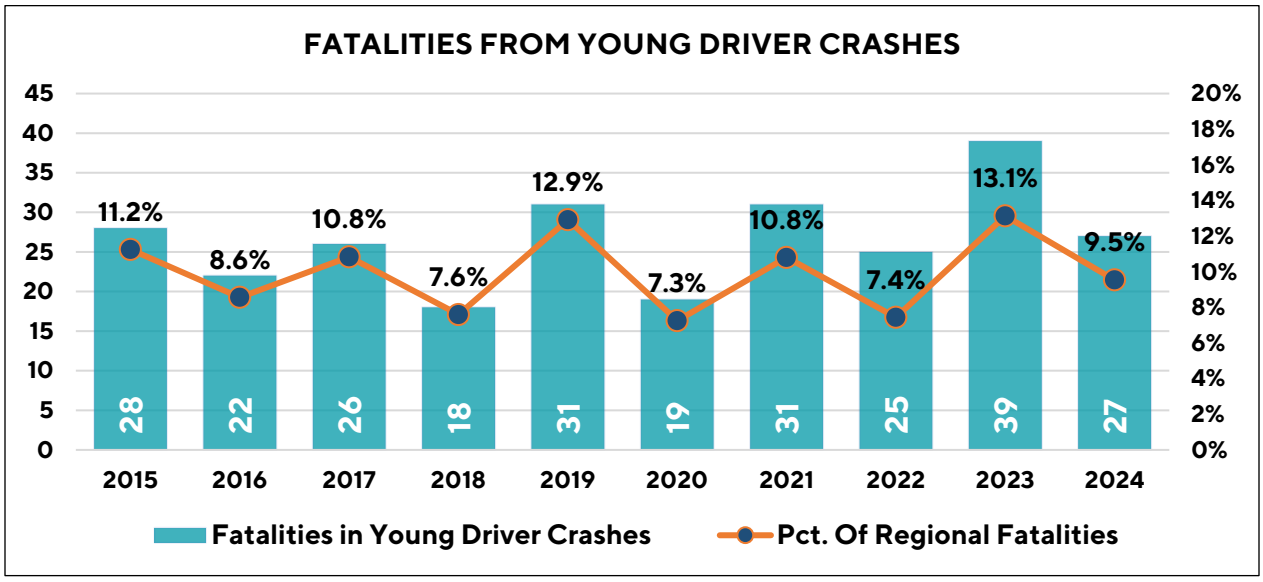


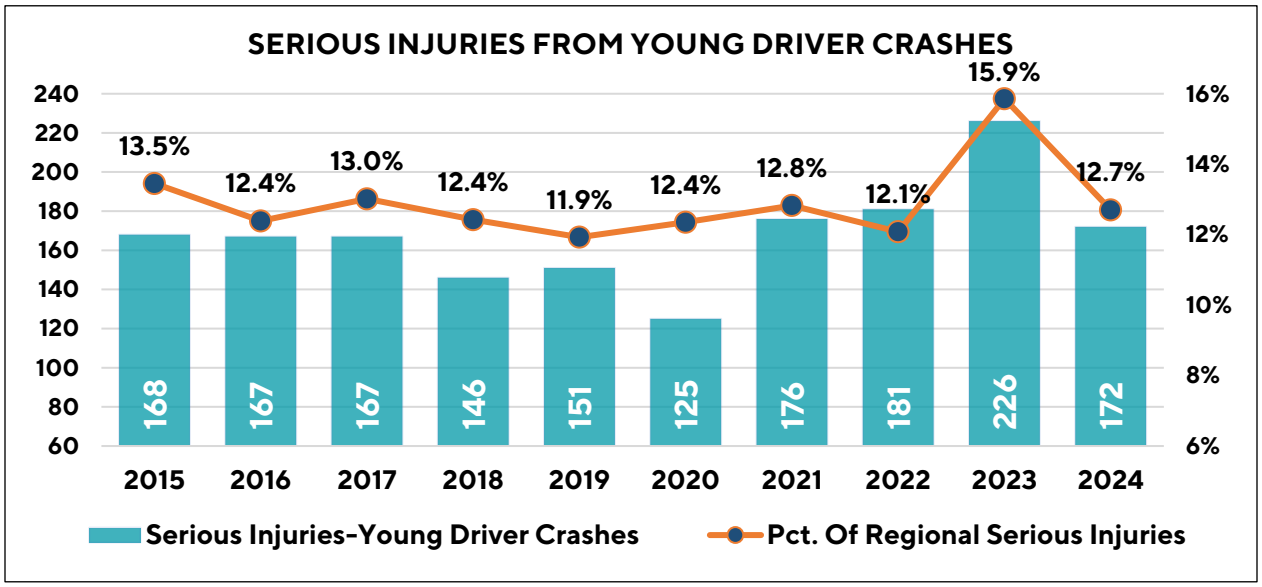




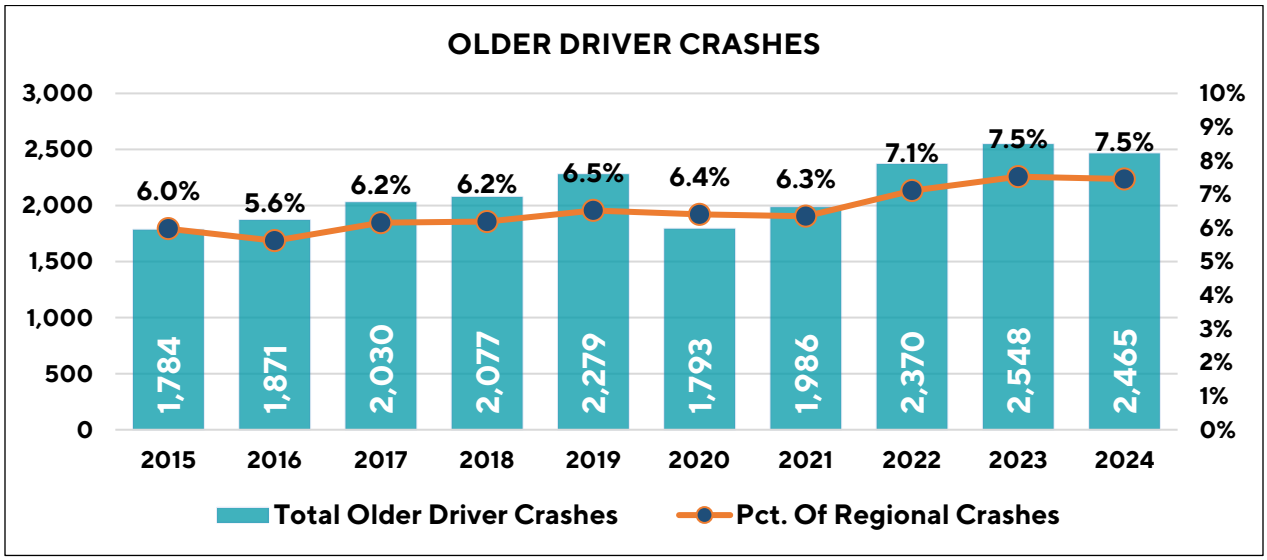
YOUNG DRIVERS

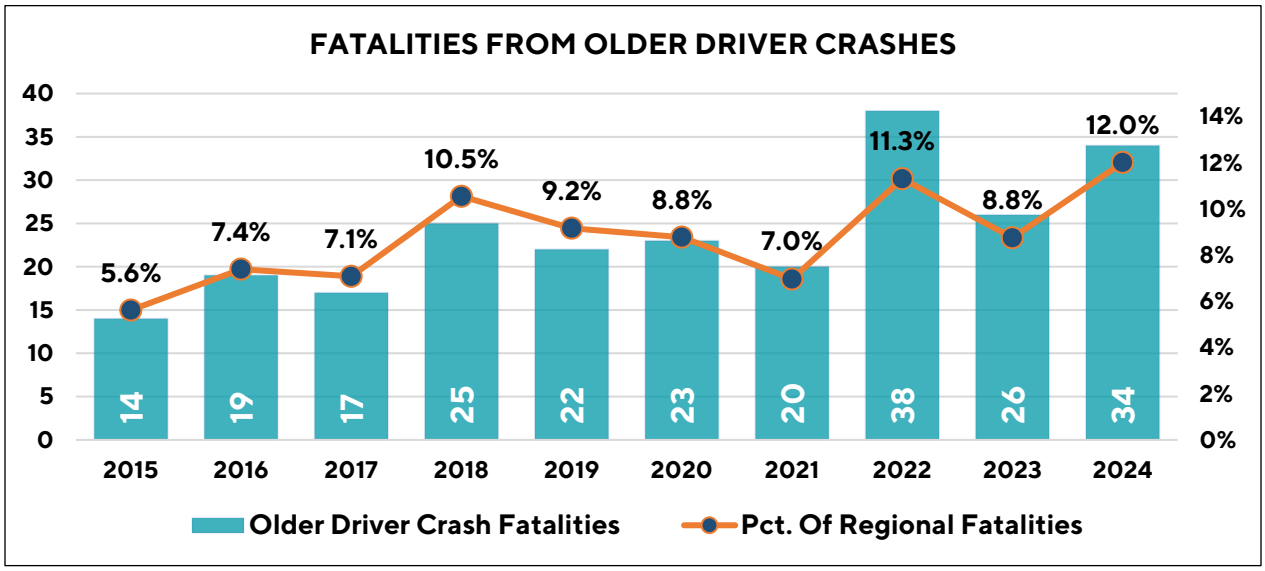


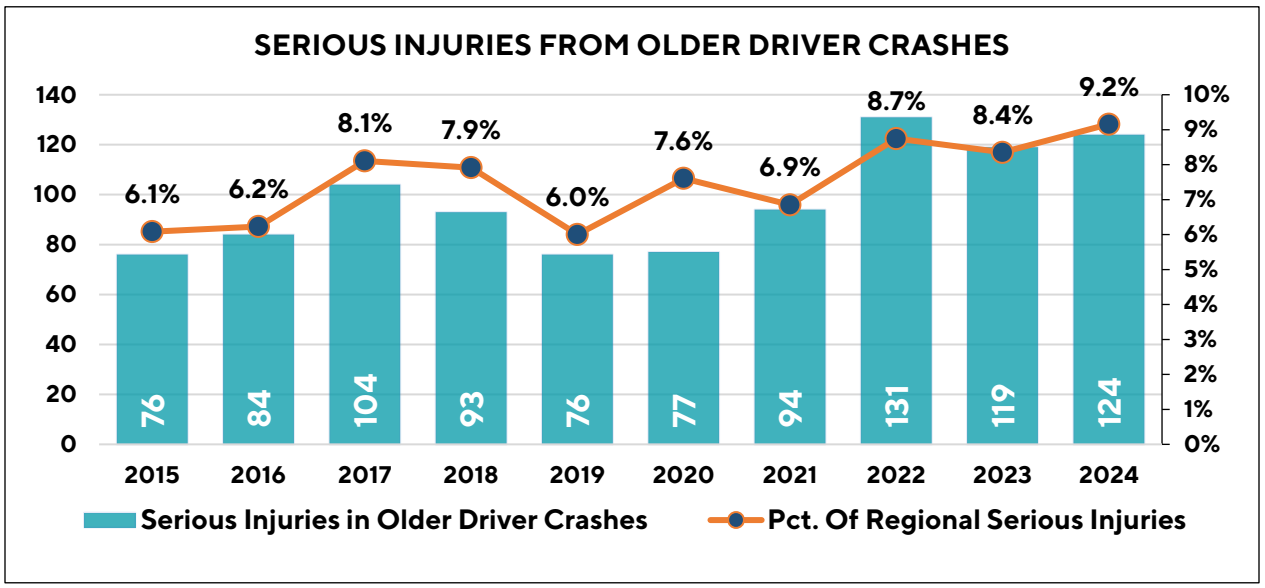




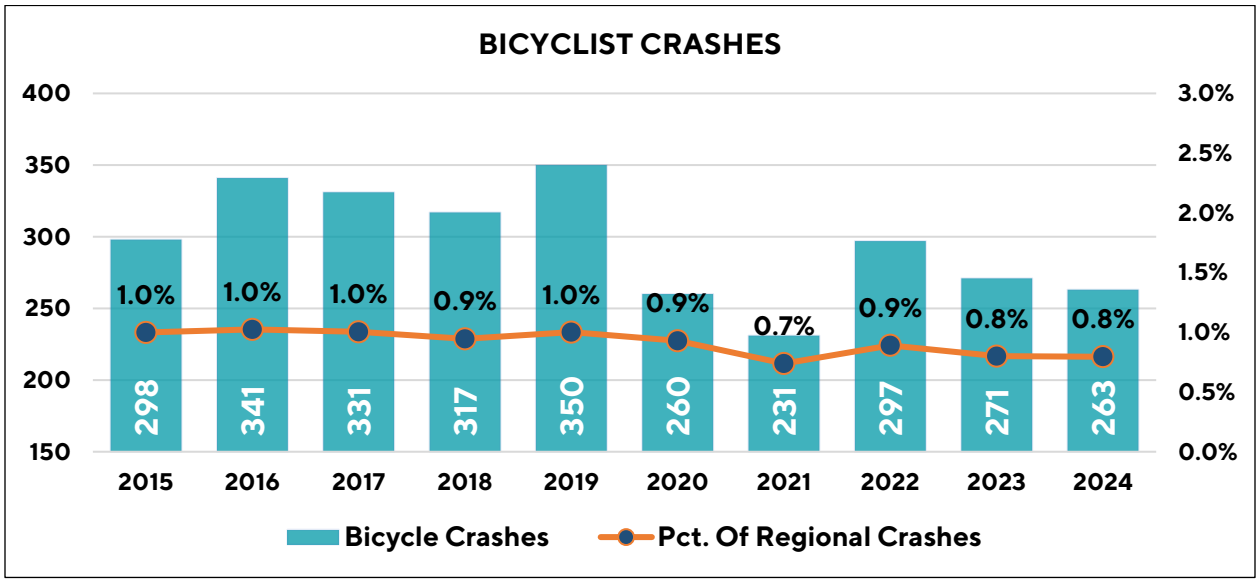
OLDER DRIVERS

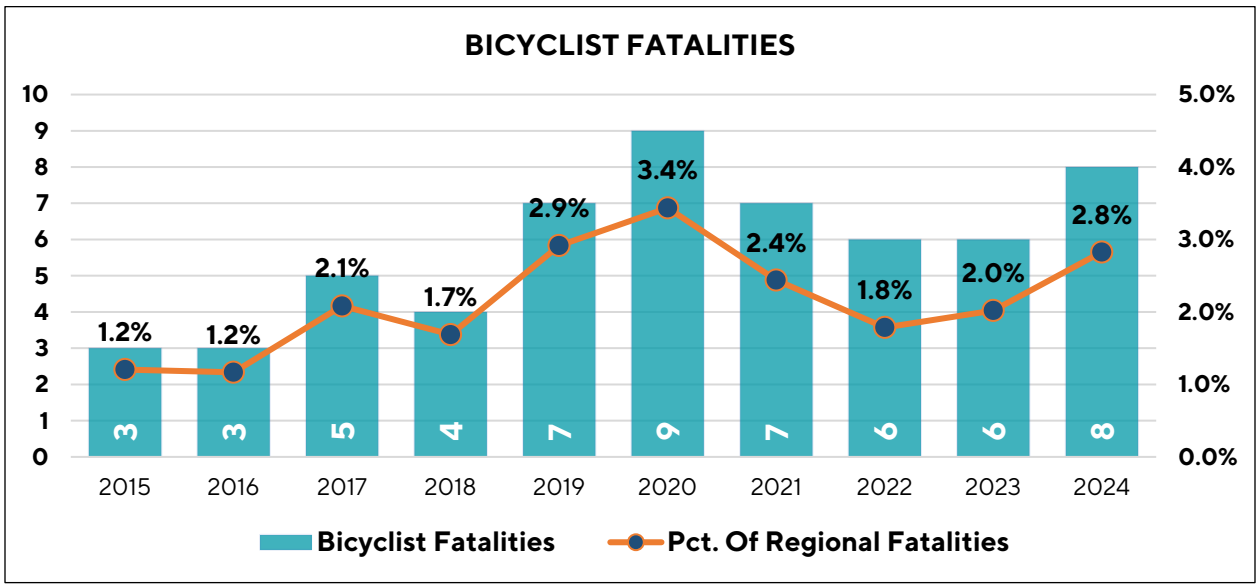


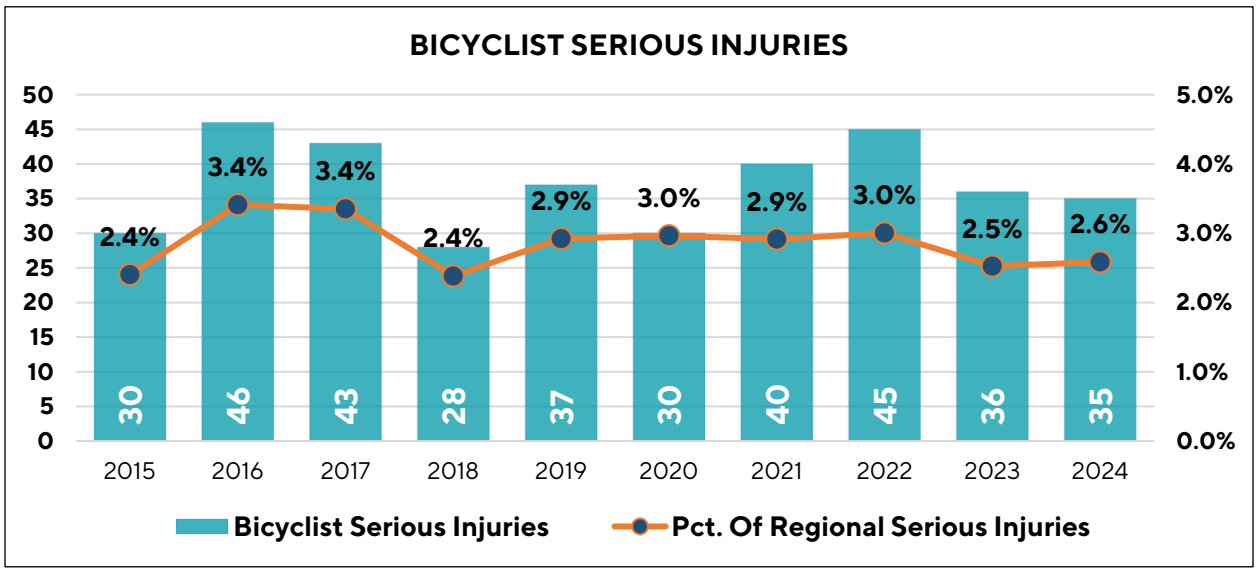




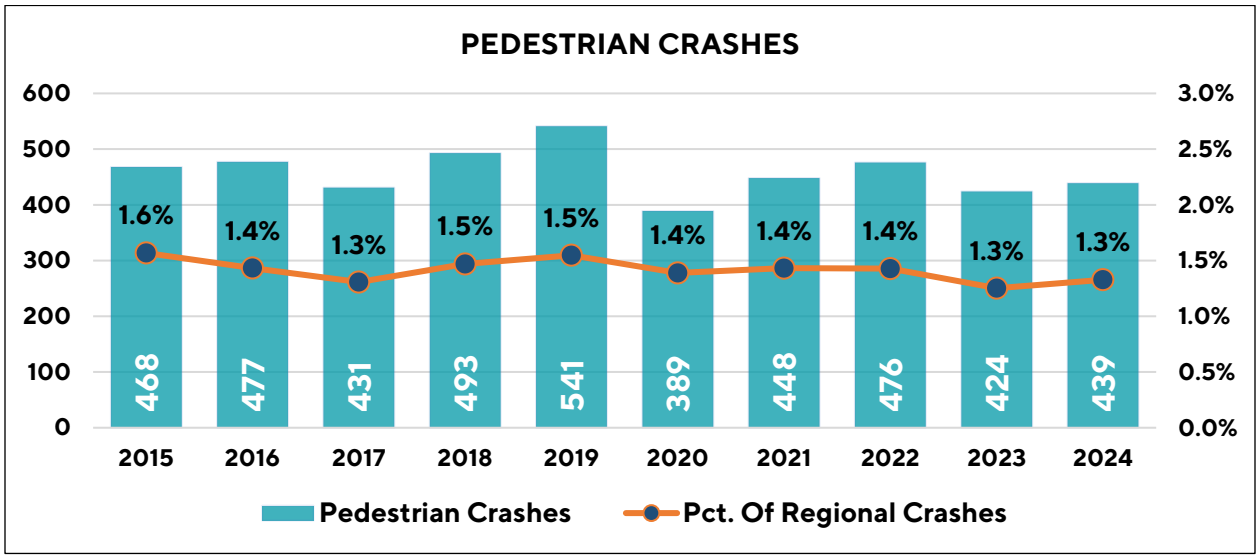
BICYCLISTS

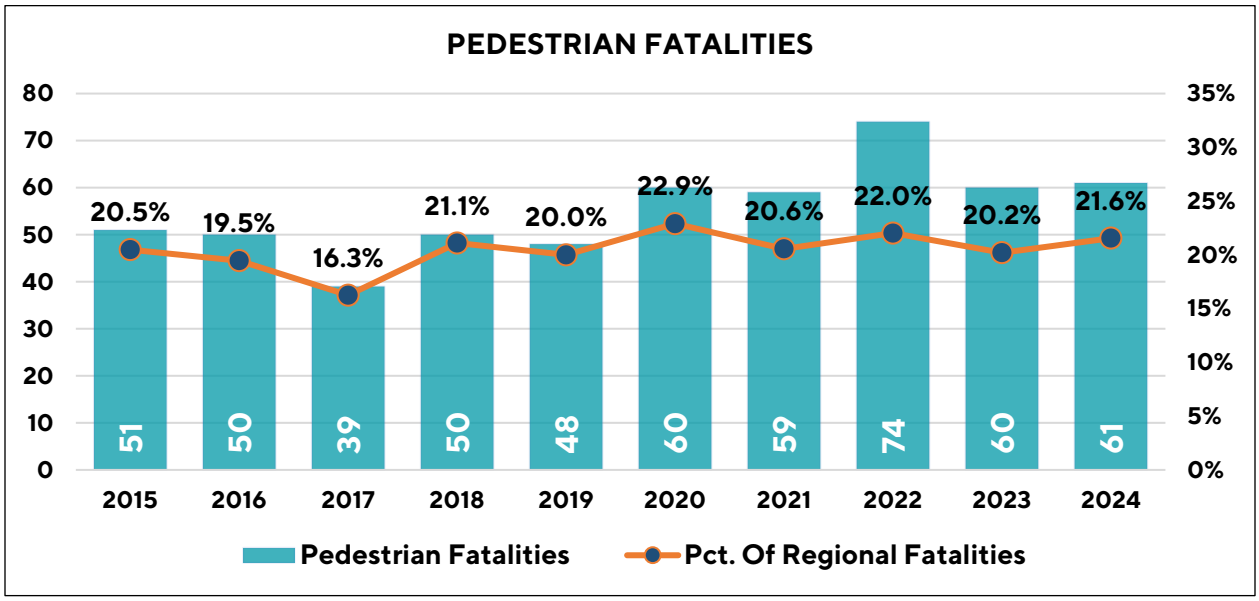

BICYCLIST CRASHES
400
350
300
250
200
150
3.0%
2.5%
2.0%
1.5%
1.0%
0.5%
0.0%
1.0% 1.0% 1.0% 0.9% 1.0% 0.9% 0.7% 0.9% 0.8% 0.8%
298 341 331 317 350 260 231 297 271 263
2015 2016 2017 2018 2019 2020 2021 2022 2023 2024
Bicycle Crashes
Pct. Of Regional Crashes

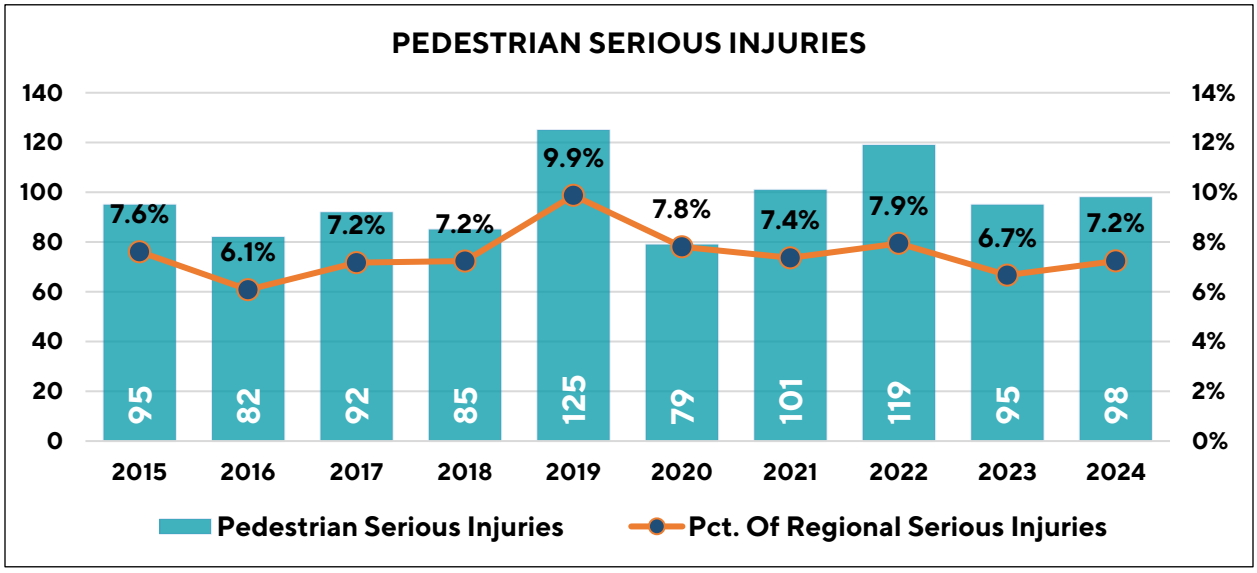

BICYCLIST FATALITIES
10
9
8
7
6
5
4
3
2
1
0
5.0%
4.0%
3.0%
2.0%
1.0%
0.0%
1.2% 1.2% 2.1% 1.7% 2.9% 3.4% 2.4% 1.8% 2.0% 2.8%
3 3 5 4 7 9 7 6 6 8
2015 2016 2017 2018 2019 2020 2021 2022 2023 2024
Bicyclist Fatalities
Pct. Of Regional Fatalities


BICYCLIST SERIOUS INJURIES
50
45
40
35
30
25
20
15
10
5
0
5.0%
4.0%
3.0%
2.0%
1.0%
0.0%
2.4% 3.4% 3.4% 2.4% 2.9% 3.0% 2.9% 3.0% 2.5% 2.6%
30 46 43 28 37 30 40 45 36 35
2015 2016 2017 2018 2019 2020 2021 2022 2023 2024
Bicyclist Serious Injuries
Pct. Of Regional Serious Injuries

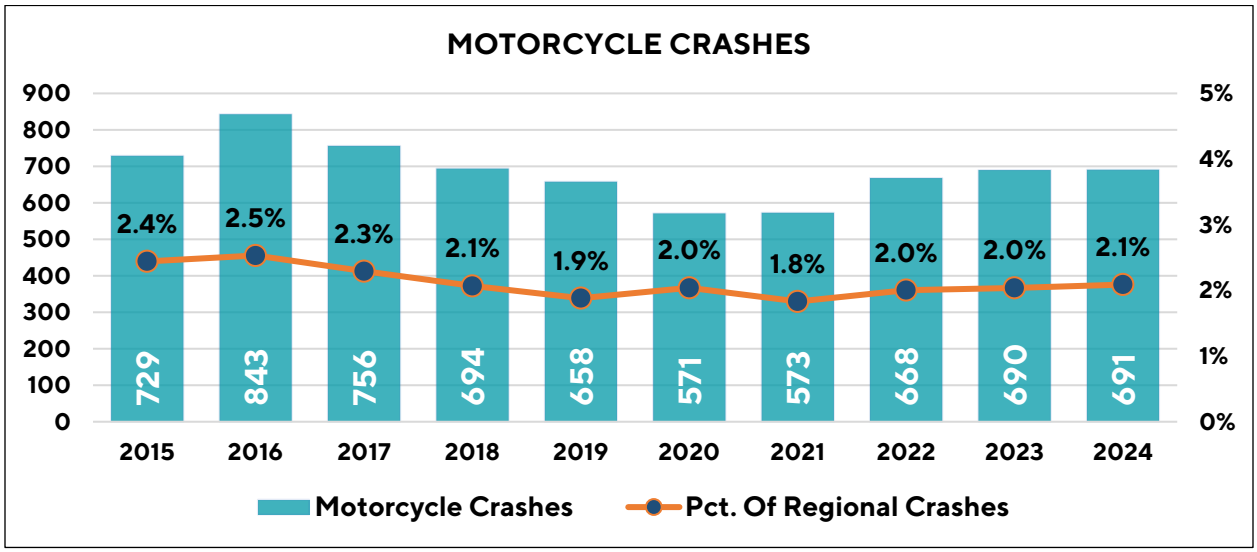
PEDESTRIANS

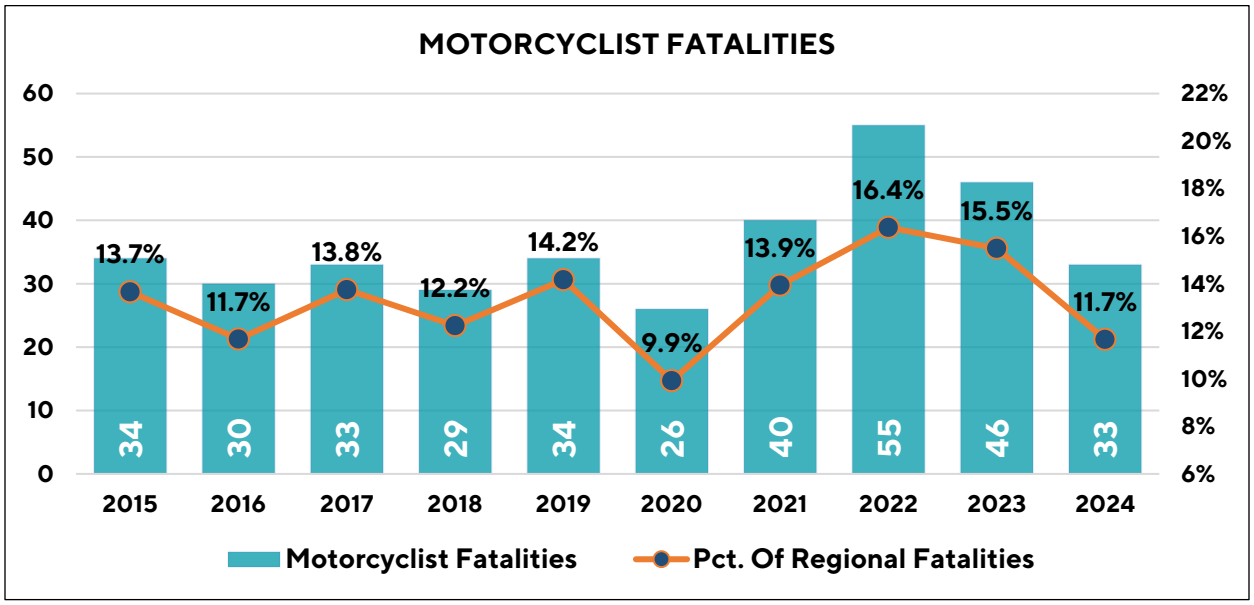


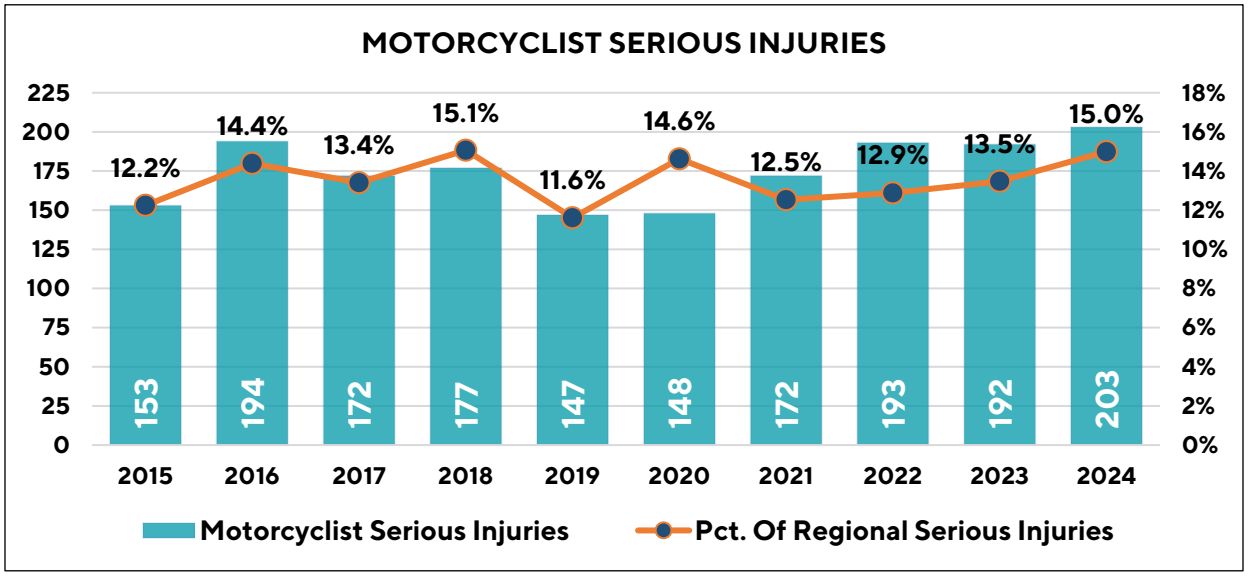




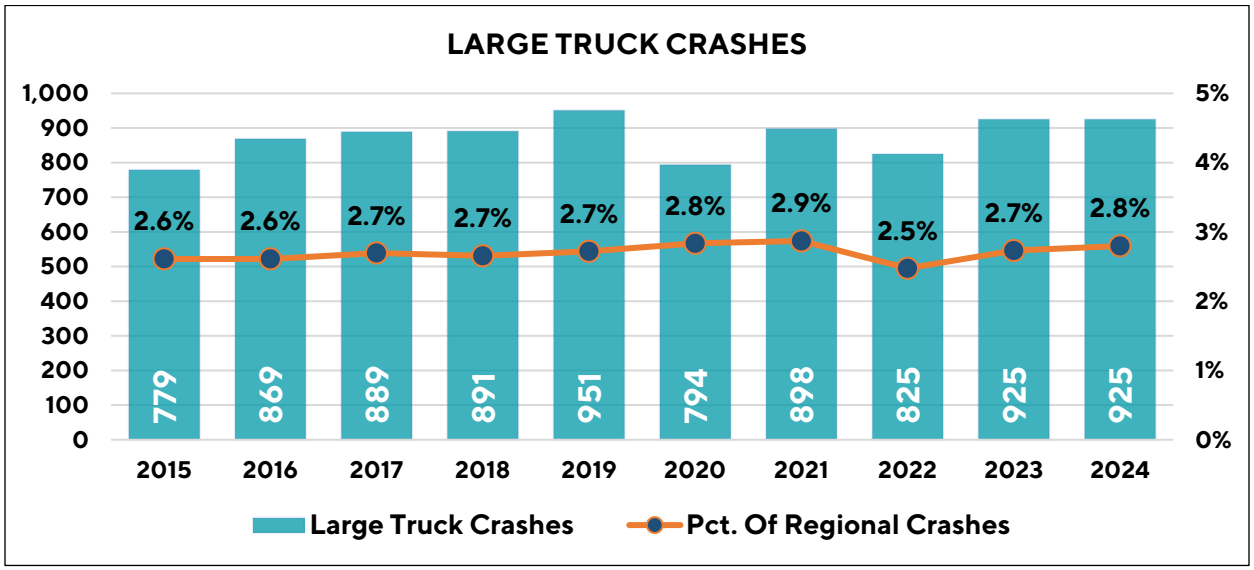
MOTORCYCLES

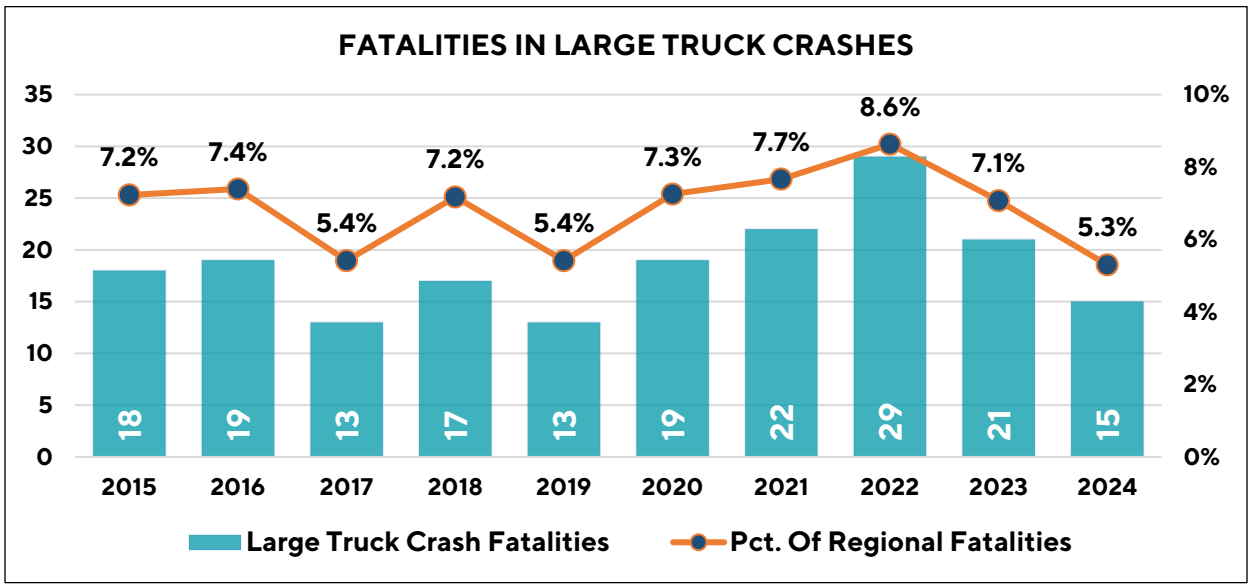


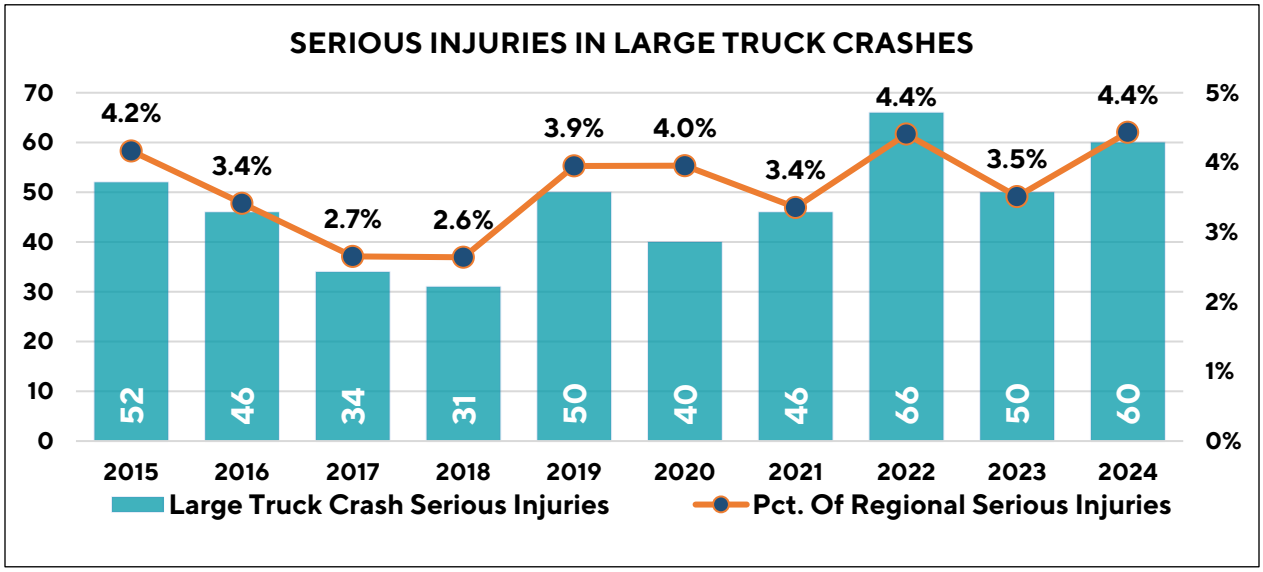




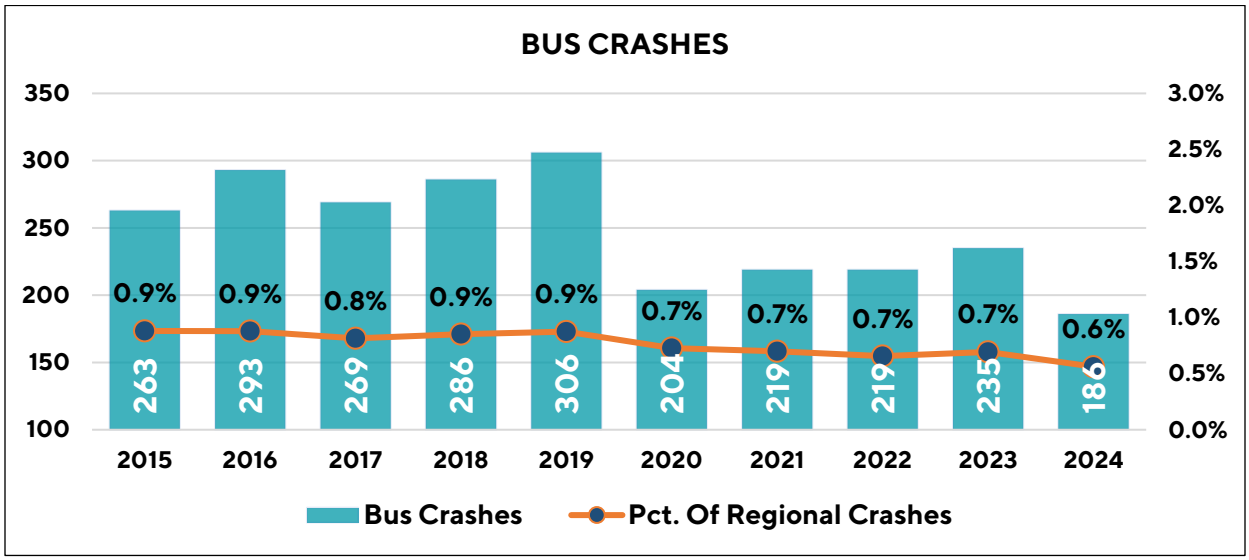
LARGE TRUCKS

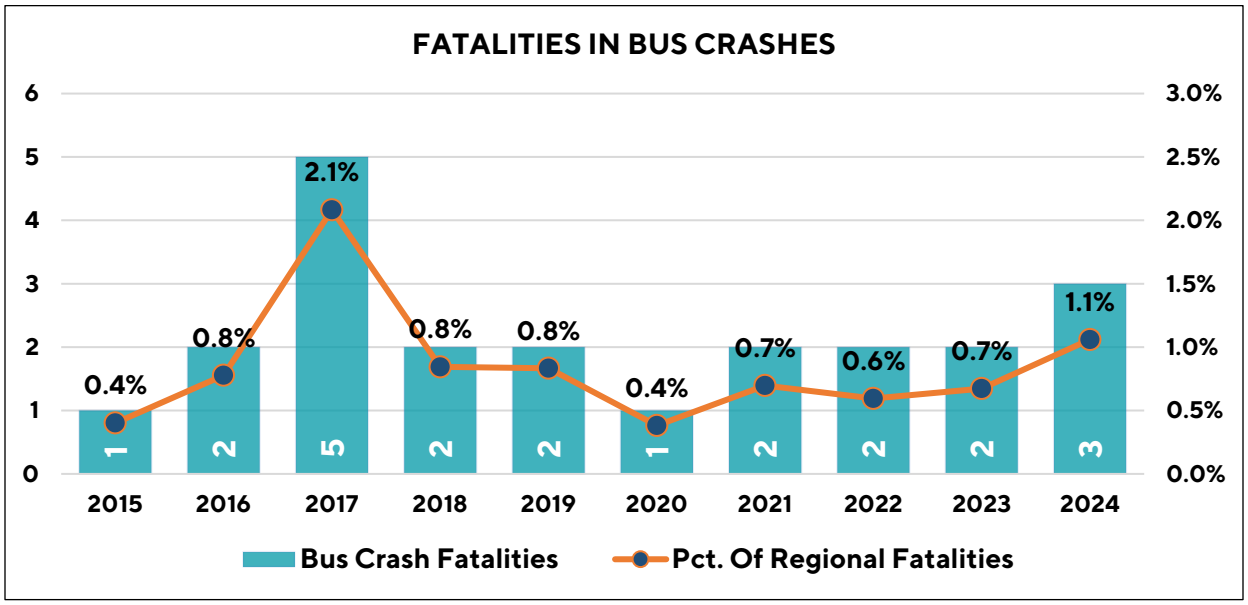


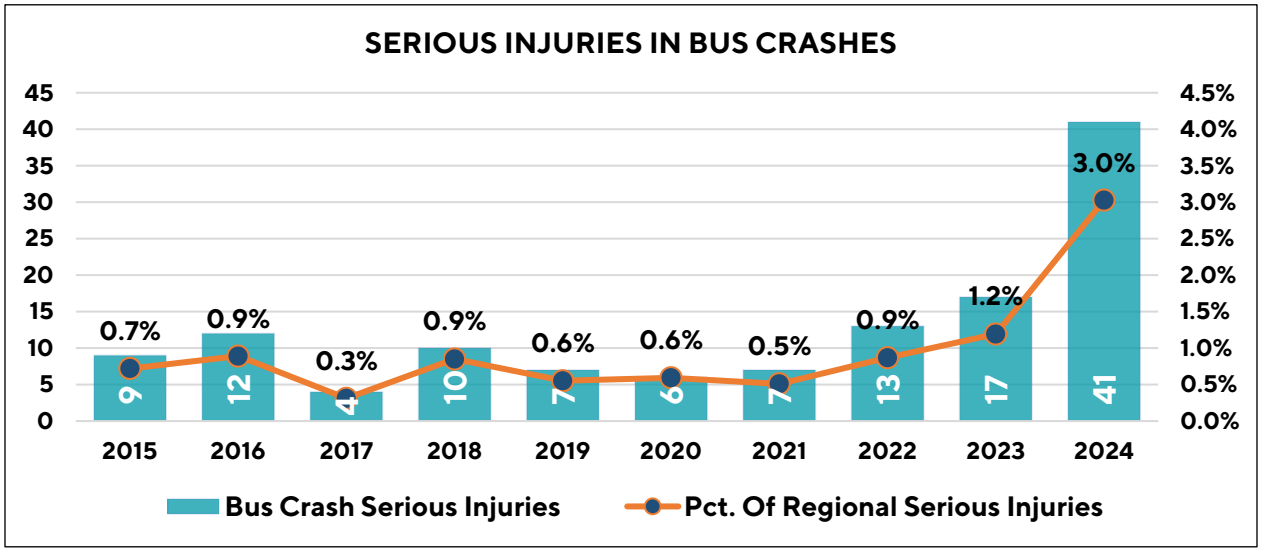




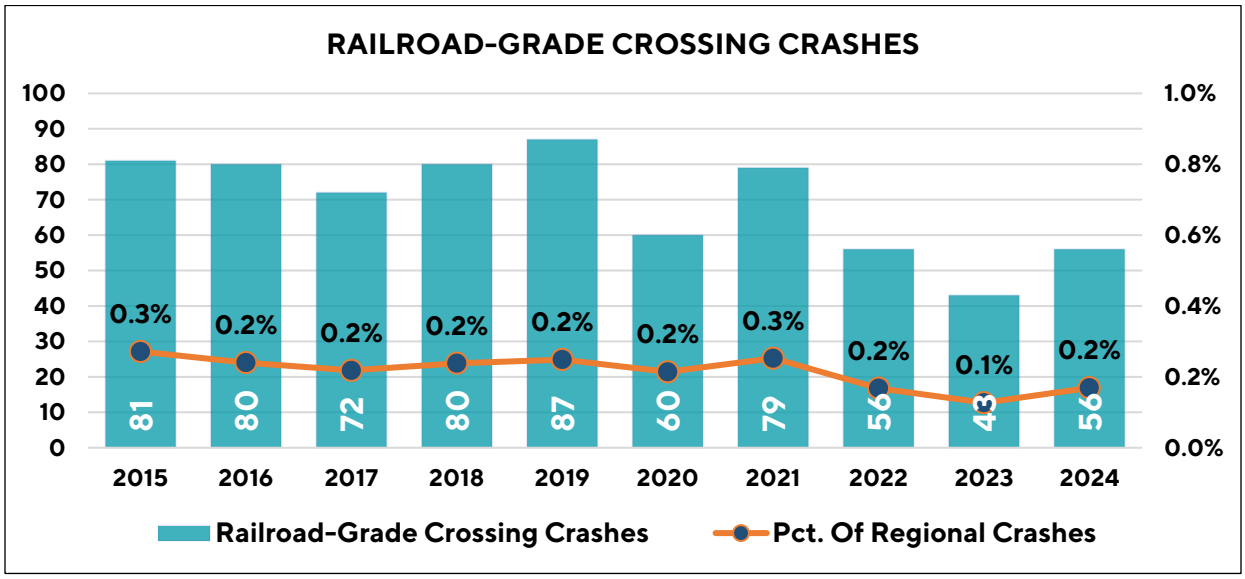
BUS CRASHES

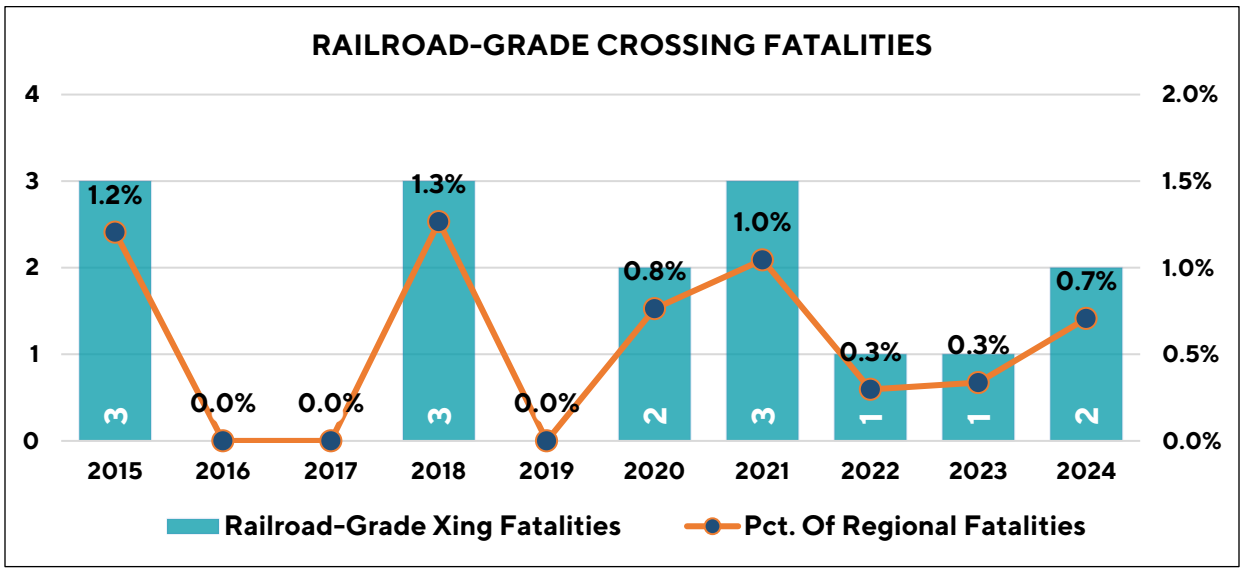

BUS CRASHES
350
300
250
200
150
100
3.0%
2.5%
2.0%
1.5%
1.0%
0.5%
0.0%
263
293
269
286
306
204
219
219
235
186
0.9%
0.9%
0.8%
0.9%
0.9%
0.7%
0.7%
0.7%
0.7%
0.6%
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
Bus Crashes
Pct. Of Regional Crashes

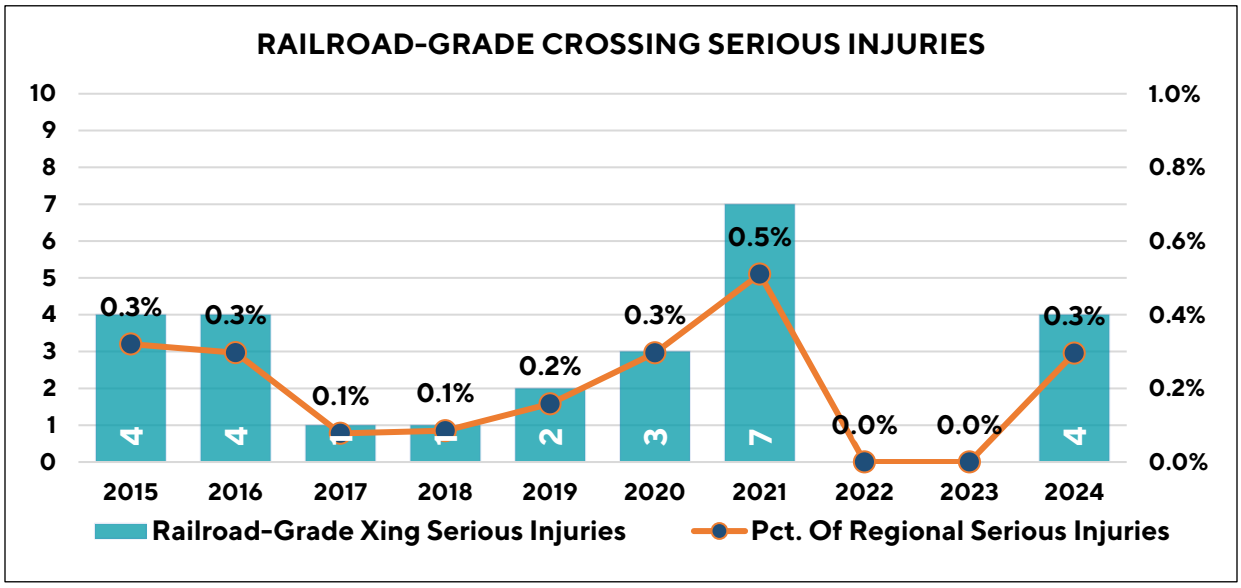

FATALITIES IN BUS CRASHES
6
5
4
3
2
1
0
3.0%
2.5%
2.0%
1.5%
1.0%
0.5%
0.0%
1
2
5
2
2
1
2
2
2
3
0.4%
0.8%
2.1%
0.8%
0.8%
0.4%
0.7%
0.6%
0.7%
1.1%
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
Bus Crash Fatalities
Pct. Of Regional Fatalities


SERIOUS INJURIES IN BUS CRASHES
45
40
35
30
25
20
15
10
5
0
4.5%
4.0%
3.5%
3.0%
2.5%
2.0%
1.5%
1.0%
0.5%
0.0%
9
12
4
10
7
6
7
13
17
41
0.7%
0.9%
0.3%
0.9%
0.6%
0.6%
0.5%
0.9%
1.2%
3.0%
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
Bus Crash Serious Injuries
Pct. Of Regional Serious Injuries

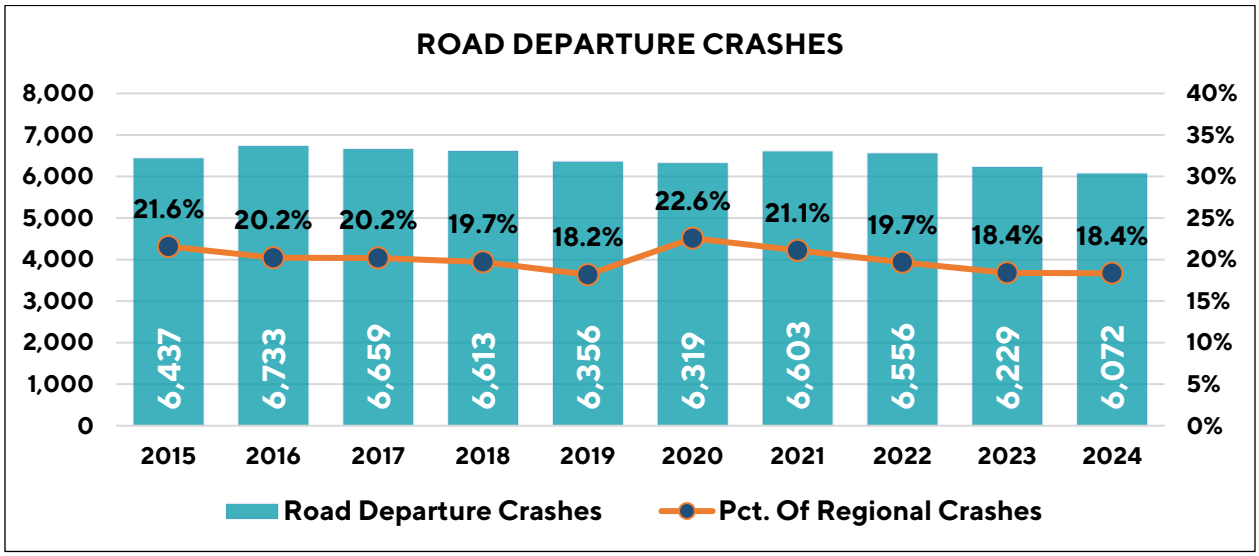
RAILROAD GRADE CROSSINGS

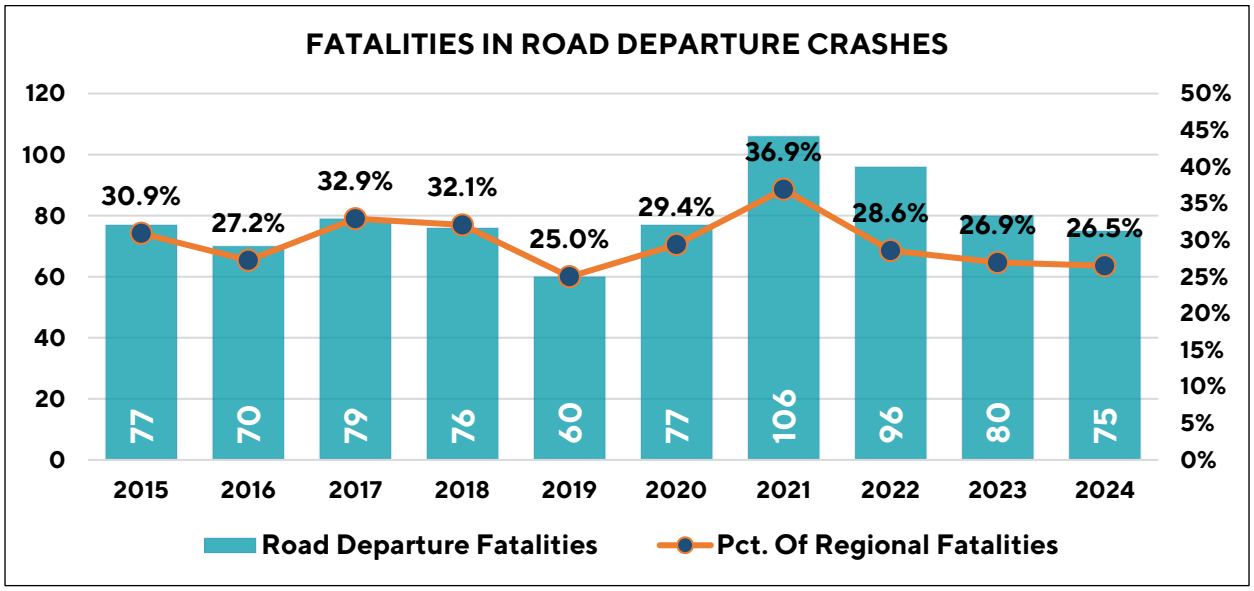


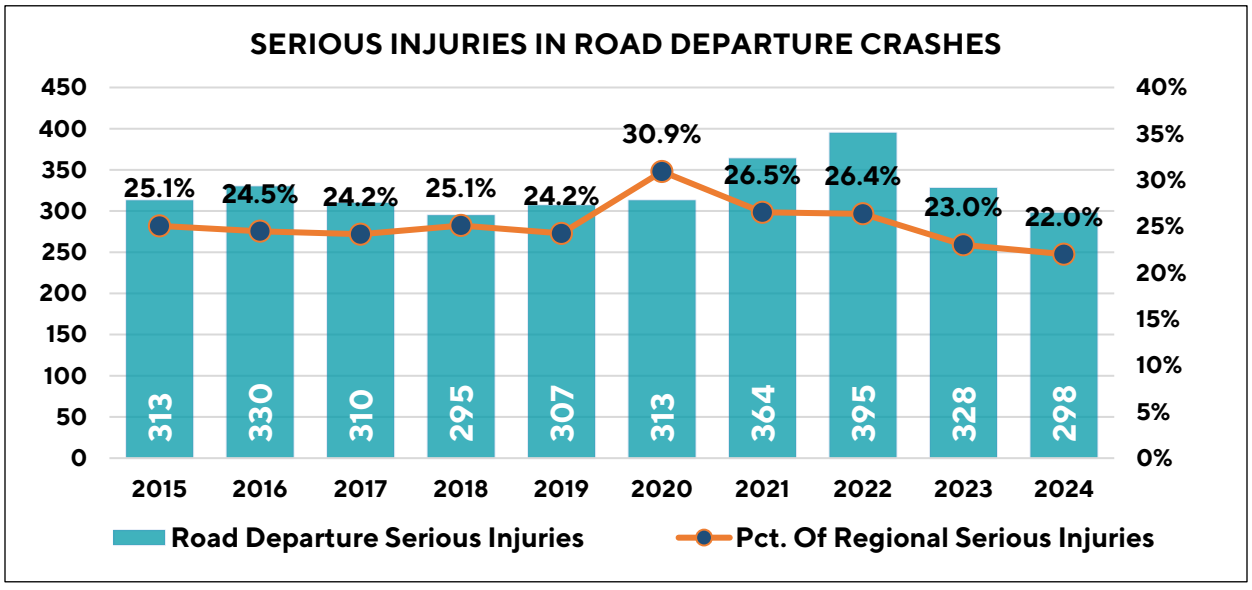




ROAD DEPARTURES







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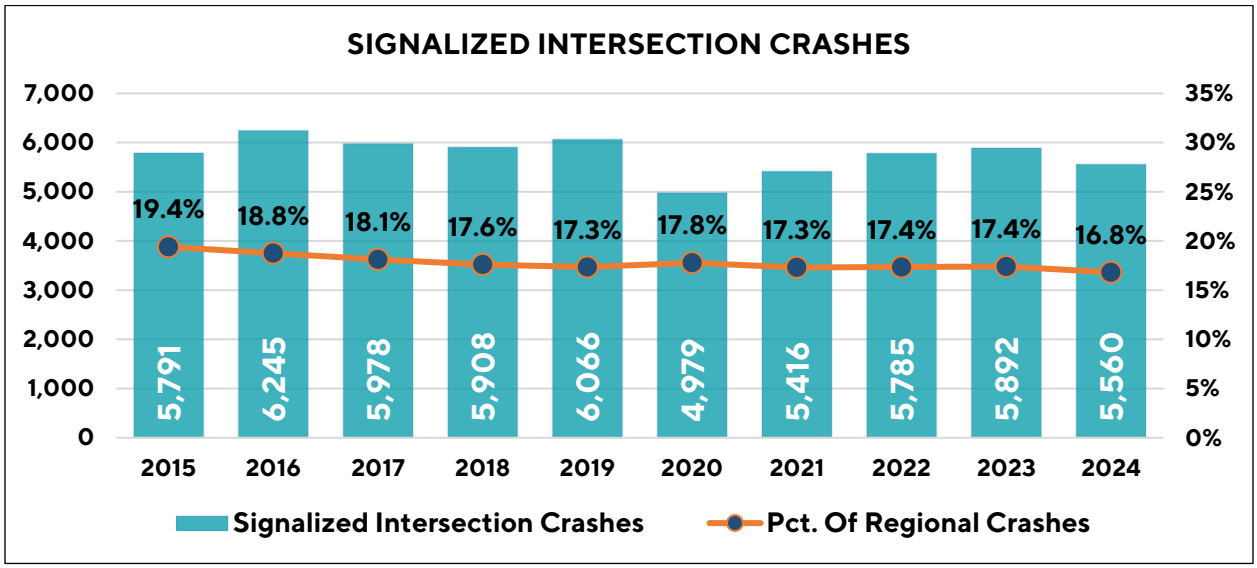

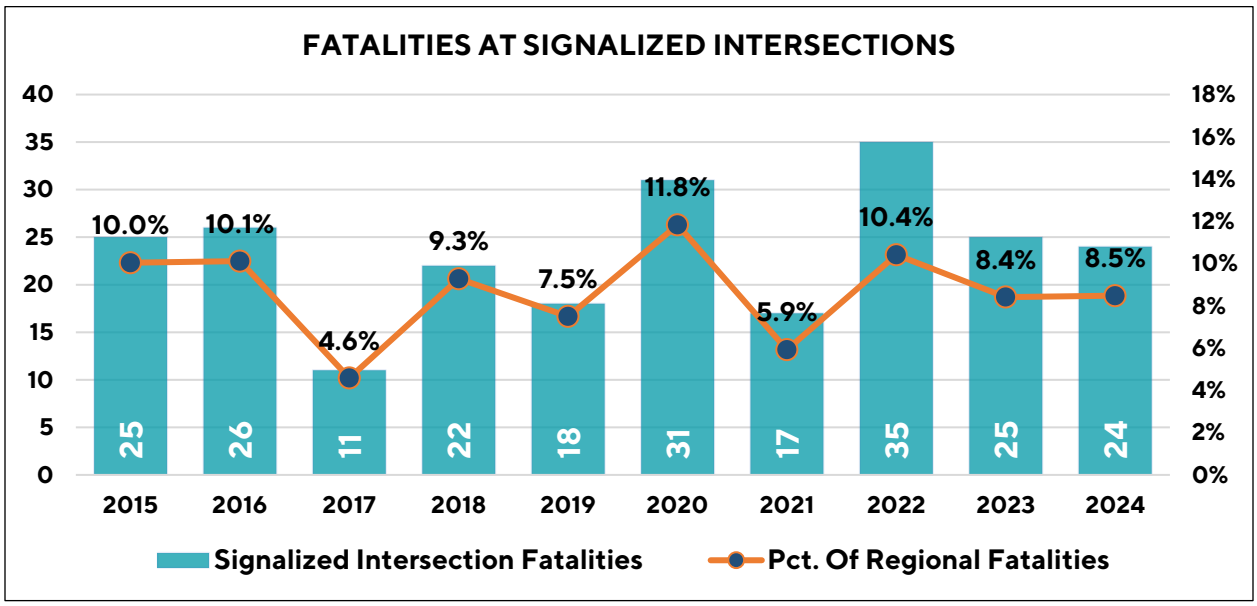

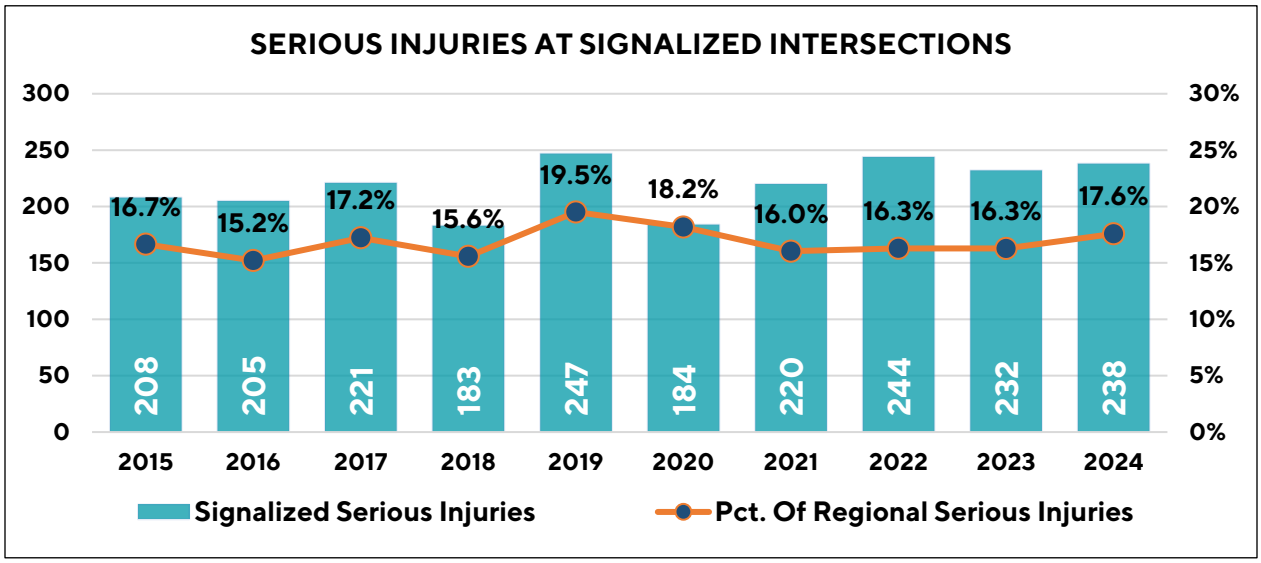

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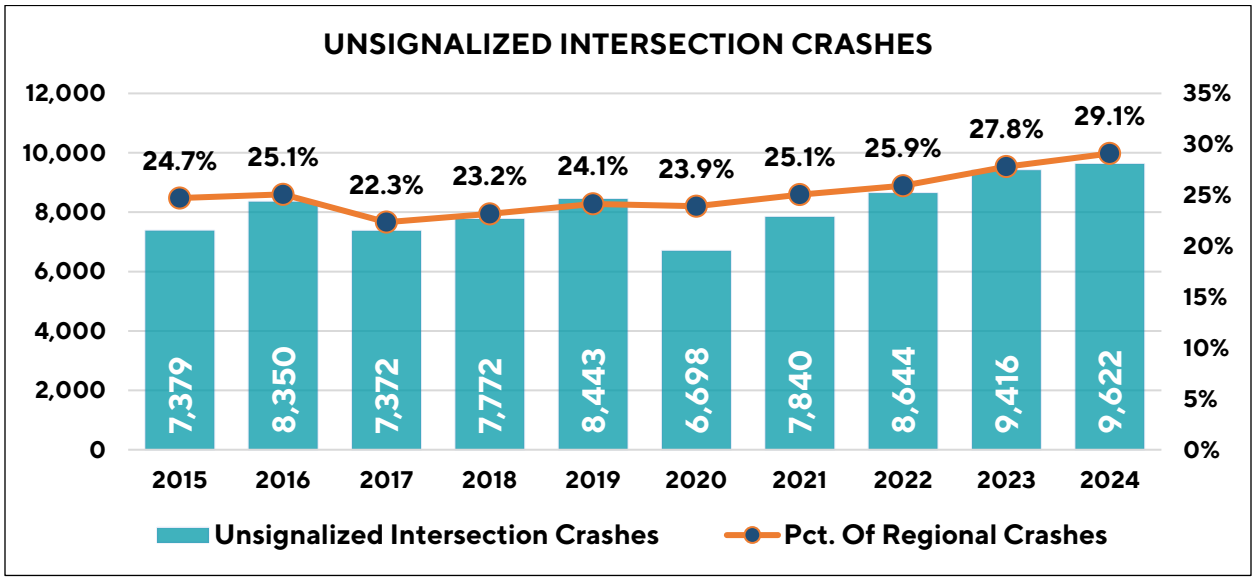

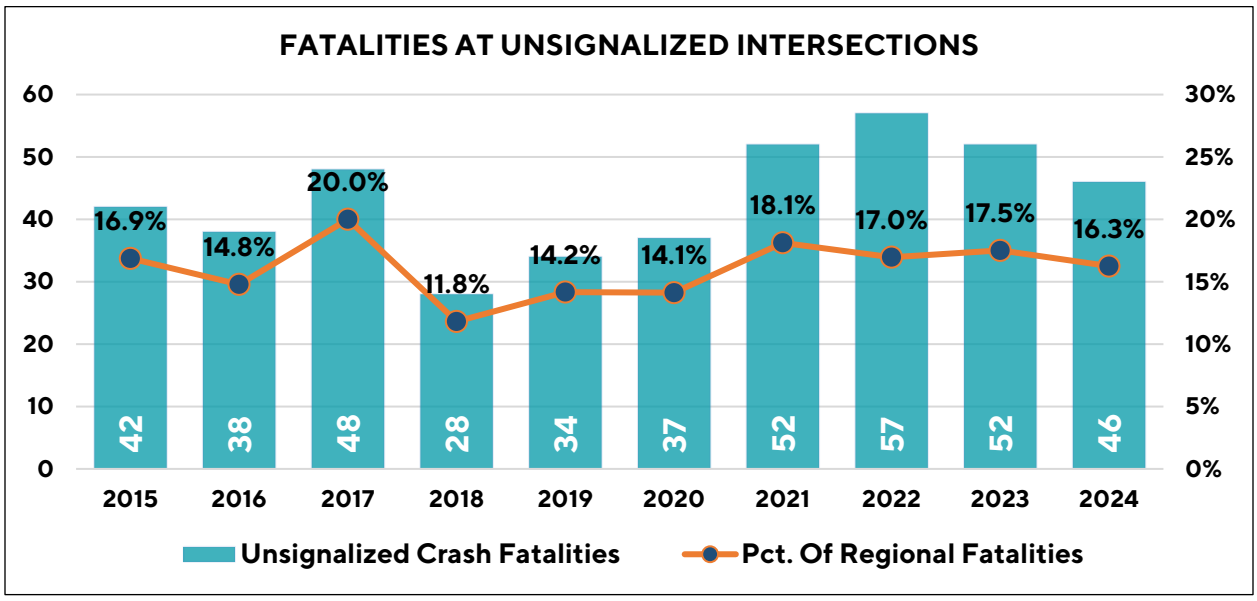

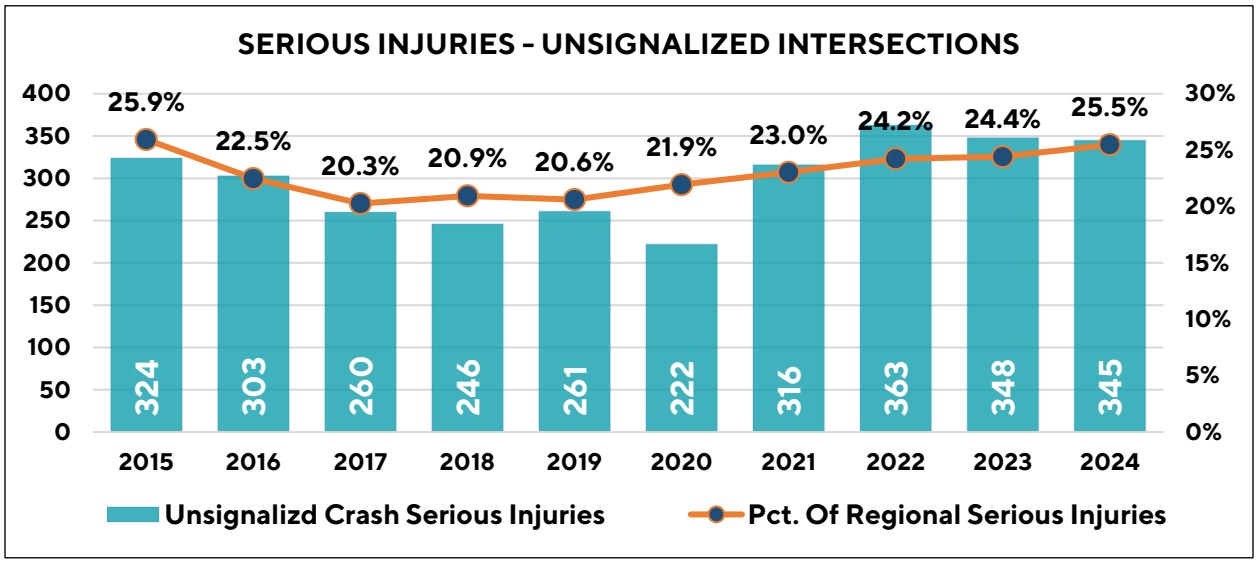

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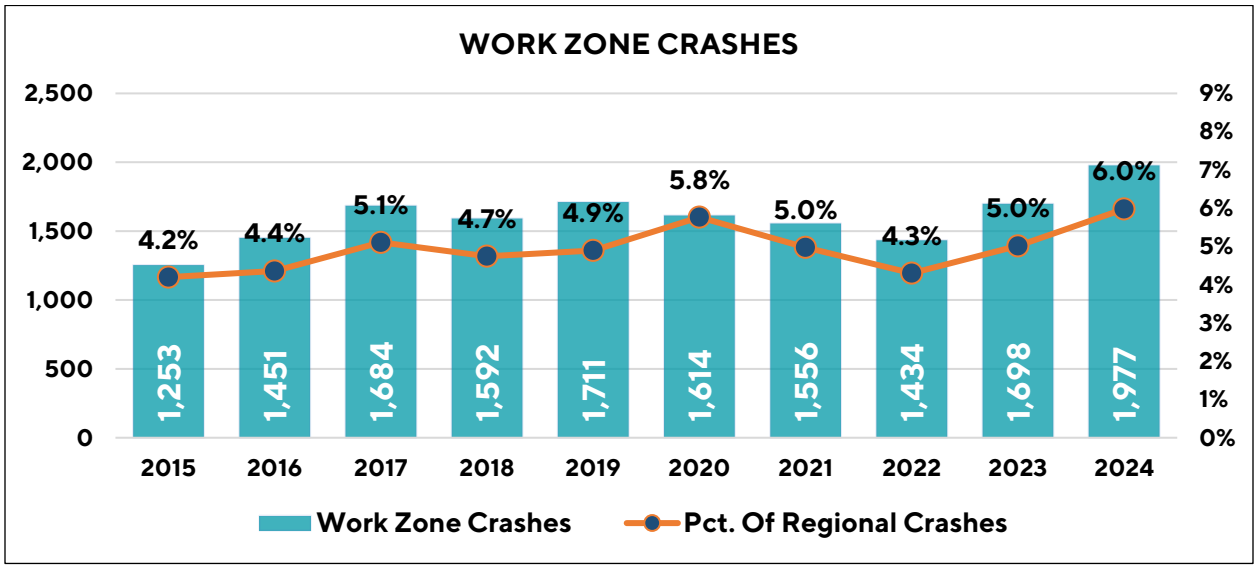
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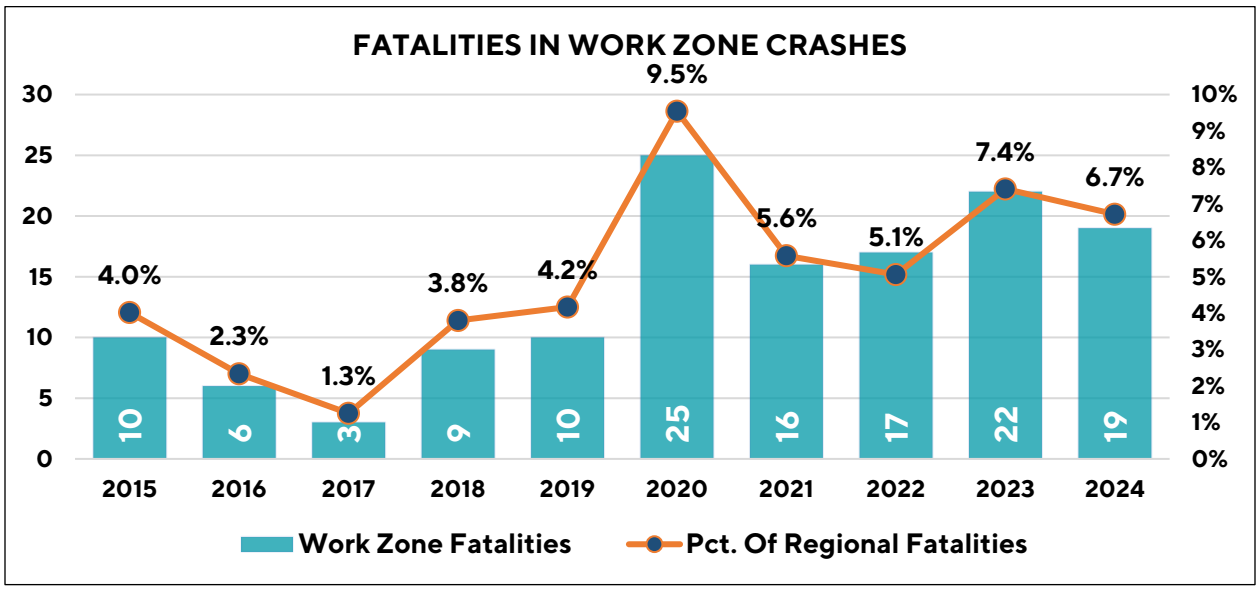
FATALITIES IN WORK ZONE CRASHES
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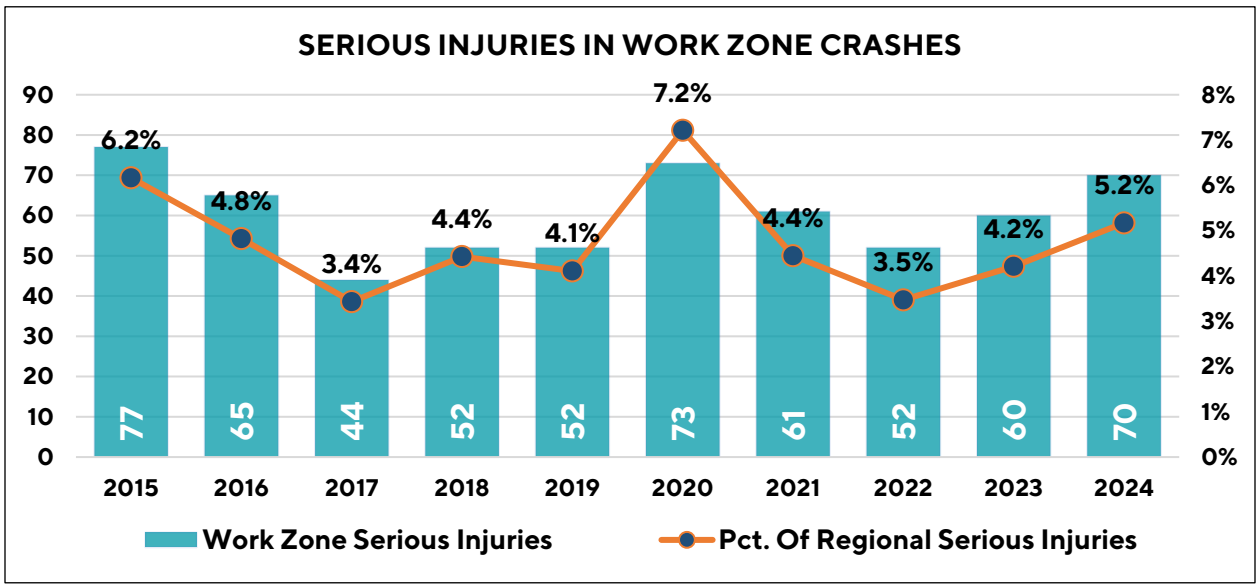
Work Zone Fatalities
Pct. Of Regional Fatalities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2020
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2022
2023
2024
Work Zone Serious Injuries
Pct. Of Regional Serious Injuries

Date:	August 25, 2025
Continued From:	January 27, 2025
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. Nicholas Samuel, Senior Regional Planner
Agenda Item:	5
Subject:	Presentation of Draft CAMPO Regional Safety Action Plan (RSAP)

RECOMMENDATION

None. This presentation is for informational purposes.

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is to review the draft RSAP document and to begin gathering feedback from the TAC. In spring of 2024 CAMPO began the development of a Regional Safety Action Plan (RSAP) to enhance its existing safety plan and assess subregional traffic safety needs as part of the Safe Streets for All (SS4A) grant program. The planning effort started with the creation of County Safety Task Forces that provided guidance for county-level Safety Action Plans that addressed specific local safety needs. These plans include a county-wide analysis of crashes, the identification of site-specific safety improvements, and recommendations to further the goal of zero fatalities and serious injuries on the region's roadways. As of August 2025, nearly all county Safety Action Plans have been adopted or approved by their respective County Commissioners Court.

The draft Regional Safety Action Plan summarizes these county-wide efforts and presents a regional analysis of crashes and roadway safety issues. It offers solutions and strategies for CAMPO, member agencies, and regional partners to decrease fatal and serious injury crashes. The plan also provides a program for implementation and for monitoring the progress of the RSAP and the region's safety goals. CAMPO staff expect to present the draft Final RSAP to the TAC for recommendation at the September 22, 2025, TAC meeting.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The United States Department of Transportation (USDOT) released a notice of funding opportunity (NOFO) in May 2022 for the SS4A discretionary grant program. CAMPO was awarded an SS4A planning grant to develop a roadway safety action plan for the agency's six-county planning area. CAMPO's Regional Safety Action Plan is a regionwide planning effort to identify specific projects, policies, and programs to improve safety in the CAMPO region. Five county-specific Safety Action Plans (Bastrop, Burnet, Caldwell, Hays, and Williamson Counties) will provide detailed analysis and municipal-level recommendations, where applicable. A safety action plan for Travis County was supported through a separate grant, and there was regular coordination between the CAMPO RSAP and the Travis County Safety Action Plan project teams. The Regional Safety Plan builds upon regional safety planning efforts by CAMPO, while ensuring consistency with the 2050 Regional Transportation Plan (RTP) goals and

other recent planning work from CAMPO and its member agencies.

County Task Forces have been crucial in developing the county-level Safety Action Plans. The initial Task Force meetings were held in July 2024, a second round in October 2024, and a third round in December 2024. The County Task Forces had active involvement in the development of the plans and provided significant guidance on drafting recommendations to meet the safety issues and locations of concern the project team has detailed through county-level crash hot spot analysis and high injury network (HIN) identification.

The CAMPO TAC has served as the steering committee for the regional planning effort and an initial item for information was presented in August 2024. An additional update was provided in January 2025 on the progress of the County Task Forces, an overview of the crash hot spot analysis, the process of identifying draft county-level HIN segments and intersections, and the methodology for drafting initial recommended safety improvements on select high-crash corridors and intersections.

The RSAP is a comprehensive and data-informed initiative aimed at reducing fatal and serious injury crashes and improving multimodal transportation systems. Through the project prioritization process at the county level and a safety equity analysis, consideration has been given to safety improvements that support disadvantaged or equity focus areas and crashes that involve vulnerable road users (i.e., bicyclists and pedestrians). The plans encompass targeted revisions in road design, policy recommendations, traffic enforcement, education, and transportation infrastructure design that includes addressing equitable investment in historically underserved communities.

The county plans serve as the foundation of the overall Regional Safety Action Plan in a manner that avoids redundancy. Projects and strategies recommended in this plan could become eligible for future SS4A discretionary grant programs (implementation, supplemental planning, or demonstration grants) or potential candidates for other safety focused grant programs, such as the TxDOT Highway Safety Improvement Program (HSIP).

SUPPORTING DOCUMENTS

Attachment A – *Draft CAMPO Regional Safety Action Plan*

CAMPO Regional Safety Action Plan

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

AUGUST 2025

DISCLAIMER

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, and lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admissible as evidence in Federal or State court proceedings, nor may they be considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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Table of Contents

List of Figures

List of Figures

List of Figures

List of Tables

List of Key Acronyms

CAMPO – Capital Area Metropolitan Planning Organization

CapMetro – Capital Metropolitan Transportation Authority

CARTS – Capital Area Rural Transportation System

CTRMA – Central Texas Regional Mobility Authority

CRIS – Crash Records Information System

FHWA – Federal Highway Administration

HIN – High Injury Network

HSIP – Highway Safety Improvement Program

ISD – Independent School District

KABCO – Crash Severity Scale

- **K** – Fatal Injury
- **A** – Suspected Serious Injury
- **B** – Suspected Minor Injury
- **C** – Possible Injury
- **O** – Non-injury
- **KA** – Combined Fatal and Serious Injury

RSAP – Regional Safety Action Plan

RTP – Regional Transportation Plan

SAP – Safety Action Plan

SHSP – Strategic Highway Safety Plan

SS4A – Safe Streets and Roads for All

TAC – Technical Advisory Committee

TPB – Transportation Policy Board

TxDOT – Texas Department of Transportation

TxHSO – Texas Highway Safety Office

USDOT – United States Department of Transportation

VRU – Vulnerable Road User

1,438 FATALITIES

6,708 SERIOUS INJURIES

NEARLY 6 FATALITIES PER WEEK

Statistics from 2019-2023

This Regional Safety Action Plan is dedicated to every person in the CAMPO region whose life was lost or forever changed by a traffic crash. Behind every statistic is a child, a parent, a spouse or partner, a friend, a neighbor. Each crash is a tragedy, not just a number, and every loss is a call to action.

Let this plan stand as a solemn promise to build a safer future. A promise to do better, to build safer systems, and to protect our most vulnerable. Every person deserves to travel safely. Every family deserves to stay whole.

Together, let us commit to the Road to Zero.

CHAPTER 1

Executive Summary

The Capital Area Metropolitan Planning Organization (CAMPO), in consultation with local and regional transportation partners, has prepared this Regional Safety Action Plan (RSAP) to better understand safety needs in Central Texas and develop projects and strategies to reduce and ultimately eliminate roadway fatalities and serious injuries.

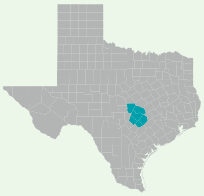
CAMPO developed this Regional Safety Action Plan in collaboration with local and regional partners to address the urgent need for improved roadway safety across Central Texas. Grounded in the Safe System Approach and aligned with the federal Safe Streets and Roads for All (SS4A) program, the RSAP serves as an eligible Safety Action Plan (SAP), enabling local jurisdictions within the CAMPO region to apply for funding through the SS4A discretionary grant program. The plan outlines a comprehensive strategy to reduce fatal and serious injury crashes by 50% by 2035 and eliminate them entirely by 2050. Integrating county-level safety action plans, robust community engagement, and data-driven analysis, the RSAP identifies high fatality and serious injury locations, underserved communities, and key emphasis areas. It provides a unified framework for implementing targeted infrastructure improvements, behavioral strategies, and policy reforms to create a safer, more balanced transportation system for all road users.

The full report is available at www.campotexas.org.

The Need for a Regional Safety Action Plan

During a typical week in the CAMPO region, six people are killed and 26 people are seriously injured in traffic crashes, an alarming rate that underscores the urgent need for safety improvements. Between 2019 and 2023, the region experienced 1,438 roadway fatalities and 6,708 serious injuries. CAMPO recognizes the level of tragedy and the profound impact of this crisis. The people in these crashes are parents, children, teachers, students, coworkers, friends, and neighbors. The effects of roadway crashes are widespread across the region, causing emotional devastation and economic hardship.

REGIONAL IMPACT (2019-2023)



- 1,438 FATALITIES
- 6,708 SERIOUS INJURIES
- NEARLY 6 FATALITIES PER WEEK

Vision and Goals

This plan sets an ambitious yet essential goal to reduce fatal and serious injury crashes by 50% by 2035 and eliminate them entirely by 2050. Its vision for safe streets and roads aligns with the federal Safe System Approach and Texas' Road to Zero strategy. The vision and goals also align with the CAMPO 2050 Regional Transportation Plan, which identifies safety as one of its six core goals alongside mobility, stewardship, economy, equity, and innovation.

VISION

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

GOALS

Reduce fatal and serious injury crashes:

50% by 2035

ZERO by 2050

Regional Engagement

Each county in the CAMPO region (Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson) has developed safety action plans tailored to local conditions and priorities. County-level task forces, comprised of local jurisdictions and regional partners, adopted the regional vision and goals, aligning them with local conditions and policy preferences while also providing guidance for the county-level plans. These county-level plans informed the development of this Regional Safety Action Plan, creating a unified, yet context sensitive, framework. CAMPO's Technical Advisory Committee (TAC) served as the Regional Safety Task Force. CAMPO's Transportation Policy Board (TPB) also provided important feedback at major milestones throughout the process. CAMPO invited community input at key touchpoints throughout development of the county-level and regional plans. **Figure 1** illustrates how the regional collaboration structure, data analysis, and public outreach supported the key outcomes.

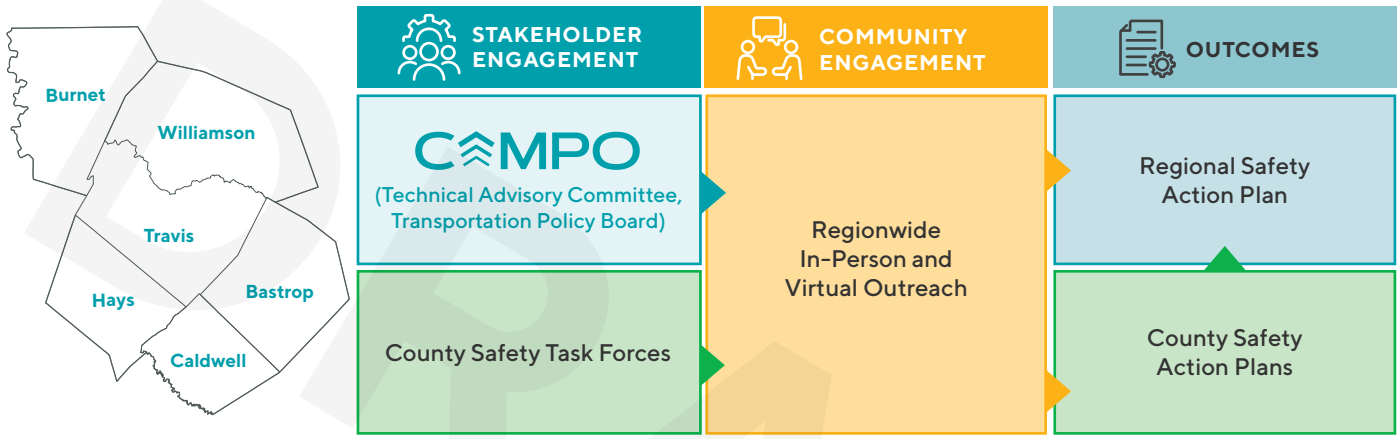


FIGURE 1: REGIONAL COLLABORATION STRUCTURE AND KEY OUTCOMES

Figure 2 illustrates the key project development milestones and timeline, emphasizing the core content development of both regional and county-level plans interwoven with multiple rounds of public engagement. The task forces, TAC, and TPB met throughout these activities to guide the process.

FIGURE 2: PROJECT DEVELOPMENT MILESTONES AND TIMELINE

From Fall 2024 to Summer 2025, more than 1,300 community members participated in 22 in-person events and three online open houses. They completed 523 surveys and provided hundreds of online and in-person comments. Rounds 1 and 2 of the engagement efforts focused on county-level concerns and Safety Action Plans, whereas Round 3 focused on the Regional Safety Action Plan. Across the three rounds of engagement, a consistent theme emerged: community members are deeply concerned about traffic safety, including driver behavior; they want safer multimodal infrastructure; and they expect safety strategies to be applied in ways that respect the region's unique character. Community feedback, coupled with the safety analysis, was used to inform the recommended infrastructure projects, programs, policies, and behavioral strategies.

> **This area sees school bus pick-up/drop-off during the school year and it is very dangerous for the kids, especially during the winter when there are usually dark conditions.**

> **Overall we need safer roads here, hopefully speeding can be solved.**

1,300 community members participated through 22 in-person events and 3 virtual open houses.

The Safe System Approach

The RSAP and county-level SAPs are built upon the Safe System Approach, which was adopted by the United States Department of Transportation (USDOT) to address roadway safety and mitigate risks in the transportation system. The Safe System Approach, shown in **Figure 3**, recognizes that human error and vulnerability are inevitable, and designs transportation systems with built-in protections to reduce the consequences of those errors. It highlights the following principles:

1. Death/serious injury is unacceptable.
2. Humans make mistakes.
3. Humans are vulnerable.
4. Responsibility is shared.
5. Safety is proactive.
6. Redundancy is crucial.

FIGURE 3: SAFE SYSTEM APPROACH

The Safe System Approach focuses strategies and actions around five primary elements: **Safer People, Safer Vehicles, Safer Speeds, Safer Roads,** and **Post-Crash Care**. By aligning the RSAP and county-level plans with the principles and elements of the Safe System Approach, CAMPO and its safety partners have crafted a regional strategy grounded in current best practices for transportation safety management.

Key Safety Findings

Using data from the Crash Records Information System (CRIS) for the years 2019 to 2023, safety analysts examined trends across all public roadways within the CAMPO region to identify critical patterns and inform regional safety priorities. During this five-year period, there were 1,329 fatal crashes and 5,486 suspected serious injury crashes, as shown in **Figure 4**, resulting in 1,438 fatalities and 6,708 serious injuries.

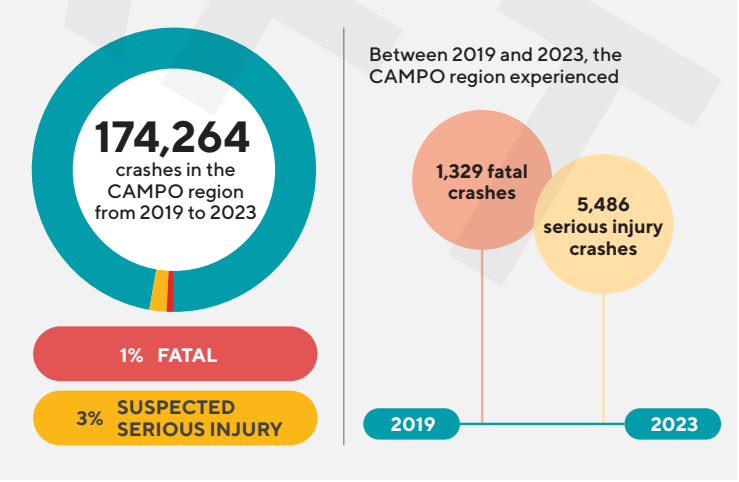


FIGURE 4: CAMPO REGION CRASH TRENDS (2019-2023)

By using an emphasis area analysis approach, the RSAP looked beyond isolated incidents to uncover broader systemic patterns, highlighting locations or conditions where risk may be elevated even without a high frequency of crashes. The emphasis areas used in this analysis are grounded in the Texas Strategic Highway Safety Plan but were adapted to reflect regional needs.

The top 10 emphasis areas associated with the most fatal and serious injuries in the CAMPO region included: dark conditions (47%), intersection related (36%), roadway/lane departures (35%), younger and older drivers (29%), speed related (25%), impaired drivers (17%), occupant protection (15%), vulnerable road users (15%), motorcyclists (15%), and distracted driving (13%). **Figure 5** shows the top five emphasis areas. The analysis also revealed significant overlaps among emphasis areas, which underscored the need for integrated strategies to address multiple risk factors simultaneously.

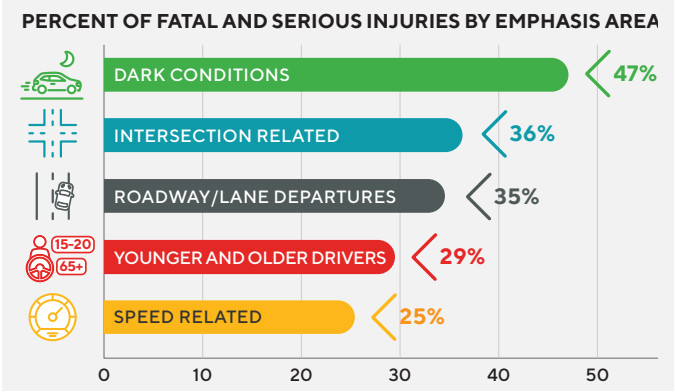


FIGURE 5: CAMPO REGION TOP 5 EMPHASIS AREAS FOR FATAL AND SERIOUS INJURY CRASHES

Figure 6 summarizes the total number of injury crashes by severity (excluding crashes involving no injuries or unknown injury status). Injury crash totals in the CAMPO region fluctuated between 2019 to 2023, with an upward trend of fatal and serious injury crashes during this period.

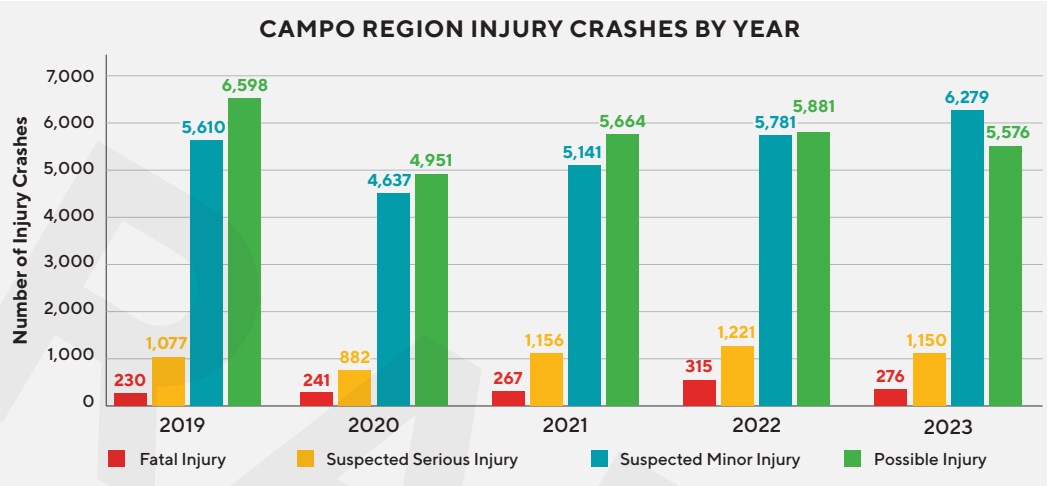


FIGURE 6: CAMPO REGION FATAL AND INJURY CRASHES BY YEAR AND SEVERITY (2019-2023)

Figure 7 shows the distribution of crash types by location. For this analysis, intersection related crashes include those that occurred at or near an intersection, while segment related crashes refer to those occurring along roadway corridors away from intersections. Roadway and lane departure crashes were 90% segment related, highlighting risks for this type of crash on corridors. Single vehicle and same-direction crashes followed a similar pattern, with 70% and 73% of these crashes occurring on roadway segments, respectively. In contrast, angle crashes were 81% intersection related, and opposite direction crashes occurred at intersections 75% of the time.

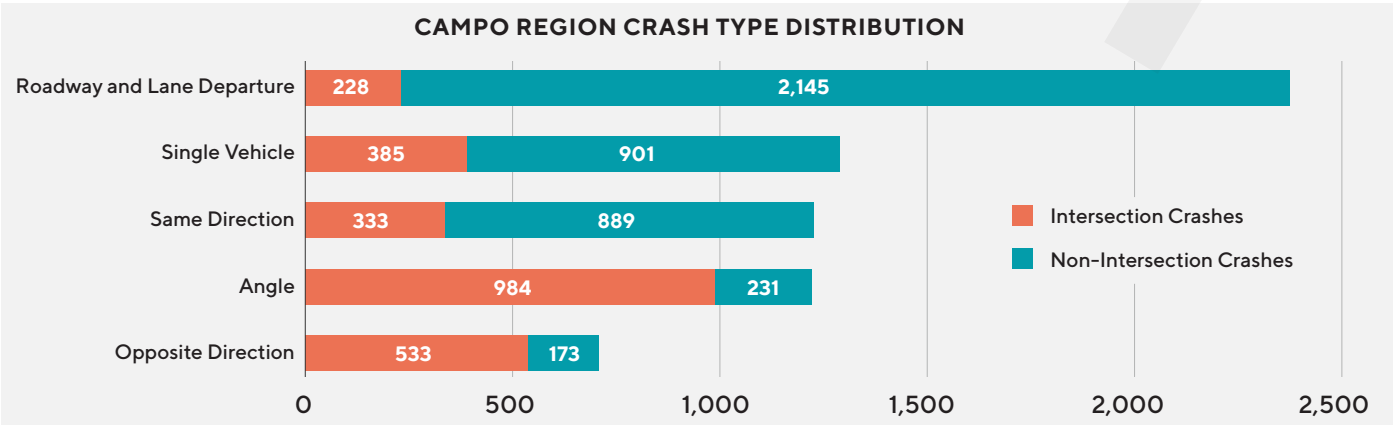


FIGURE 7: CAMPO REGION FATAL AND SERIOUS INJURY CRASHES BY CRASH TYPE (2019-2023)

UNDERSERVED COMMUNITIES ANALYSIS

Underserved communities include areas with high poverty rates, limited access to vehicles or transit, and greater proportions of vulnerable populations. These communities often experience greater exposure to roadway safety risks while having fewer resources to address them. Underserved communities are found mainly in the eastern half of the CAMPO region and along the I-35 corridor. They comprise 36% of the region's land area, contain 51% of its roadway miles and 54% of the population, and account for 67% of the region's fatal and serious injury crashes.

This concentration of crashes underscores the urgent need to prioritize safety improvements in underserved communities, where roadway risk is highest and the potential for life-saving impact is greatest.

UNDERSERVED AREAS IN THE CAMPO REGION COVER:

- **36%** OF LAND
- **51%** OF ROAD MILES
- **54%** OF POPULATION
- **67%** OF FATAL AND SERIOUS INJURY CRASHES

COUNTY-LEVEL SAFETY FINDINGS

Detailed crash analyses were conducted for each county. This included identification of a High Injury Network (HIN) of the corridors and intersections with the highest concentration of fatal and serious injury crashes. The analysis also included a review of local crash trends, major crash types, and the most common contributing factors.

Figure 8 illustrates the proportion of fatal and serious injury crashes attributed to key emphasis areas in each county. General trends indicate that the more urban counties (Hays, Travis, Williamson) experienced higher shares of intersection and vulnerable road user (pedestrians and bicyclists) crashes, while the more rural counties (Bastrop, Burnet, Caldwell) saw higher shares of roadway departure crashes.

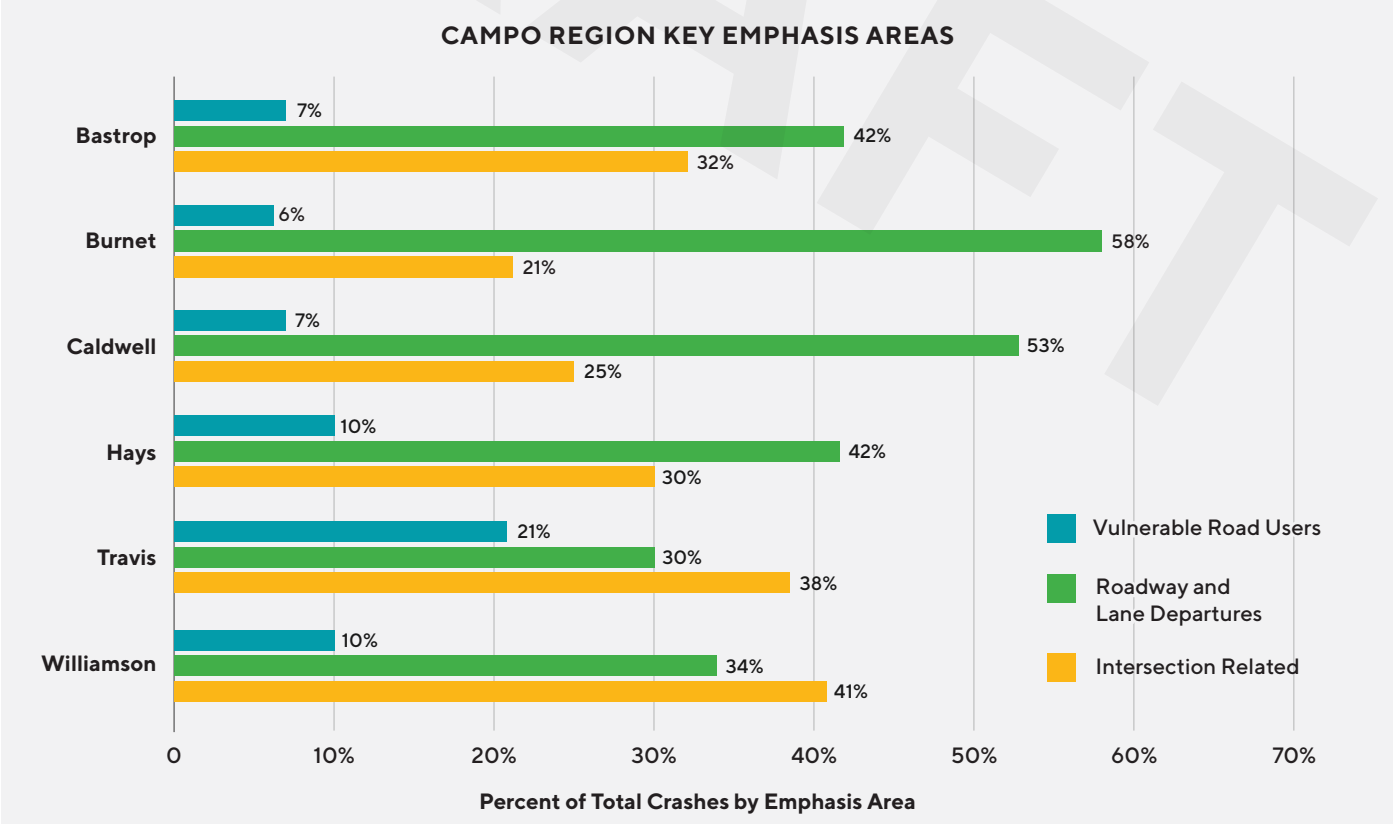


FIGURE 8: FATAL AND SERIOUS INJURY CRASHES BY KEY EMPHASIS AREA IN EACH COUNTY (2019-2023)

Safety Strategies and Projects

Addressing fatal and serious injury crashes in the region takes a multi-pronged approach that includes infrastructure treatments (targeted and systemic safety countermeasures), policy and program development, and behavioral strategies. The targeted improvements address the High Injury Network where fatal and serious injury crashes are most concentrated. Each county safety task force prioritized targeted improvements based on criteria aligning with county needs and community and stakeholder input, coupled with a strong emphasis on crash reduction potential and underserved communities. Collectively, 172 corridor improvements and 163 intersection improvements were identified for implementation across the region. A full project list is included in the appendix.

Proposed Safety-Driven Infrastructure Improvements:

172 Corridor Improvements

163 Intersection Improvements

The safety strategies in this plan are aligned with the principles of the Safe System Approach. **Table 1** presents the primary safety strategy focus areas, each supported by a more detailed set of strategies tailored to the region's needs.

TABLE 1: EXAMPLE STRATEGY FOCUS AREAS BY SAFE SYSTEM APPROACH ELEMENT

SAFE SYSTEM APPROACH ELEMENT	EXAMPLE SAFETY STRATEGY FOCUS AREAS
 **Safer People**	• Education and public outreach • Enforcement and accountability • Design for human behavior • Target populations (e.g., younger and older drivers)
 **Safer Vehicles**	• Fleet modernization and procurement • Advanced vehicle technology adoption • Heavy and commercial vehicle safety • Public awareness and consumer education
 **Safer Speeds**	• Context-sensitive speed limit setting • Speed management planning • Speed feedback signs • Engineering and design countermeasures • Legislation and enforcement • Intelligent speed management and feedback
 **Safer Roads**	• Network screening and prioritization • Systemic engineering countermeasures • Multimodal design enhancements • Capital projects • Maintenance and operations
 **Post-Crash Care**	• Rapid detection and notification • Optimized emergency response • On-scene safety and clearance • Trauma care and data integration • Public empowerment (e.g., bystander training)
 **Overarching Safety Culture**	• Leadership and governance • Transparency and data literacy • Shared responsibility through public education and engagement • Continuous learning and innovation • Recognition and storytelling

Implementation and Evaluation

A structured framework for implementation and evaluation is essential to transform the Regional Safety Action Plan into measurable safety outcomes. This framework is designed to be multifaceted and adaptive, emphasizing early action for high fatal and serious injury crash locations, ongoing performance monitoring, and broad-based stakeholder and community engagement.

A layered governance structure supports the RSAP implementation framework:

- CAMPO staff lead data analysis and implementation support, develop and promote safety strategies, and provide a community liaison role.
- The TAC provides technical reviews and recommendations to the TPB.
- The TPB oversees policy, strategic oversight, and funding alignment.
- County-level safety task forces manage local projects and strategies and lead associated public engagement and safety performance evaluation.
- Ad hoc "quick action" teams may be formed to address specific emerging needs, maintaining momentum and flexibility.

Core tools and mechanisms to monitor and evaluate performance include:

- **Crash Dashboards:** Display regularly updated crash history and project delivery status information.
- **Predictive Analytics:** Anticipate future safety risks using big data and emerging technologies.
- **Before-and-After Studies:** Measure project-level impact on crashes and community perception.
- **Annual Tracking System:** Track outputs and outcomes of completed safety projects across the region.
- **Quarterly Audits and Annual Safety Reports:** Provide transparency of outputs and outcomes.

Figure 9 illustrates the implementation framework and cycle. Embedding implementation activities within CAMPO's TAC and selectively engaging the TPB, along with regular meetings of the county safety task forces, will help feed results back into strategic planning, supporting continuous improvement.

Year 1 of implementation focuses on establishing institutional processes, launching high-visibility projects, and setting up performance tracking. Initial priorities include reassessing the safety evaluation criteria for project prioritization, developing a Complete Streets policy template, and updating the online crash dashboard. In addition, several counties and cities recently applied for SS4A grants to fund safety projects identified and prioritized through the development of county-level safety action plans.

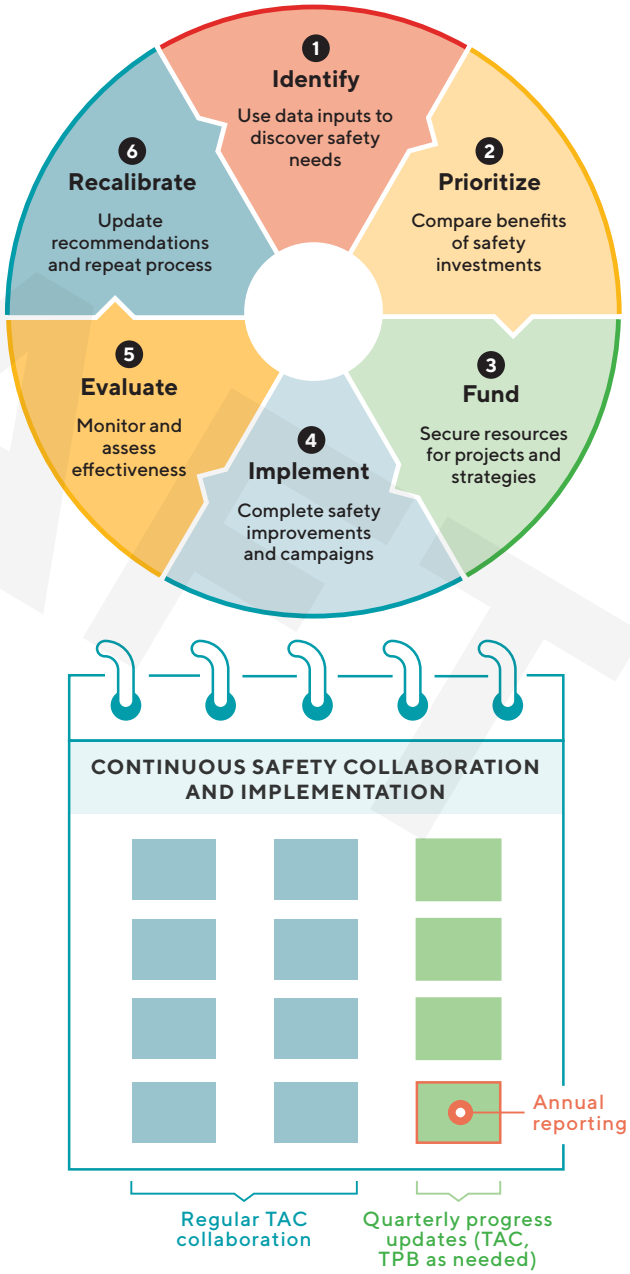


FIGURE 9: IMPLEMENTATION FRAMEWORK AND CYCLE

CHAPTER 2

Foundation

This chapter explains why the Regional Safety Action Plan was developed; provides federal, state, regional, and local planning context; outlines the regional safety vision, goals, and objectives; summarizes the community and stakeholder engagement conducted throughout the plan's development; and describes the analysis undertaken to incorporate the needs of underserved communities.

8,945+ Consecutive Days of Roadway Fatalities

Since November 7, 2000, Texas has seen **at least one traffic death** every single day.

CAMPO Region (2019-2023)

1,438 fatalities

Nearly **6 deaths per week**

National Context (2023)

FATALITIES	USA	TEXAS	CAMPO
FATALITIES	40,901	4,291	301
FATALITIES PER 100K POPULATION	12	15	13

Why a Regional Safety Action Plan?

Since November 7, 2000, Texas roads have seen at least one traffic fatality every day. This tragic streak has remained unbroken for nearly 25 years. From 2019 to 2023, the CAMPO region lost 1,438 lives in traffic crashes. These were not just numbers; they were our friends, our family, our neighbors. Every loss is devastating, and as a community, we must refuse to accept this as the norm.

CAMPO recognizes the level of tragedy and the profound impact of this crisis and is dedicated to keeping our community and region safe. In 2023, the USDOT awarded CAMPO funding from the SS4A Grant Program to develop an RSAP to improve roadway safety for all users. The plan specifically aims to decrease fatal and serious injury crashes in the region through a data-driven, comprehensive plan of action.

CAMPO's regional safety planning effort started with county-level safety planning for each county within the CAMPO region (see **Figure 10**). Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties all completed SAPs tailored to local safety needs, priorities, and solutions. These county-level plans were used to inform broader regional strategies, forming the foundation of the comprehensive CAMPO RSAP.

FIGURE 10: MAP OF SIX-COUNTY CAMPO REGION

Planning Context and Federal Alignment

The CAMPO RSAP was developed within the context of ongoing federal and regional safety initiatives, ensuring strong alignment with the goals and eligibility requirements of the USDOT SS4A program. The RSAP reflects the Safe System Approach (see **Figure 11**) promoted in the National Roadway Safety Strategy. It focuses on proactive, data-driven strategies that prioritize underserved communities, support multimodal safety, and reduce fatal and serious injury crashes.

FIGURE 11: SAFE SYSTEM APPROACH

Additionally, the plan supports broader transportation planning goals identified in CAMPO's long-range 2050 Regional Transportation Plan (RTP), reinforcing integration between safety and system-level investment decisions across the region. Safety is one of the six goal areas in the RTP alongside mobility, stewardship, economy, equity, and innovation.

CAMPO is governed by a 22-member Transportation Policy Board consisting of 20 elected officials and one representative each from TxDOT and CapMetro. The TPB's main responsibilities include:

- Setting policy and guiding the transportation planning process
- Developing a multimodal, 25-year Regional Transportation Plan and four-year transportation improvement program
- Providing a forum for project selection by local officials for federal and select state funds

These responsibilities also encompass a strong focus on improving transportation safety throughout the region. As a federally mandated and funded entity, CAMPO developed the RSAP to align with the USDOT's criteria, shown in **Table 2,** ensuring that the plan's projects and strategies are eligible for consideration under the SS4A program.

TABLE 2: RSAP COMPLIANCE WITH FEDERAL SS4A SAFETY ACTION PLAN COMPONENTS

MET?	COMPONENT
✓	1. Leadership Commitment and Goal Setting
✓	2. Planning Structure
✓	3. Safety Analysis
✓	4. Engagement and Collaboration
✓	5. Policy and Process Changes
✓	6. Strategy and Project Selections
✓	7. Progress and Transparency
✓	8. Action Plan Date

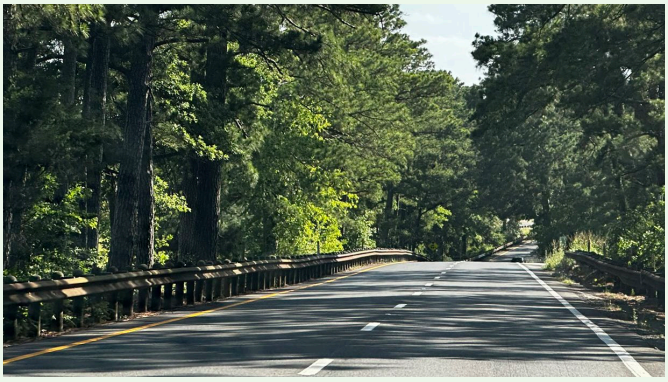
Vision, Goals, and Objectives

The CAMPO RSAP is grounded in the federal Safe System Approach, shown in **Figure 11**, and aligned with Texas statewide safety goals, emphasizing a proactive and holistic framework for eliminating fatal and serious injury crashes. The following subsections provide the vision, goals, and objectives for regional transportation safety.

VISION

The vision statement for the CAMPO RSAP reflects a shared commitment to ensuring that all roadway users in the CAMPO region can reach their destinations safely:

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



Examples of streets and roads within Hays County (above, top) and Bastrop County (above, bottom).

GOALS

CAMPO's safety goals and objectives were built on a foundation of rigorous analysis and aligned with roadway safety strategies developed at the federal, state, and local levels. While individual agencies and jurisdictions may differ in approach or emphasis, they are united for a common purpose: to eliminate fatalities and serious injury crashes on our transportation network.

In 2019, the Texas Transportation Commission adopted the Road to Zero goal, the State's first comprehensive roadway safety target. This marked a bold statewide commitment to end traffic deaths in Texas. The initiative aims to cut roadway fatalities in half by 2035 and to achieve zero deaths by 2050. CAMPO fully embraces the Road to Zero goal and aligns its regional goals with this statewide commitment to safety:

Reduce the number of fatal and serious injury crashes in the CAMPO region:

- in **half** by 2035
- to **zero** by 2050

These goals are more than aspirational. They are actionable benchmarks that will guide every strategy, project, and policy in the CAMPO RSAP. Achieving them will require collective responsibility, sustained investment, and a regional culture that prioritizes safety for every road user.

OBJECTIVES

Clear, specific, and measurable objectives are needed to achieve our safety goals. These objectives are organized into three categories: **Traffic**, **Culture**, and **Active Transportation Modes and Transit**.

Traffic. These objectives aim to improve traffic safety on streets and roads throughout the CAMPO region, including for pedestrians, cyclists, and transit users.

- Reduce the number of bicycle and pedestrian fatal and serious injury crashes.
- Reduce emergency and incident response time to crash events.
- Reduce the number of secondary crashes.
- Reduce fatal and serious injury roadway departure and lane departure crashes.
- Reduce the number and severity of crashes at intersections.

Culture. These objectives aim to shift current roadway user and driver culture to one that prioritizes safety, especially for vulnerable road users.

- Reduce distracted driving, driving under the influence of alcohol or other drugs, aggressive driving, and speeding in the CAMPO region.
- Achieve and maintain a positive traffic safety culture that motivates and sustains safe road user behavior.
- Instill safe driving habits in younger and older drivers.

Active Transportation Modes and Transit. These objectives focus on enhancing and encouraging greater use of active transportation and transit options, thereby reducing exposure to motor vehicle travel and improving safety.

- Connect key corridors across the CAMPO region to provide pedestrians and cyclists with safe, convenient routes that allow travel throughout the area without needing a personal vehicle.
- Provide a safe, efficient, reliable, and well-connected intraregional transit system.

Community and Stakeholder Engagement

Engagement for the RSAP focused on both the broader regional community and targeted stakeholder groups. A phased engagement approach enabled continuous community and stakeholder involvement, allowing CAMPO to refine the plan in response to community priorities and stakeholder input. This section provides a summary of the community engagement and the safety task forces that guided plan development.

The public was invited to participate in the RSAP and County SAPs through three outreach phases, each featuring a virtual open house and survey, along with in-person engagement at community events across all six counties. Rounds 1 and 2 of the engagement efforts focused on county-level concerns and SAPs, while Round 3 focused on the RSAP. **Figure 12** illustrates the locations of the in-person engagement events. Some locations were used for more than one round of engagement.

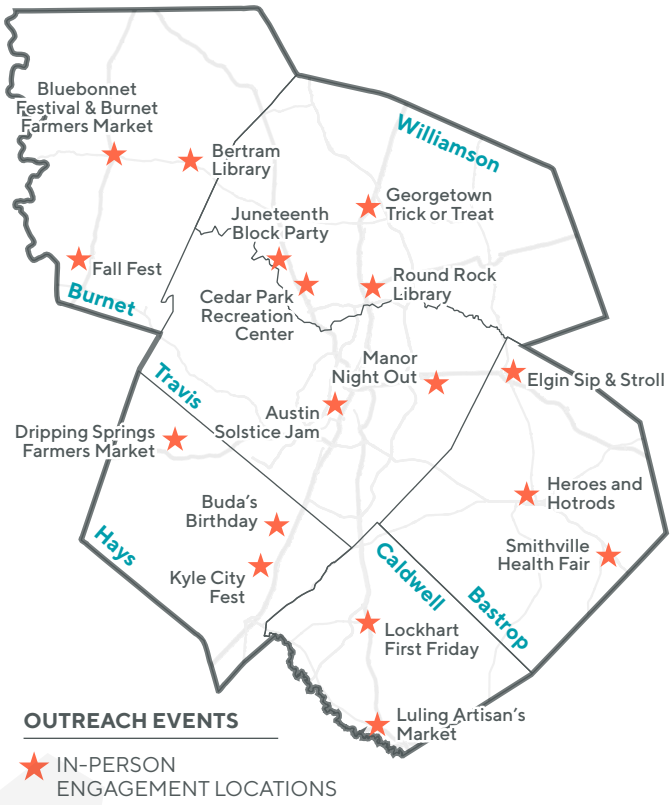


FIGURE 12: IN-PERSON ENGAGEMENT LOCATIONS

CAMPO performed community outreach in all six counties within the region, including Travis (left), Hays (middle), and Bastrop (right).

In addition to the in-person and virtual engagement efforts, the project team mailed out informational cards, emailed stakeholders, posted social media updates, and published ads in several community publications during each round of public outreach. All engagement materials were provided in English and Spanish, and bilingual team members were present at the in-person events.

Figure 13 presents a word map illustrating the public's most frequently mentioned transportation safety concerns during engagement.

FIGURE 13: MOST FREQUENTLY MENTIONED TRANSPORTATION SAFETY CONCERNS

More than 1,300 community members participated in 22 in-person events from Fall 2024 to Summer 2025, and the project team received 523 survey submissions and hundreds of online and in-person comments. Across three rounds of engagement, a consistent picture emerged: community members are deeply concerned about traffic safety, want safer infrastructure for all modes of travel, and expect the region to grow in a way that respects its unique character.

A summary of the number of survey submissions, individuals engaged, and key themes identified during each round of outreach, as well as detailed outreach results for each county, are provided in the corresponding county plans.

REGIONAL SAFETY CONCERNS

Community feedback pointed to six key regional concerns:

- **Congestion and Growth**: Rapid development is overwhelming existing roads.
- **Unsafe Intersections and Corridors**: There are locations where people feel unsafe, especially along major highways like US 290, SH 29, and US 281.
- **Lack of Safe Walking and Biking Options**: Community members want sidewalks, bicycle lanes, and safe crossings. See **Figure 14**.
- **Speeding, Aggressive Driving, and Unsafe Passing**: Risky driving behavior concerns the public, particularly around schools and on rural roads.
- **Lighting and Infrastructure Gaps in Rural Areas**: While preserving dark skies is important, safety must also be a priority.
- **Community Character**: Community members desire improvements that preserve the local context, especially in places like Driftwood and Manor.

NO RESPONDENTS FELT VERY SAFE ENGAGING IN ACTIVE TRANSPORTATION IN THE REGION. **RESPONDENTS FELT:**

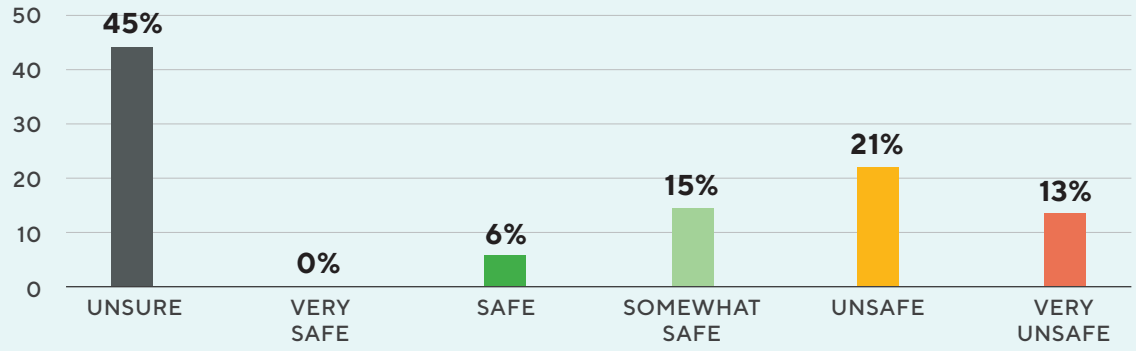


FIGURE 14: COMMUNITY SENTIMENT ABOUT ACTIVE TRANSPORTATION

SAFETY TASK FORCES

The CAMPO TAC served as the Regional Safety Task Force. Additionally, a county-level safety task force was formed for each of the six counties in the CAMPO region to guide the development of their respective SAPs. Both the TAC and the CAMPO TPB were engaged throughout the plan's development to receive updates, ask questions, and help guide planning efforts.

The county-level safety task forces included engineers, planners, law enforcement officers, and other key stakeholders from local county and municipal governments, along with experts from partner agencies such as TxDOT and CapMetro. Each met four times throughout the plan's development. They received periodic updates via email and during one-on-one meetings and provided vital feedback on the recommended improvements specific to their jurisdictions. The safety task forces were engaged at key project milestones, contributed input on all components of their respective county plans, and supported the project team in coordinating engagement efforts within their jurisdictions. These groups may also serve as a body for monitoring the implementation progress of the recommended improvements in their respective counties.

Caldwell County Safety Task Force Meeting

Underserved Communities Analysis

There is a measurable disparity, both currently and historically, in transportation safety risk across the CAMPO region. Underserved communities, including those with high poverty rates, limited access to vehicles or transit, and larger populations of vulnerable residents, often face greater exposure to roadway safety risks and have fewer resources to address them.

To better understand this disparity, underserved communities in the CAMPO region were analyzed to determine where safety investments are needed most.

To identify these areas, CAMPO used a consistent, regionwide approach based on three publicly available datasets:

1. **Areas of Persistent Poverty**, as designated by the USDOT, where at least 20% of the population lives below the poverty line
2. **Title VI**, areas defined as census tracts where less than 50% of the population identify as "White, non-Hispanic" based on the latest American Community Survey data
3. **Vulnerable Population**, identified based on a composite score developed by CAMPO using seven demographic indicators, including low-income households, minority populations, seniors, school-aged children, individuals with disabilities, individuals (or populations) with limited English proficiency, and zero-vehicle households

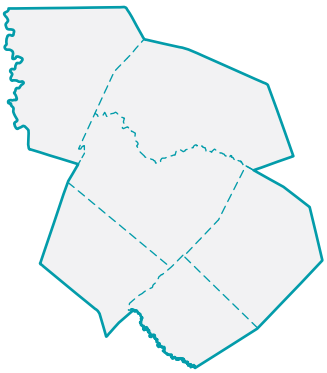
These datasets were combined using Geographic Information Systems (GIS) tools to identify underserved communities, defined as locations overlapping with at least one of the datasets listed.

Figure 15 highlights the underserved communities in the CAMPO region. Although these areas cover 36% of the region's land area, they contain 51% of all roadway lane miles, and 54% of the population. Strikingly, they account for 67% of fatal and serious injury crashes. This disproportionate concentration of crashes underscores the urgent need to prioritize safety improvements in underserved communities, where roadway risk is highest and the potential for life-saving impact is greatest.

A total of

921 fatal crashes and 3,660 serious injury crashes

occurred within the underserved communities of the CAMPO region.



These areas cover **36%** of the region's land area

They contain **51%** of all roadway lane miles

And 54% of the region's population

But account for **67%** of fatal and serious injury crashes

Underserved communities, including most of the Title VI tracts, are concentrated along the IH 35 corridor, primarily to the east and across the eastern half of the CAMPO region. Vulnerable Populations are located primarily in the southeast side of the region but are also present in the southwest area of Hays County, the south and central areas of Burnet County, and the northern areas of Williamson County. The southwest and central areas of the region have Title VI tracts and Areas of Persistent Poverty. Some of the cities with underserved communities include San Marcos, Luling, Lockhart, Elgin, Jarrell, Taylor, and Burnet.

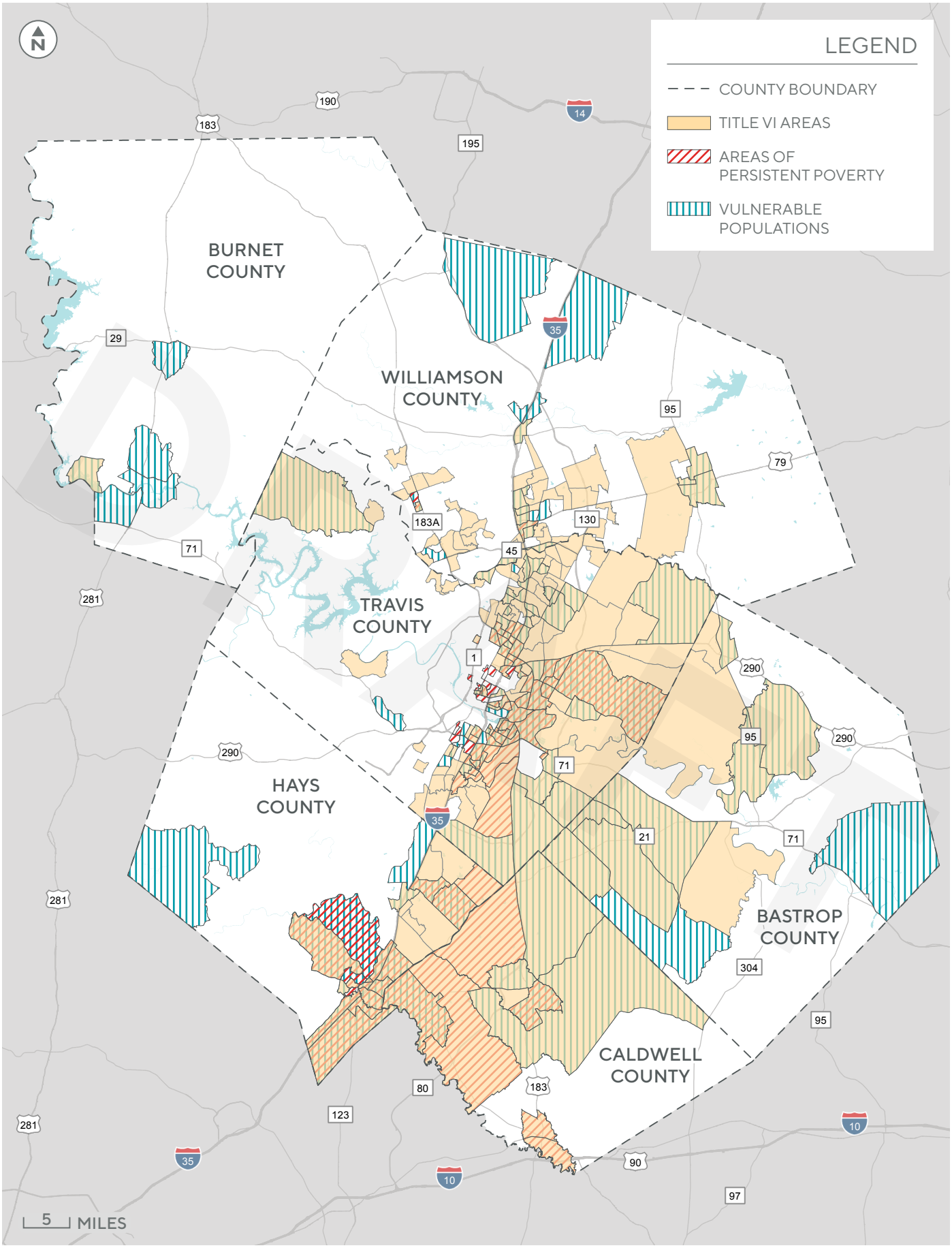


FIGURE 15: CAMPO REGION UNDERSERVED COMMUNITIES (2020)

Figure 16 illustrates regionwide fatal and serious injury crash rates by land area, population, and roadway lane miles from 2019 to 2023. This data shows a stark contrast between underserved and non-underserved communities.

Crash rates were significantly higher in underserved communities across all measures. The following key findings further illustrate the extent and nature of these disparities:

- The crash rate by land area was four times higher in underserved communities.
- The crash rates by population and by lane miles were both approximately twice as high compared to non-underserved communities.

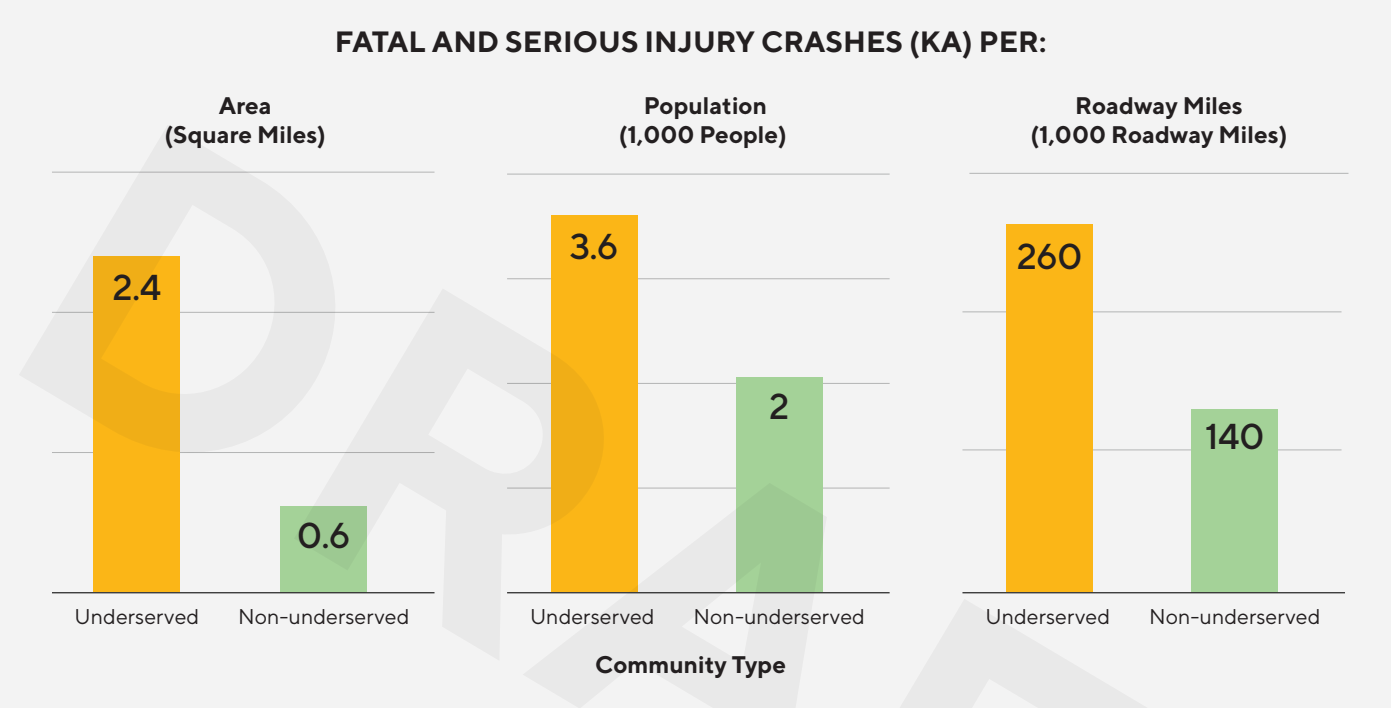


FIGURE 16: FATAL AND SERIOUS INJURY CRASH RATE BY AREA, POPULATION, AND ROADWAY LANE MILES (2019-2023)

These findings reveal a troubling pattern: underserved communities in the CAMPO region not only face greater exposure to traffic risks, but also suffer more severe outcomes. This underscores the critical importance of directing safety resources and countermeasures toward these high-need areas to reduce fatalities and serious injuries.

CHAPTER 3

Regional Safety Analysis

Improving roadway safety across the CAMPO region requires a data-driven understanding of where and why the roadway crashes occur. To support this objective, each county conducted its own detailed crash analysis, which included identifying a High Injury Network (HIN) showing the corridors and intersections with the highest concentration of fatal and serious injury crashes. These analyses also examined local crash trends, major crash types, and the most common contributing factors. This chapter builds on those county-level efforts by identifying regional crash patterns and highlighting key emphasis areas.

Crash Trends Overview

Using data from the Crash Records Information System (CRIS) for the years 2019 through 2023, this analysis examined crash trends across all public roadways within the CAMPO region to identify critical patterns and inform regional safety priorities. During this five-year period, there were 1,329 fatal crashes and 5,486 suspected serious injury crashes, which resulted in 1,438 fatalities and 6,708 serious injuries. **Figure 17** shows regional crash trends. These numbers reflect a sobering reality: on average, six lives are lost on CAMPO roadways every week and four people suffer a serious injury every day.

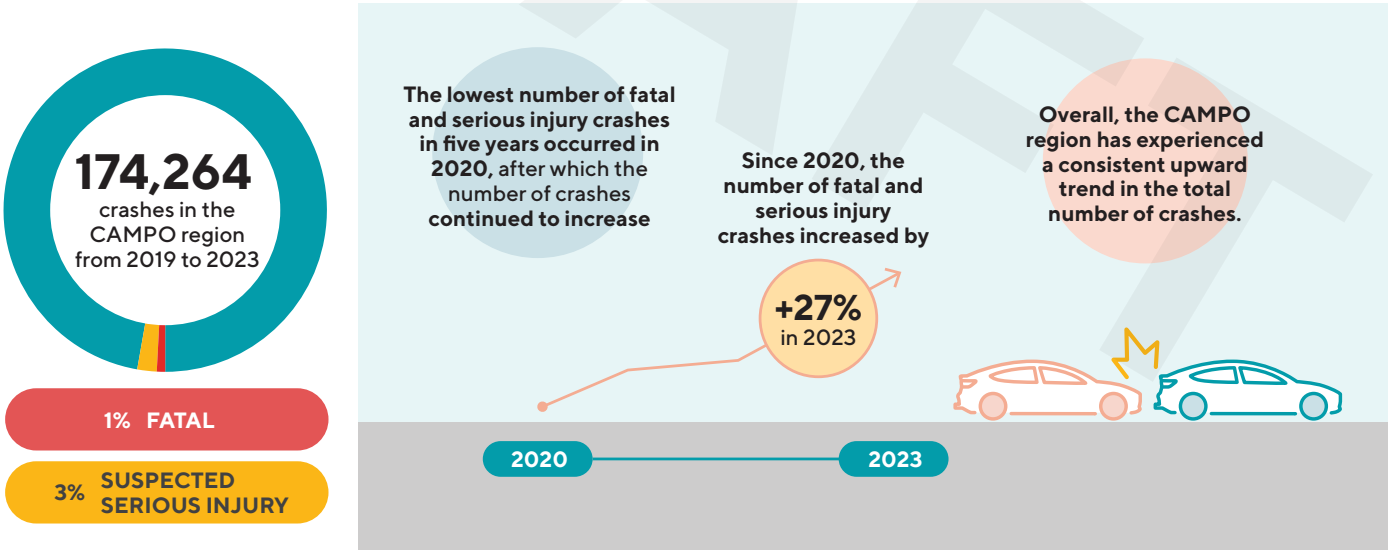


FIGURE 17: CAMPO REGION CRASH TRENDS (2019-2023)

Figure 18 summarizes the total number of injury crashes by severity in the CAMPO region from 2019 to 2023, excluding crashes involving no injuries or unknown injury status). Injury crash totals fluctuated during this period, with the highest number of minor injury crashes (6,279) recorded in 2023. Fatal crashes also rose over the period peaking at 315 in 2022 before a slight decline in 2023.

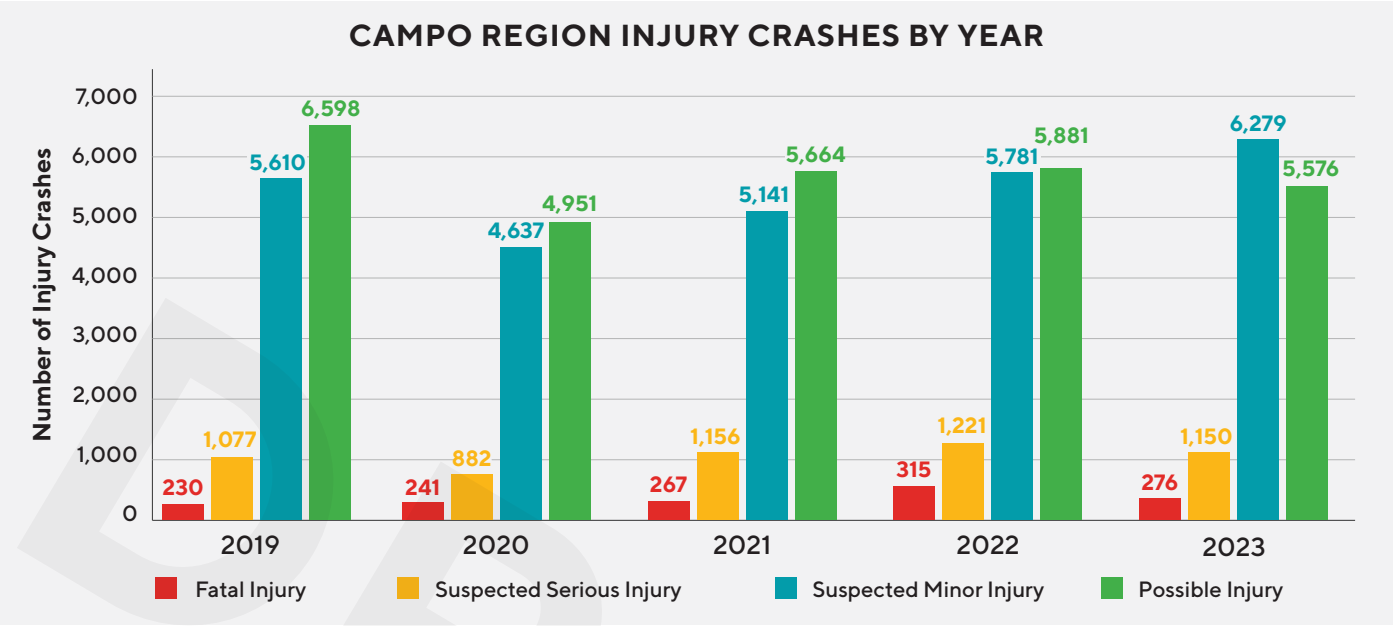


FIGURE 18: CAMPO REGION INJURY CRASHES BY YEAR AND BY SEVERITY (2019-2023)

Figure 19 shows the distribution of crash types by intersection and non-intersection locations. For this analysis, intersection related crashes include those that occurred at or near an intersection, while non-intersection crashes refer to those occurring along roadway corridors away from intersections. Roadway and lane departure crashes predominantly occured at non-intersection locations, accounting for 90% (2,145 out of 2,373) of such incidents and highlighting the elevated risk along corridors. Following a similar trend, 70% (901 out of 1,286) of single vehicle crashes and 73% (889 out of 1,222) of same direction crashes were non-intersection related. In contrast, 81% (984 out of 1,215) of angle crashes and 75% (533 out of 706) opposite direction crashes occurred at intersections.

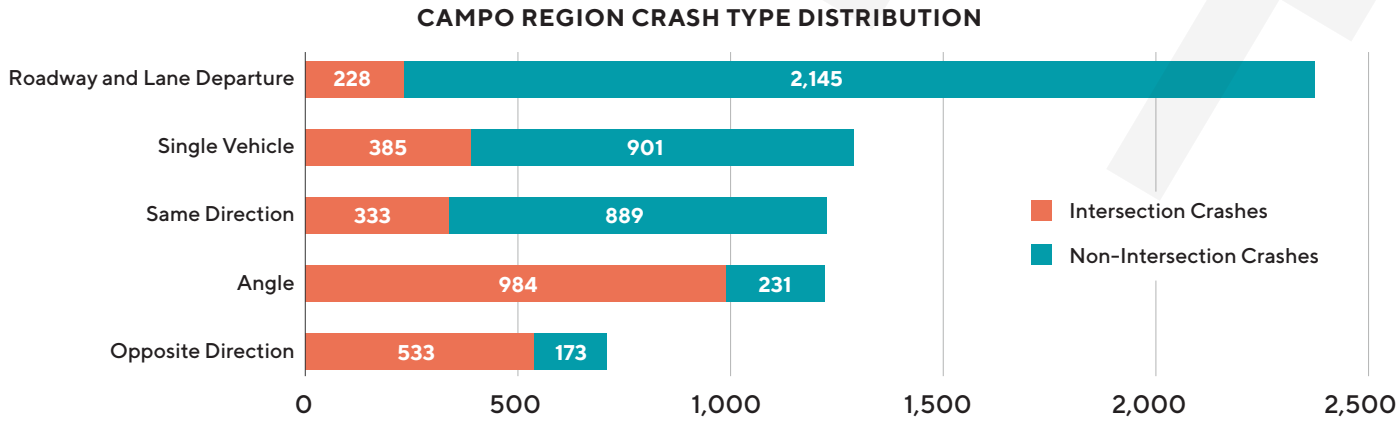


FIGURE 19: CAMPO REGION FATAL AND SERIOUS INJURY CRASHES BY CRASH TYPE (2019-2023)

Figure 20 on the following page shows the locations of all reported fatal and serious injury crashes in the CAMPO region. The concentration of crashes was notably highest in and around the urban core of Travis County, particularly along major corridors such as IH 35, US 290, and SH 71. In contrast, more rural counties like Burnet, Caldwell, and Bastrop saw crash patterns that were more dispersed along regional highways and rural arterials.

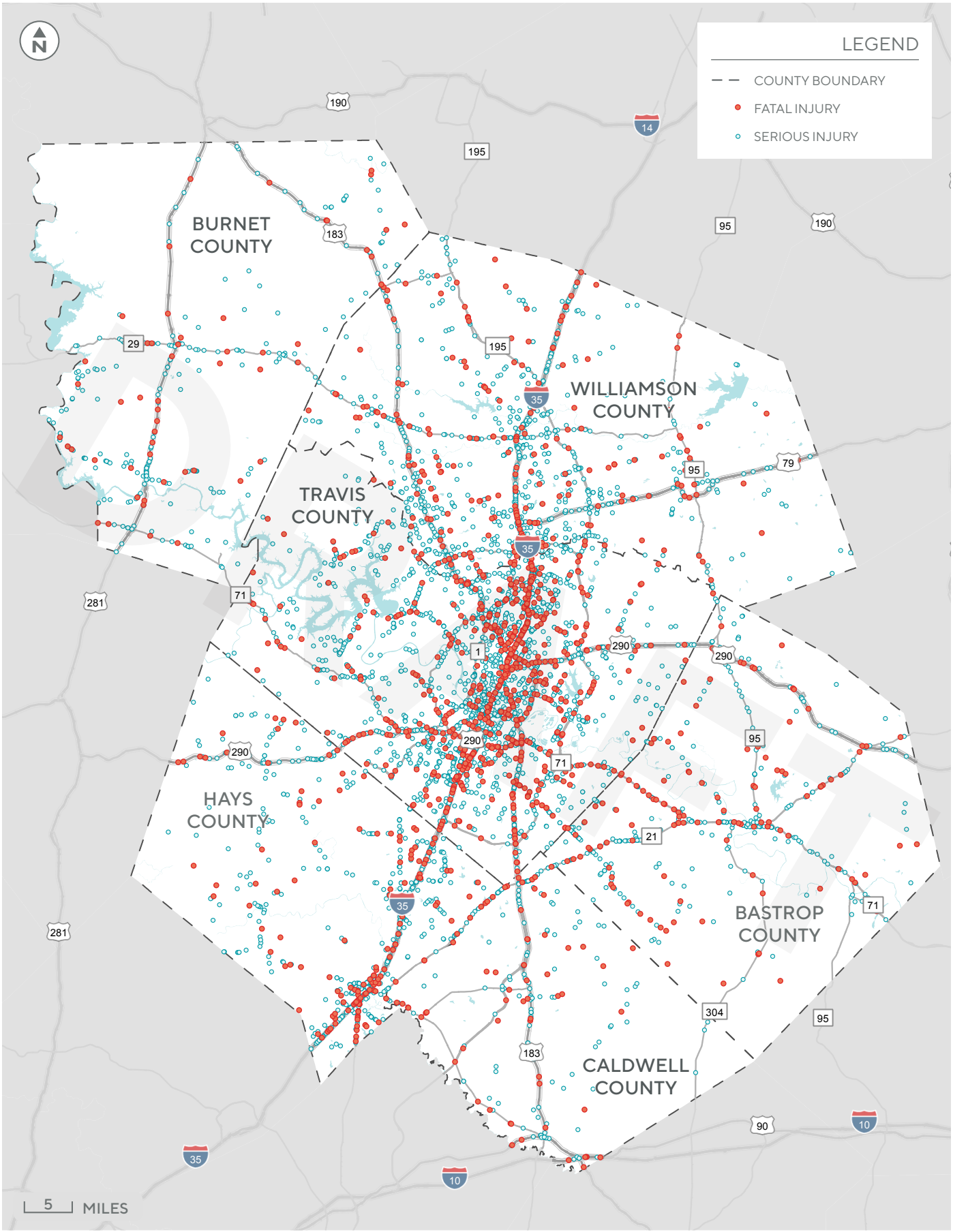


FIGURE 20: CAMPO REGION FATAL AND SERIOUS INJURY CRASH LOCATIONS (2019-2023)

Emphasis Area Analysis

Understanding historical crash data is essential for identifying location-specific safety needs, prioritizing capital projects, and guiding targeted enforcement. However, focusing solely on crash locations is limited since it is difficult to predict where future fatal and serious injury crashes will occur. Therefore, an emphasis area analysis was conducted to offer a more strategic approach focused on broader, predictable patterns. The most common crash types and contributing factors, such as impaired driving, roadway departure, and speeding, have remained consistent over time. Assessing these factors and systemically implementing low-cost treatments can result in better safety outcomes across a broader area.

Emphasis areas were selected to address major roadway safety issues. These priorities, shown in **Table 3** below, are based on crash trends, contributing factors, and safety goals. The emphasis areas used in this analysis are based on those previously identified in the Texas Strategic Highway Safety Plan, adapted to reflect regional needs. For example, the CAMPO emphasis areas combine certain categories (such as bicyclists and pedestrians in the *Vulnerable Road Users* category) and add *Dark Conditions* and *Motorcyclists* as locally relevant emphasis areas.

TABLE 3: EMPHASIS AREA DESCRIPTIONS

EMPHASIS AREA	DESCRIPTION
ROADWAY AND LANE DEPARTURES	Crashes where a vehicle departs from the traveled way by crossing an edge line or centerline, or otherwise leaving the roadway
OCCUPANT PROTECTION	Crashes involving the improper use of or failure to use appropriate vehicle occupant protection, such as seatbelts or child car seats
YOUNGER AND OLDER DRIVERS	Crashes involving drivers between the ages of 15 and 20 or 65 years old and older
SPEED RELATED	Crashes where speeding was a contributing factor
IMPAIRED DRIVING	Crashes involving drug or alcohol impairment
INTERSECTION RELATED	Crashes occurring at or near an intersection
DISTRACTED DRIVING	Crashes involving inattention or distractions such as use of a mobile phone
VULNERABLE ROAD USERS	Crashes involving pedestrians and bicyclists
MOTORCYCLISTS	Crashes involving motorcyclists
DARK CONDITIONS	Crashes occurring at night or in areas with low to no lighting

Figure 21 presents the top 10 emphasis areas linked to the highest numbers of fatal and serious injury crashes in the CAMPO region from 2019 to 2023. Notably, in eight of these categories, the proportion of fatal and serious injury crashes exceeded their share of total crashes. This suggests that when crashes occur under these conditions, they are more likely to result in severe injury outcomes.

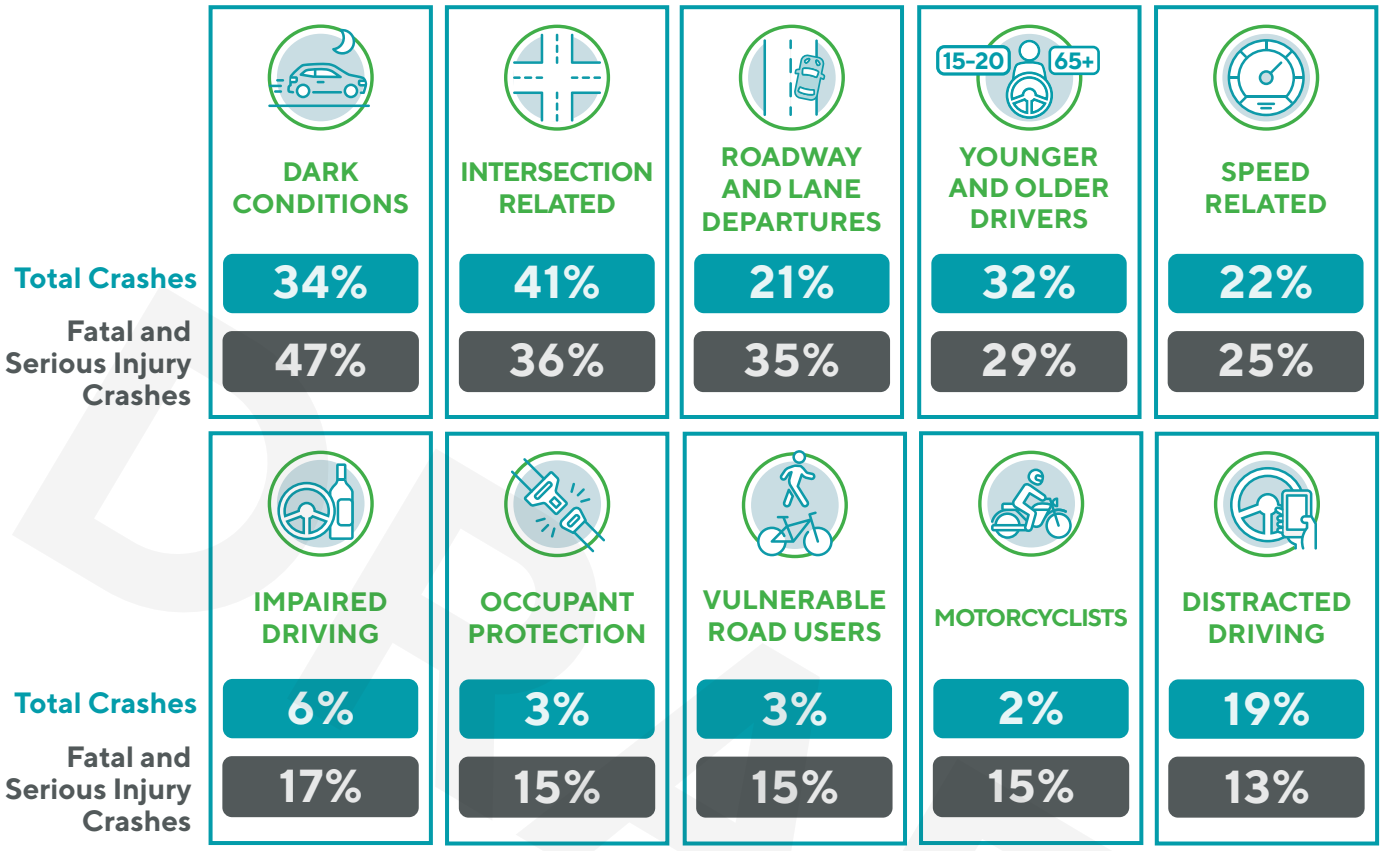


FIGURE 21: CAMPO REGION EMPHASIS AREAS LINKED TO HIGHEST FATAL AND SERIOUS INJURY CRASHES (2019-2023)

SHARED PATTERNS ACROSS EMPHASIS AREAS

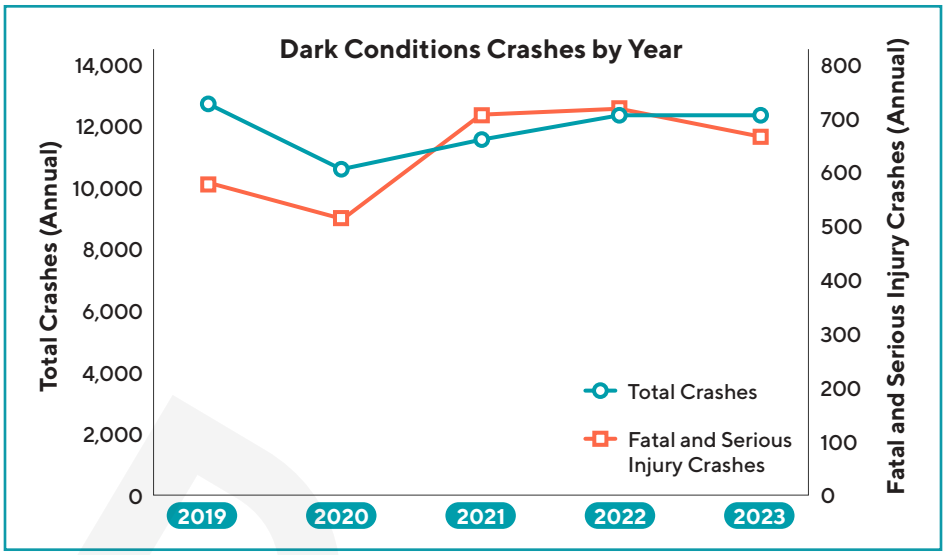
Understanding how crash factors interact is essential to developing effective safety strategies. This analysis examined the overlap between emphasis areas in fatal and serious injury crashes across the CAMPO region to identify where risk factors commonly intersect.

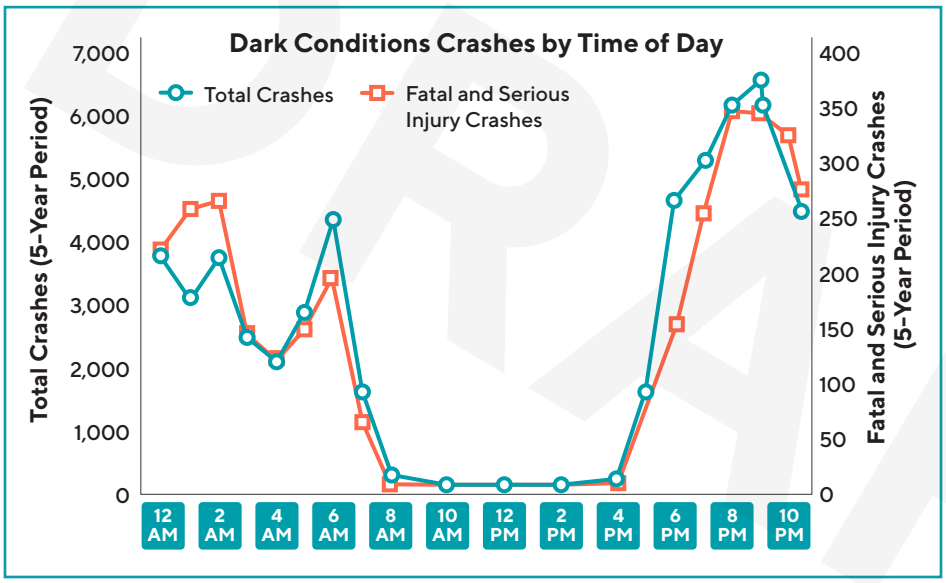
The analysis revealed significant overlaps among emphasis areas, highlighting the interconnected nature of crash factors across the region. Among fatal and serious injury crashes, dark conditions emerged as the most frequent overlapping factor, appearing alongside nearly all other emphasis areas. Intersection related ranked second, particularly in crashes involving vulnerable road users (bicyclists and pedestrians) and motorcyclists. Roadway and lane departures were the third most common, often coinciding with speeding, lack of occupant protection, and impaired driving.

These patterns highlight the need for integrated safety strategies that address multiple risk factors simultaneously rather than in isolation, as emphasized in the Safe System Approach. Based on this analysis, CAMPO has identified six priority emphasis areas for deeper evaluation: **Dark Conditions, Intersection Related, Roadway and Lane Departures, Speed Related, Vulnerable Road Users (VRU)**, and **Motorcyclists**. The following six pages show crash summaries for each key emphasis area.

Dark Conditions

2019-2023 CRASH DATA INSIGHTS





Total Crashes

59,303 | 34% of all crashes

Fatal and Serious Injury Crashes (KA)

3,186 | 47% of all KA crashes

Trend

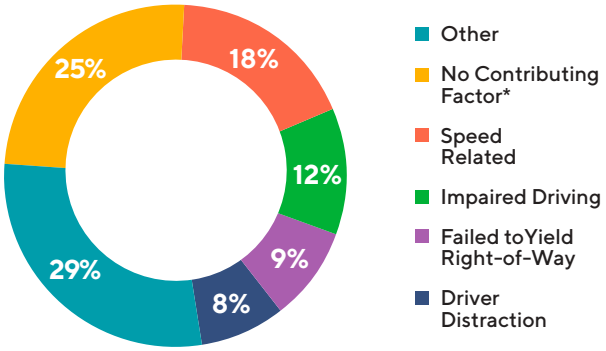
Peak Crashes

Night

Crash Types (KA)

- Angle 12%
- Same Direction 16%
- Opposite Direction 8%
- Single Vehicle 23%
- Roadway and Lane Departure 40%

Top Contributing Factors (%KA)



Note: This chart shows the primary contributing factor for each KA crash, based on the first factor listed for the first vehicle involved. Each crash is assigned to only one factor, so the categories are mutually exclusive and the percentages add up to 100%.

**No contributing factor was identified or flagged by the responding officer for the first vehicle involved in the crash.*

Emphasis Areas Linked to Dark Conditions KA Crashes

Dark Conditions Crashes

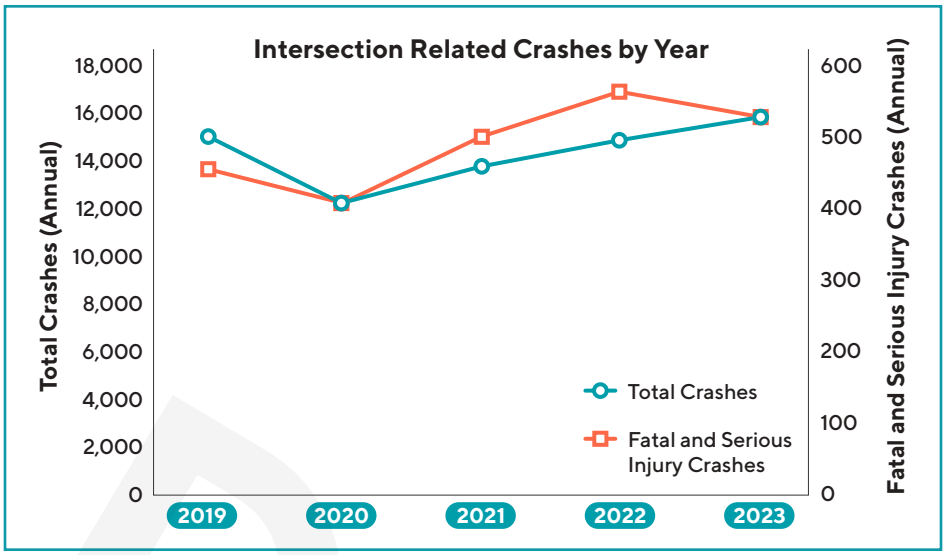
- 40% Roadway and Lane Departures
- 31% Intersection Related
- 27% Impaired Driving
- 26% Speed Related

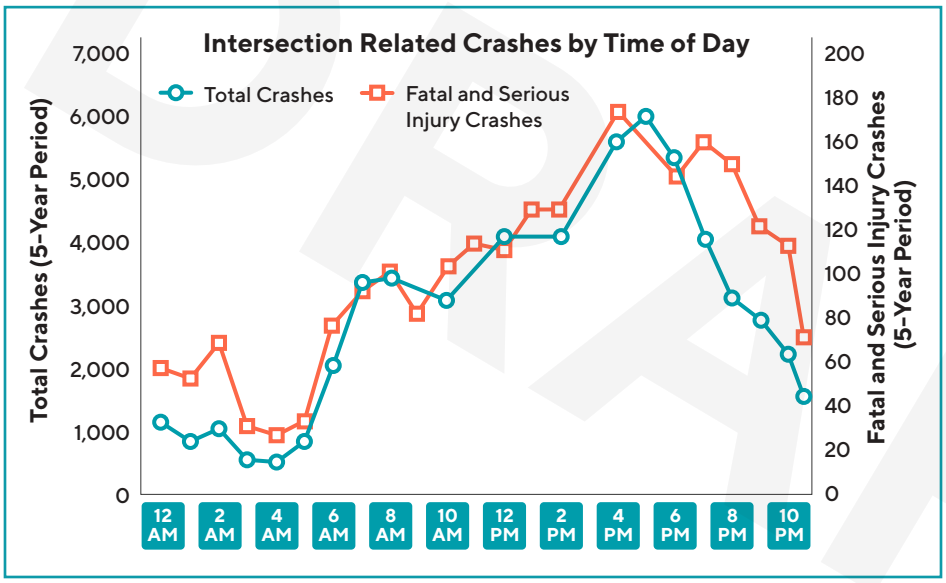
Note: Crashes are not mutually exclusive; a single crash can be classified under multiple categories. For example, a crash may happen in dark conditions at an intersection involving impaired driving.

FIGURE 22: CAMPO REGION SUMMARY OF CRASH DATA FOR THE DARK CONDITIONS EMPHASIS AREA (2019-2023)

Intersection Related

2019-2023 CRASH DATA INSIGHTS





Total Crashes

71,920 | 41% of all crashes

Fatal and Serious Injury Crashes (KA)

2,470 | 36% of all KA crashes

Trend ↑

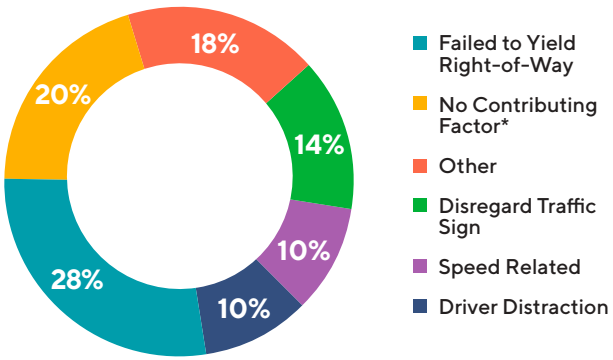
Peak Crashes

Evening

Crash Types (KA)

- Same Direction 13%
- Single Vehicle 16%
- Roadway and Lane Departures 9%
- Opposite Direction 22%
- Angle 40%

Top Contributing Factors (%KA)



Note: This chart shows the primary contributing factor for each KA crash, based on the first factor listed for the first vehicle involved. Each crash is assigned to only one factor, so the categories are mutually exclusive and the percentages add up to 100%.

**No contributing factor was identified or flagged by the responding officer for the first vehicle involved in the crash.*

Emphasis Areas Linked to Intersection Related KA Crashes

Intersection Related Crashes

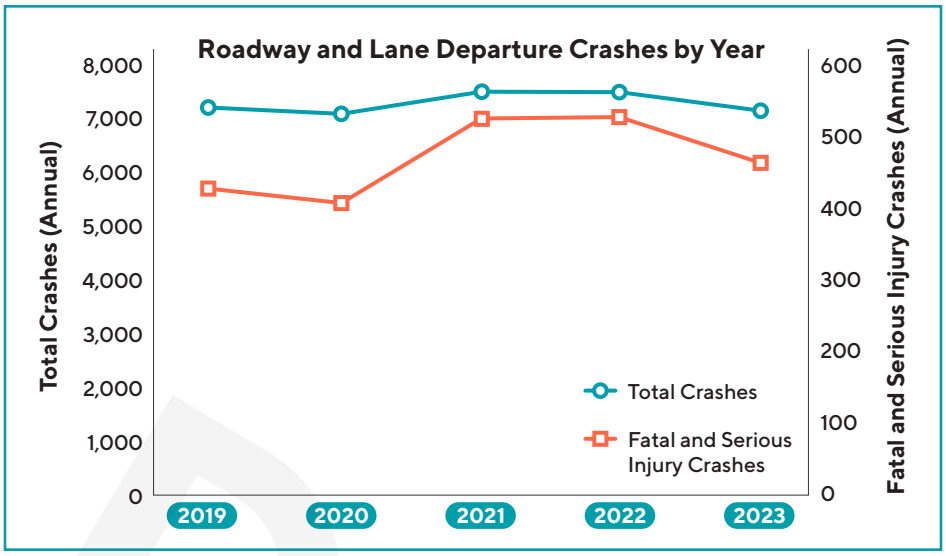
- 40% Dark Conditions
- 19% Younger Drivers
- 16% Older Drivers
- 15% Speed Related

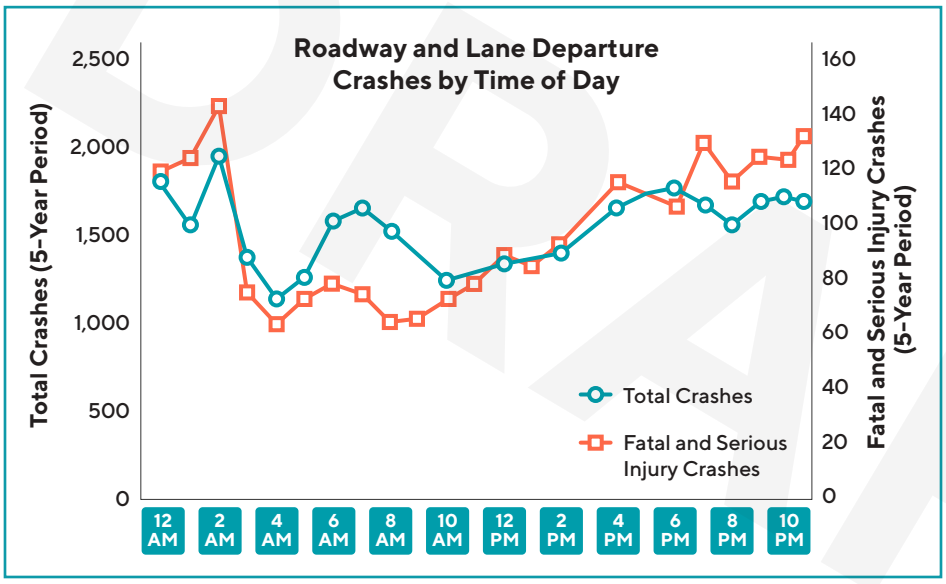
Note: Crashes are not mutually exclusive; a single crash can be classified under multiple categories. For example, a crash may happen in dark conditions at an intersection involving impaired driving.

FIGURE 23: CAMPO REGION SUMMARY OF CRASH DATA FOR THE INTERSECTION RELATED EMPHASIS AREA (2019-2023)

Roadway and Lane Departures

2019-2023 CRASH DATA INSIGHTS





Total Crashes

36,771 | 21% of all crashes

Fatal and Serious Injury Crashes (KA)

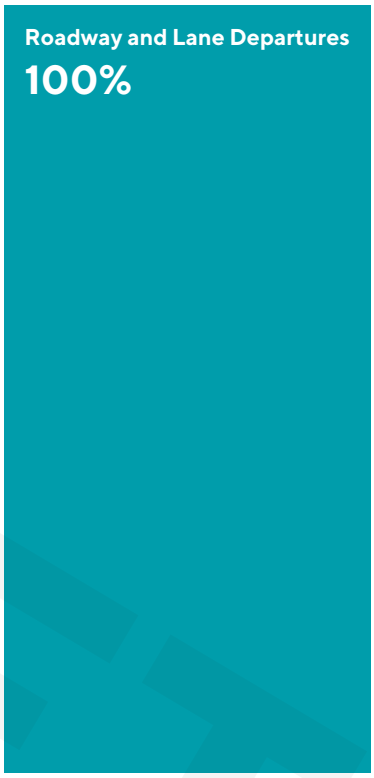
2,373 | 35% of all KA crashes

Trend

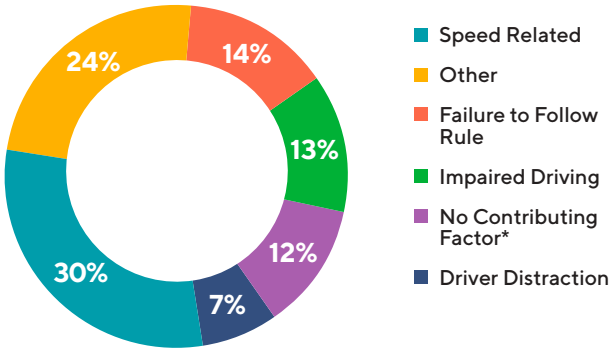
Peak Crashes

Early Morning

Crash Types (KA)



Top Contributing Factors (%KA)



Note: This chart shows the primary contributing factor for each KA crash, based on the first factor listed for the first vehicle involved. Each crash is assigned to only one factor, so the categories are mutually exclusive and the percentages add up to 100%.

**No contributing factor was identified or flagged by the responding officer for the first vehicle involved in the crash.*

Emphasis Areas Linked to Roadway and Lane Departure KA Crashes

Roadway and Lane Departure Crashes

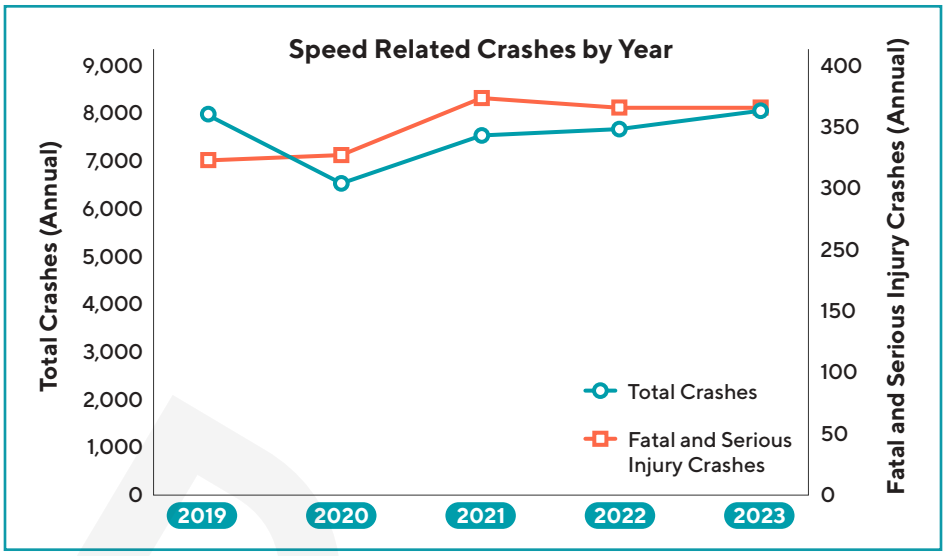
- 54% Dark Conditions
- 38% Speed Related
- 26% Impaired Driving
- 24% Occupant Protection

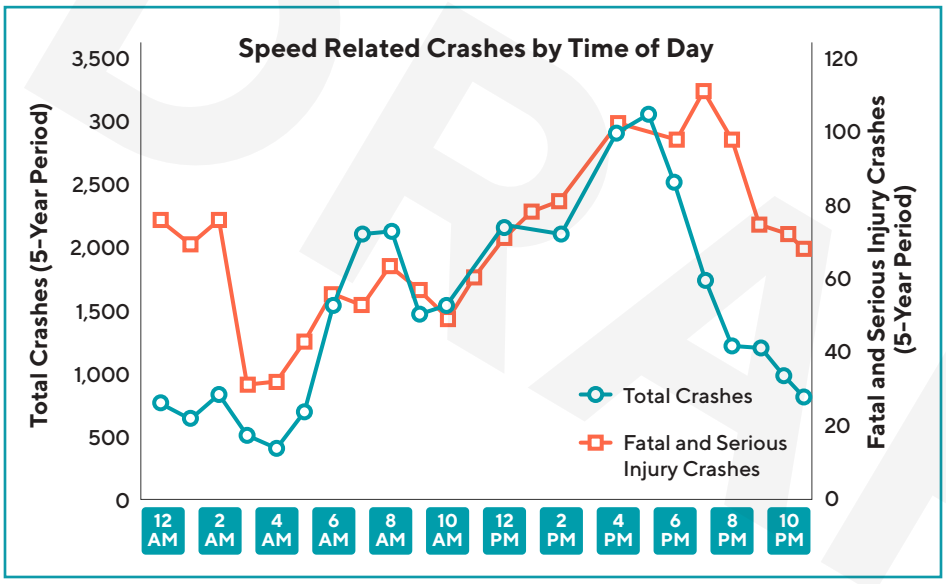
Note: Crashes are not mutually exclusive; a single crash can be classified under multiple categories. For example, a roadway departure crash may happen in dark conditions involving impaired driving.

FIGURE 24: CAMPO REGION SUMMARY OF CRASH DATA FOR THE ROADWAY AND LANE DEPARTURES EMPHASIS AREA (2019-2023)

Speed Related

2019-2023 CRASH DATA INSIGHTS





Total Crashes

38,132 | 22% of all crashes

Fatal and Serious Injury Crashes (KA)

1,734 | 25% of all KA crashes

Trend ↑

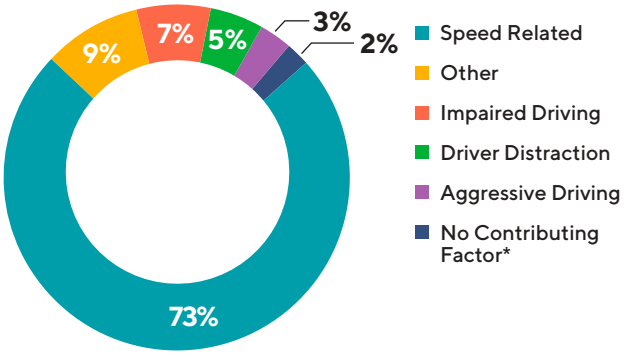
Peak Crashes

Evening

Crash Types (KA)

- **Roadway and Lane Departures** 52%
- **Angle** 6%
- **Same Direction** 32%
- **Single Vehicle** 6%
- **Opposite Direction** 3%

Top Contributing Factors (%KA)



Note: This chart shows the primary contributing factor for each KA crash, based on the first factor listed for the first vehicle involved. Each crash is assigned to only one factor, so the categories are mutually exclusive and the percentages add up to 100%.

**No contributing factor was identified or flagged by the responding officer for the first vehicle involved in the crash.*

Emphasis Areas Linked to Speeding Related KA Crashes

Speed Related Crashes

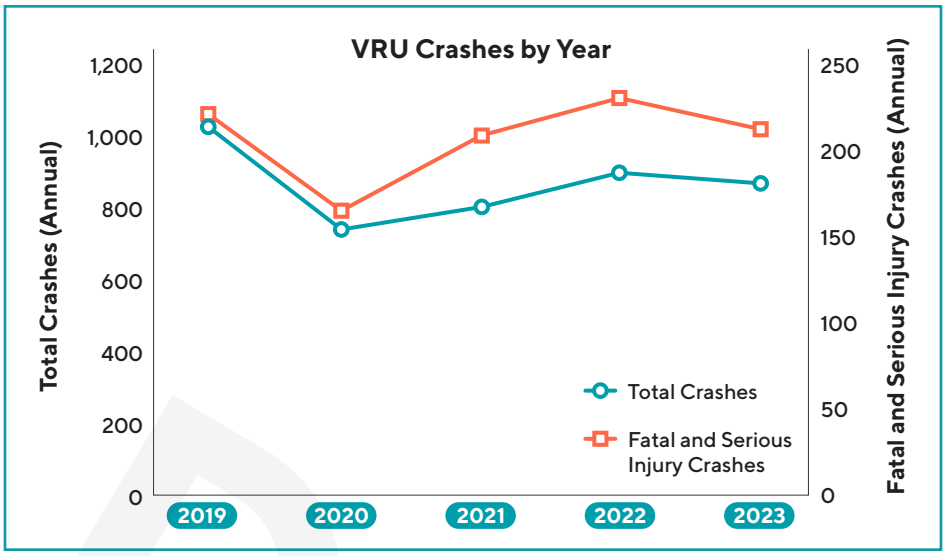
- 52% Roadway and Lane Departures
- 47% Dark Conditions
- 22% Intersection Related
- 22% Occupant Protection

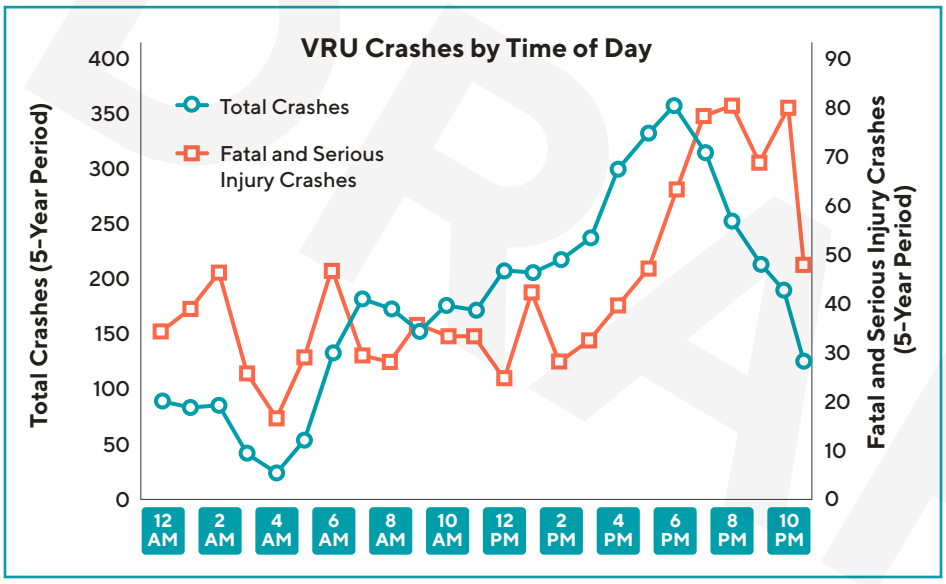
Note: Crashes are not mutually exclusive; a single crash can be classified under multiple categories. For example, a speed related crash may happen in dark conditions at an intersection.

FIGURE 25: CAMPO REGION SUMMARY OF CRASH DATA FOR THE SPEED RELATED EMPHASIS AREA (2019-2023)

Vulnerable Road Users (VRUs)

2019-2023 CRASH DATA INSIGHTS





Total Crashes

4,286 | 3% of all crashes

Fatal and Serious Injury Crashes (KA)

1,049 | 15% of all KA crashes

Trend

Peak Crashes

Evening / Night

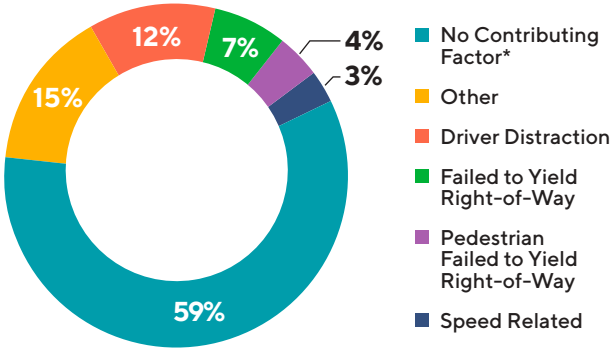
Crash Types (KA)

6% Roadway and Lane Departures

Single Vehicle

94%

Top Contributing Factors (%KA)



Note: This chart shows the primary contributing factor for each KA crash, based on the first factor listed for the first vehicle involved. Each crash is assigned to only one factor, so the categories are mutually exclusive and the percentages add up to 100%.

**No contributing factor was identified or flagged by the responding officer for the first vehicle involved in the crash.*

Emphasis Areas Linked to VRU KA Crashes

VRU Crashes

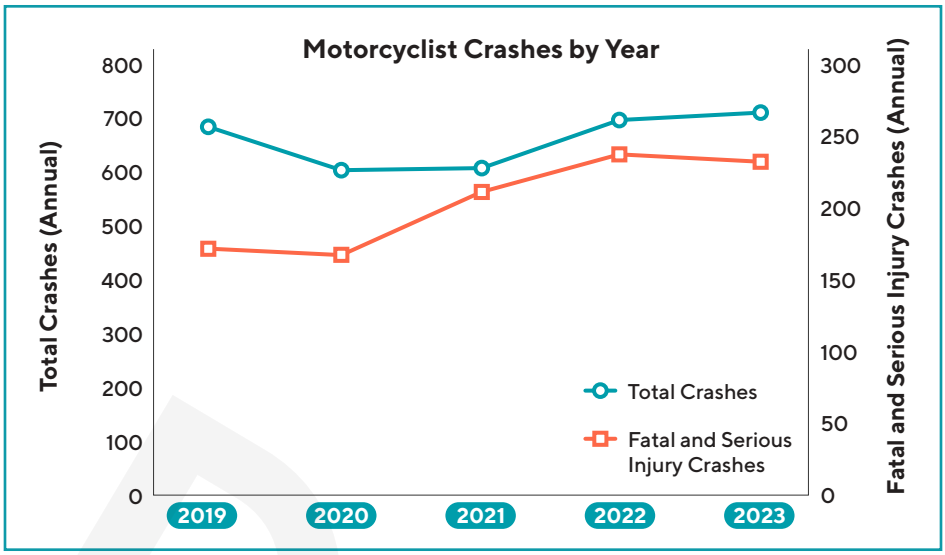
- **60%** Dark Conditions
- **33%** Intersection Related
- **16%** Impaired Driving
- **13%** Distracted Driving

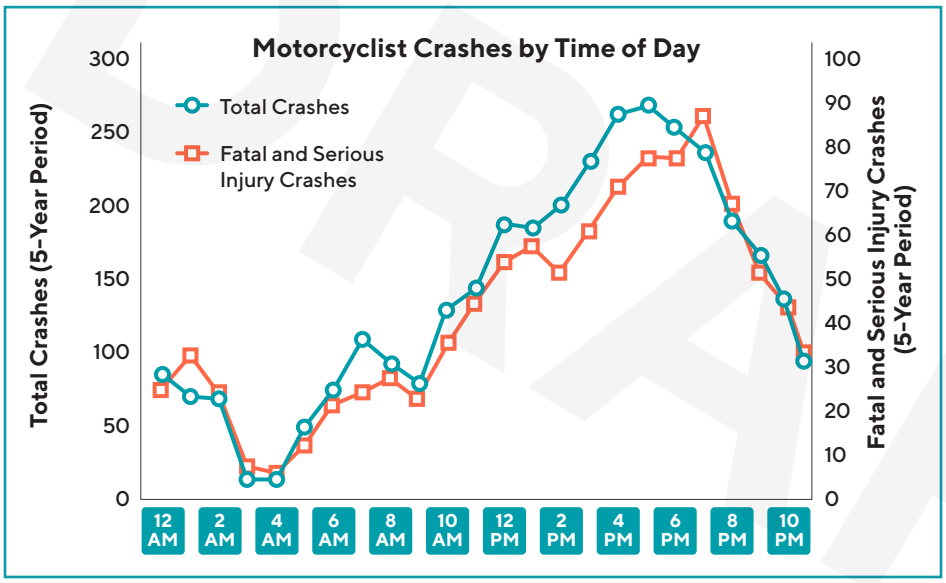
Note: Crashes are not mutually exclusive; a single crash can be classified under multiple categories. For example, a crash may happen in dark conditions at an intersection involving impaired driving.

FIGURE 26: CAMPO REGION SUMMARY OF CRASH DATA FOR THE VULNERABLE ROAD USERS EMPHASIS AREA (2019-2023)

Motorcyclists

2019-2023 CRASH DATA INSIGHTS





Total Crashes

3,336 | 2% of all crashes

Fatal and Serious Injury Crashes (KA)

1,029 | 15% of all KA crashes

Trend ↑

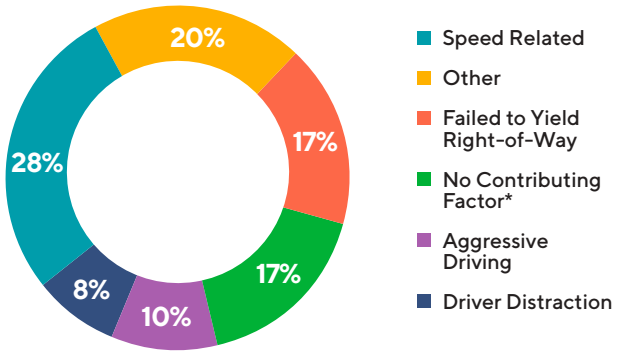
Peak Crashes

Evening

Crash Types (KA)

- Angle 16%
- Opposite Direction 18%
- Single Vehicle 13%
- Same Direction 21%
- Roadway and Lane Departures 32%

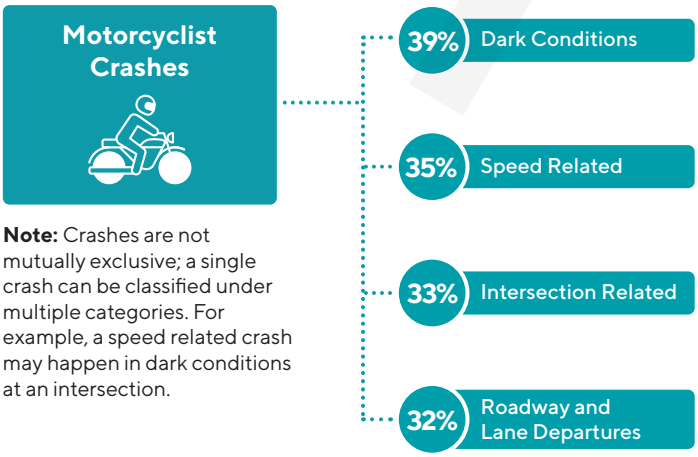
Top Contributing Factors (%KA)



Note: This chart shows the primary contributing factor for each KA crash, based on the first factor listed for the first vehicle involved. Each crash is assigned to only one factor, so the categories are mutually exclusive and the percentages add up to 100%.

**No contributing factor was identified or flagged by the responding officer for the first vehicle involved in the crash.*

Emphasis Areas Linked to Motorcyclist KA Crashes



Note: Crashes are not mutually exclusive; a single crash can be classified under multiple categories. For example, a speed related crash may happen in dark conditions at an intersection.

FIGURE 27: CAMPO REGION SUMMARY OF CRASH DATA FOR THE MOTORCYCLISTS EMPHASIS AREA (2019-2023)

PATTERNS BY COUNTY

This section highlights how fatal and serious injury crashes were distributed across key emphasis areas in each county, using both proportional breakdowns and population-adjusted crash rates to reveal distinct safety patterns across the region.

Figure 28 shows the fatal and serious injury crash rate by population across the six county CAMPO region, highlighting that the more rural counties of Burnet, Bastrop, and Caldwell experienced the highest crash rates relative to their population. This disparity may be partly explained by higher vehicle miles traveled (VMT) within these counties relative to their population size. Using VMT data from 2022, Burnet had the highest VMT per capita ratio, over 43 miles per person per day, compared to 23 to 28 miles per person in the more urban counties of Travis, Hays, and Williamson. However, it is important to note that VMT reflects total travel within a county and not solely travel by residents. Rural counties may experience high through-traffic volumes from commuters and freight, which increases exposure to crash risk regardless of resident population. Additional factors, such as roadway characteristics (for example, higher posted speeds, limited lighting, or shoulders), emergency response times, or statistical variability due to smaller populations, may also contribute to elevated crash rates.

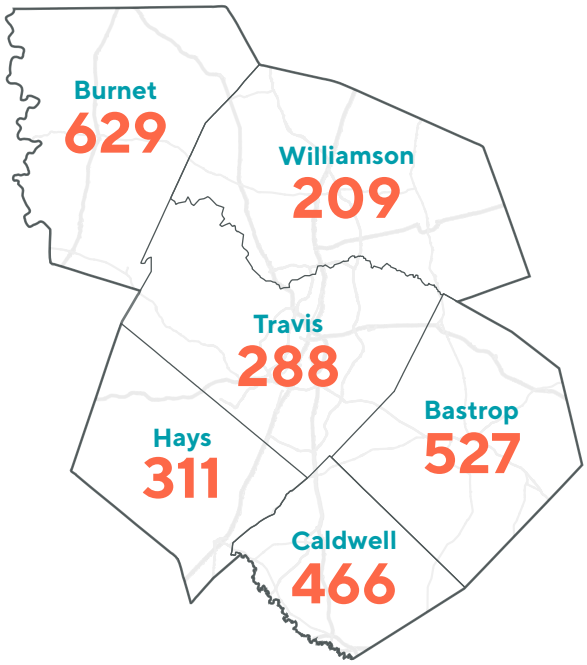


FIGURE 28: FATAL AND SERIOUS INJURY CRASH RATE PER 100K POPULATION BY COUNTY (2019-2023)

Table 4 below presents crash rates adjusted for population size, revealing the relative severity of safety issues. While urban counties often had more fatal and serious injury crashes, more rural counties like Bastrop, Burnet, and Caldwell saw significantly higher crash rates in nearly every emphasis area, especially for speed related, roadway and lane departures, and dark condition crashes, highlighting the disproportionate risk in lower-population areas.

TABLE 4: FATAL AND SERIOUS INJURY CRASH RATES BY EMPHASIS AREA IN EACH COUNTY (2019-2023)

EMPHASIS AREAS	FATAL AND SERIOUS INJURY CRASH RATES (PER 100K POPULATION)					
	BASTROP	BURNET	CALDWELL	HAYS	TRAVIS	WILLIAMSON
DARK CONDITIONS	255	**258**	235	158	139	87
INTERSECTION RELATED	**169**	132	118	101	110	85
ROADWAY AND LANE DEPARTURES	220	**364**	246	140	85	71
SPEED RELATED	168	**254**	144	129	55	58
VULNERABLE ROAD USERS	36	39	31	32	**60**	21
MOTORCYCLISTS	46	**116**	39	59	43	34

Note: Bold numbers indicate highest crash rate per population for each emphasis area.

Figure 29 below shows the proportion of fatal and serious injury crashes attributed to key emphasis areas in each county. Urban counties like Travis and Williamson experienced higher proportions of vulnerable road users and intersection-related crashes, while Burnet and Caldwell saw more crashes resulting from roadway departures, highlighting distinct crash patterns across the region.

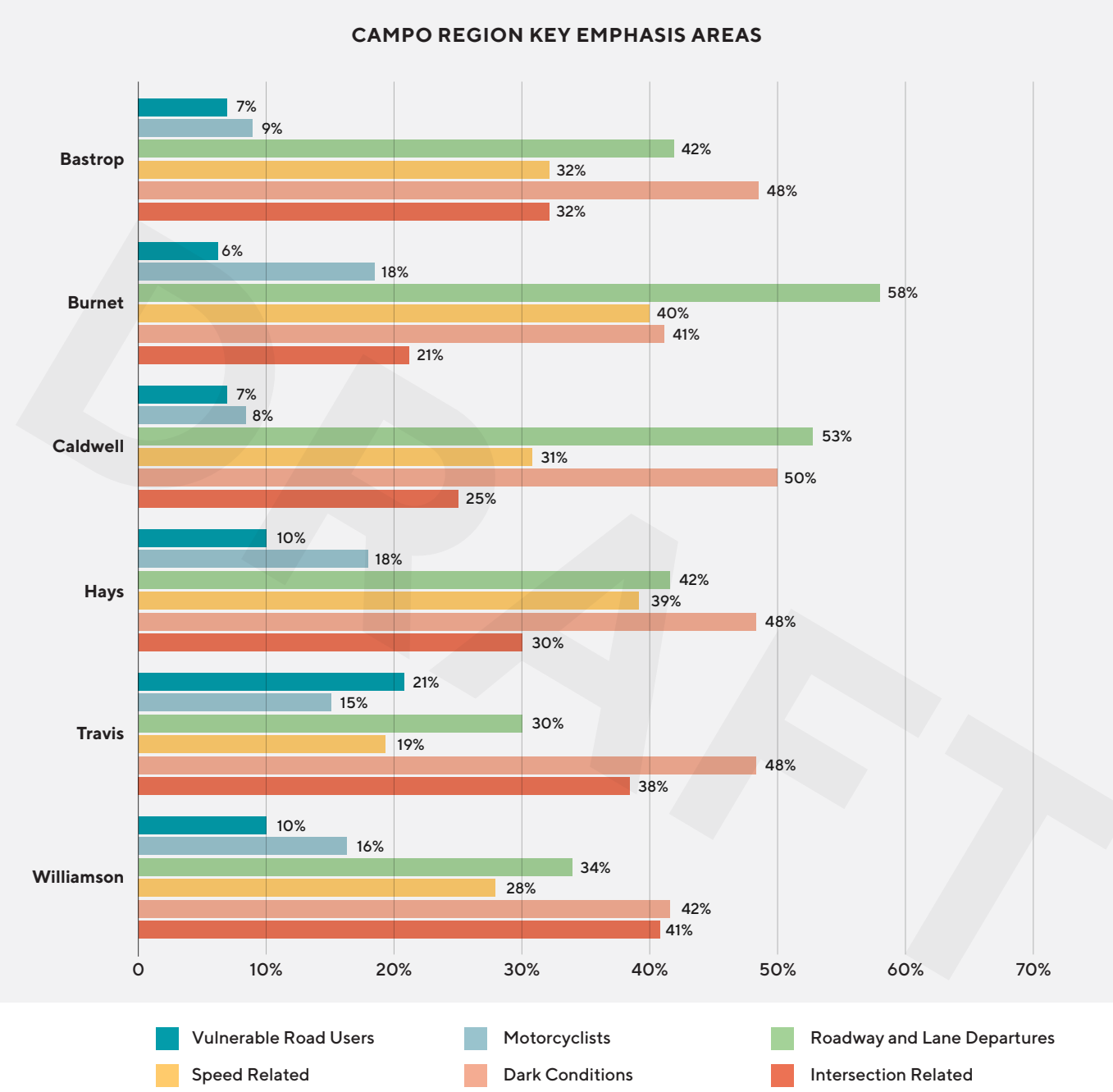


FIGURE 29: FATAL AND SERIOUS INJURY CRASHES BY KEY EMPHASIS AREA IN EACH COUNTY (2019-2023)

Speed Analysis

Safer Speed is one of the five elements of the Safe System Approach. Speed plays a critical role in traffic safety because it directly influences both the likelihood of a crash occurring and the severity of its consequences. As vehicle speeds increase, drivers have less time to react to unexpected hazards and it takes them more time and distance to stop. Additionally, higher speeds amplify the force of impact in a collision, increasing the risk of severe injury or death for vehicle occupants, pedestrians, and cyclists. Even small speed reductions can substantially improve safety.

A full year of speed data was used to identify the road segments where drivers consistently exceeded the posted speed limits by a significant margin.[1] The map in **Figure 30** shows the differences between average operating speeds and posted speed limits on these segments. The red and orange segments represent areas with the highest likelihood of excessive speeding, where speed management efforts may be most beneficial.

The analysis identified several corridors where average vehicle speeds significantly exceeded posted speed limits:

- IH 35: throughout Hays County, in North Austin, Williamson County, and north and south of the City of Georgetown
- US 183: north of Spicewood Springs Road and south of SH 21
- 183 Toll: through East Austin
- RM 2222: west of SL 360
- SH 71 and SH 21: in the City of Bastrop
- US 290: north of the City of Bastrop
- FM 2657: north of Briggs
- FM 86: north of the City of Luling
- FM 713: east of the City of Lockhart

Areas with high levels of speeding are often linked to increased crash frequency and severity, making these corridors strong candidates for speed management safety countermeasures.

1 This analysis was based on calendar year 2023 data from INRIX, which collects information from a variety of sources including GPS equipped vehicles and mobile devices. Operating speeds reflect non-peak (assumed to be free-flow) conditions.

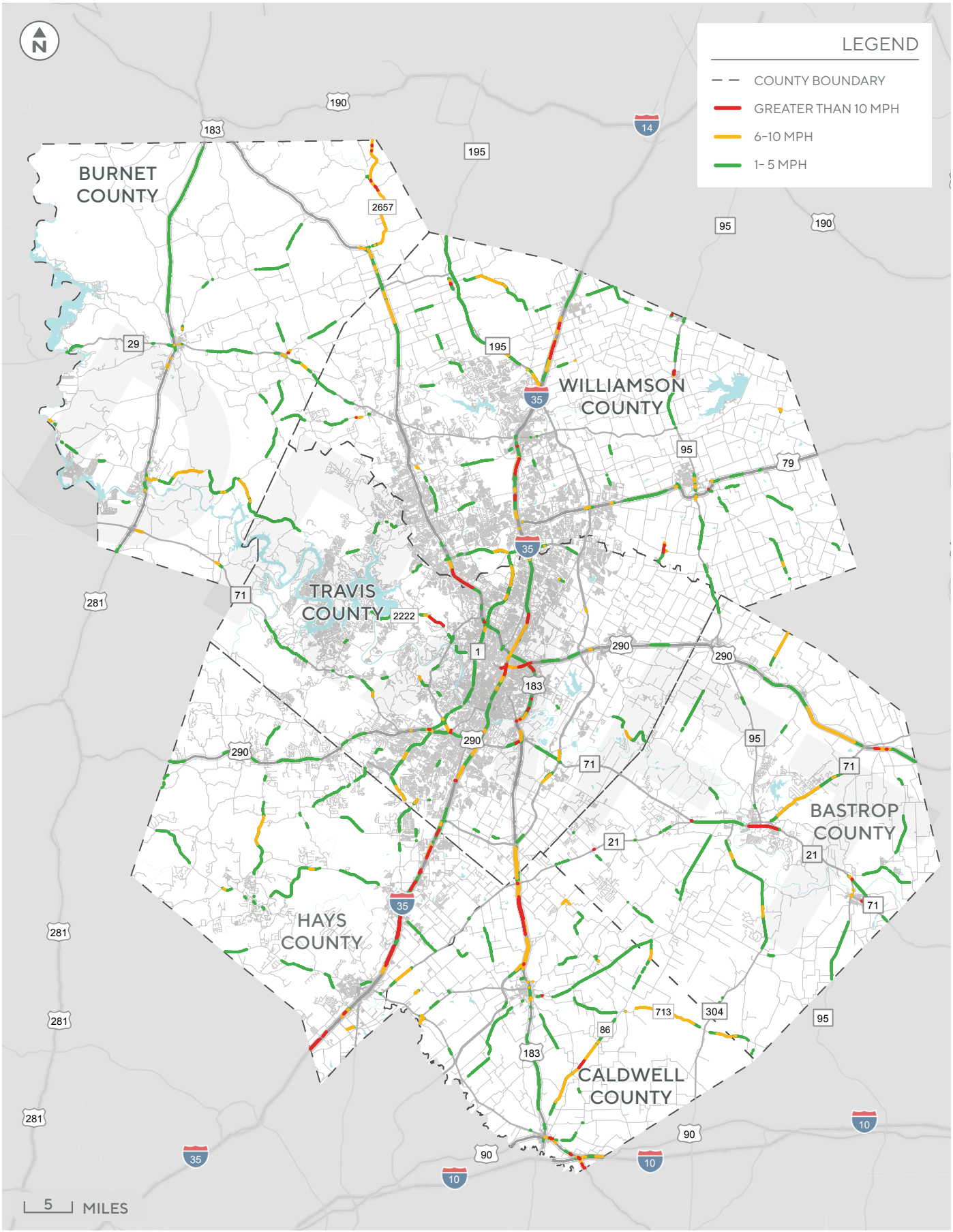


FIGURE 30: CAMPO REGION AVERAGE FREE-FLOW VEHICLE SPEEDS COMPARED TO POSTED SPEED LIMITS (2023)

Many of the roadways highlighted in **Figure 30** for speeding overlap with the county-level HINs. However, some roadway segments exhibiting excessive speeding are not captured in a county HIN. A sample of these segments with speeding more than 5 mph include portions of the following roadways:

- US 290 in Bastrop County
- FM 2657 in Burnet County
- RM 1431 in Burnet County
- FM 713 in Caldwell County
- FM 86 in Caldwell County
- RM 12 in Hays County
- FM 487 in Williamson County

These segments represent an elevated risk for future fatal and serious injury crashes. At the same time, this analysis provides an opportunity for proactive, systemic safety strategies. Speed management for safety requires multidisciplinary efforts in policy development, engineering, education, and enforcement. Chapter 4 provides further details and recommended strategies for a comprehensive, regionwide Safer Speeds program.

CHAPTER 4

Solutions and Strategies

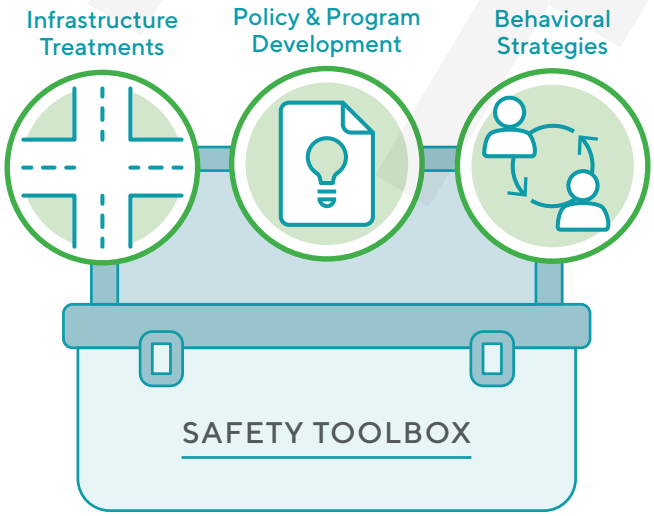
In recent years, the region has experienced rapid population growth, a surge in multimodal travel, and a tragic rise in fatal and serious injury crashes. These trends highlight the need to move from reactive, piecemeal solutions toward a proactive, holistic philosophy—the Safe System Approach.
This paradigm acknowledges that human error is inevitable and emphasizes designing a transportation system that prevents those errors from resulting in fatal or life-altering injuries.

Addressing fatal and serious injury crashes in the region takes a multi-pronged approach that includes:

- **Infrastructure Treatments:** The County Safety Action Plans use a toolbox of proven, quick-to-deploy countermeasures that address the most common crash patterns across the region.
- **Policy and Program Development:** Regional safety practices can be strengthened by revising existing policies, enacting new policies, and developing new programs at both regional and local levels.
- **Behavioral Strategies:** Beyond physical design, strategies focused on education, community engagement, and law enforcement are needed to influence human behavior and shape social norms across the region.

This chapter summarizes recommended solutions and strategies organized around the five Safe System Approach elements: **Safer People, Safer Vehicles, Safer Speeds, Safer Roads,** and **Post-Crash Care**. It also includes an overarching discussion of **Safety Culture**. Each section identifies best practices to help achieve the Road to Zero. Layering multiple strategies across the five Safe System Approach elements prevents catastrophe when one protection fails.

Throughout the region, these tools can be used by both local and regional agencies. The strategies will be deployed collaboratively at the regional level by entities such as CAMPO, TxDOT, CTRMA, CapMetro, and CARTS, which cover large portions or the entirety of the CAMPO region. Counties and cities will also implement strategies at the local level, supported by emergency service providers, schools, community groups, and other partners. Chapter 5 highlights the key safety findings and recommendations from the County Safety Action Plans. Chapter 6 discusses implementation and how CAMPO and the County Safety Task Forces will work together to bring the regional vision to fruition.



Safer People

Cultivating safer people means more than simply asking people to "drive safely." It requires a coordinated program of engineering, education, encouragement, and enforcement that reaches every traveler—whether they are walking, bicycling, rolling, riding transit, or driving a personal or commercial vehicle. The following strategies promote and encourage safer people:

EDUCATION AND OUTREACH

- **Regionwide Campaigns:** Launch bilingual multi-media campaigns addressing speeding, motorcycle helmet use, driver impairment, distraction, drowsiness, and seatbelt use. Schedule campaigns to coincide with high-risk periods such as back-to-school season, holidays, and daylight saving time. These campaigns are especially important in rural areas where there is an over-representation of crashes involving these behaviors.
- **School-based Curriculum:** Collaborate with districts to include pedestrian, bicycle, and driver safety in K-12 health classes, as well as high school or third-party driver education classes.
- **Community Toolkits and Engagement:** Provide neighborhood groups with ready-to-use materials, such as social media content, yard signs, and meeting templates, to help raise awareness and facilitate conversations about local traffic safety issues. Empower residents to report safety concerns and advocate for local improvements.
- **Transit Safety Campaigns:** Work with CapMetro and CARTS to promote safe boarding/alighting behavior and educate road users on yield-to-bus laws.

ENFORCEMENT AND ACCOUNTABILITY

- **High-Visibility Enforcement (HVE):** Coordinate well-publicized quarterly HVE efforts targeting priority road user behaviors, such as speeding and impaired driving, on high-risk corridors. Focus on the High Injury Network on weekends and evenings, as identified through crash analysis.
- **Data Driven Deployment:** Encourage the use of near-real-time crash data and automated speed studies to strategically direct limited enforcement resources to locations where they may have the greatest impact on saving lives.
- **Restorative Justice Options:** Encourage municipal courts to offer alternatives to fines for low-income violators, such as safety education diversion courses, helmet voucher programs, or community service, to promote accountability while reducing financial hardship.

Safer People

DESIGN FOR HUMAN BEHAVIOR

- **Self-Enforcing Streets:** Coordinate with local transportation and planning agencies to implement design elements, such as horizontal deflection, reduced lane widths, and gateway treatments, at neighborhood or commercial entry points. These features provide consistent speed management cues that encourage lower vehicle speeds and enhance safety for all road users. Rumble strips help alert drowsy or distracted drivers about roadway or lane departures.
- **Safe Routes to School:** Coordinate with existing local programs and apply lessons from peer MPOs to launch a regionwide initiative that expands safe walking and biking options for students.
- **Conflict Reduction:** Implement pilot projects featuring protected intersection designs and leading pedestrian intervals at signalized crossings with a history of high vulnerable road user crashes. Protected intersections use physical elements to separate bicyclists and pedestrians from vehicular traffic at key points within the intersection.
- **Public Safety Rest Areas:** Identify potential parking locations off-travelway along IH 35 and SH 130 where regular motorists and truck drivers can safely take breaks, helping to reduce drowsy and distracted driving.
- **Micromobility Integration:** Require e-scooter vendors to include designated parking corrals, slow speed geofences, and user education prompts as part of vendor permits.

TARGET POPULATIONS

- **Younger Drivers (15–20):** Expand peer-led programs such as "Teens in the Driver Seat" and promote compliance checkpoints in rural counties to verify licensed drivers under 18 years old do not have more than one non-family passenger under the age of 21.
- **Older Adults (65+):** Coordinate with health providers to incorporate "Car Fit" assessments and safe mobility workshops at senior centers.
- **Essential Worker Corridors:** Coordinate late-night bus routes with "Last Mile" safety improvements, including enhanced safety lighting for pedestrians and targeted enforcement to reduce impaired driving.

PERFORMANCE MEASURES

- **Behavioral Metrics:** Implement systematic monitoring of seatbelt usage, speeding prevalence, and distracted driving citations along the HIN to guide data-driven enforcement strategies and infrastructure improvements.
- **Regional Targets:** Reduce fatal and serious injury crashes attributed to speed, impairment, distraction, or drowsiness by 50% by 2035.

By combining culturally responsive education, unbiased enforcement, and human-centered street design, CAMPO and its partners can foster a culture in which safe choices are second nature leading to a significant reduction in serious injuries and fatalities.

Safer Vehicles

Creating a safer vehicle fleet across the CAMPO region means influencing the purchase, maintenance, and operation of thousands of publicly and privately owned vehicles. While many vehicle safety decisions are made at the federal or manufacturer level, CAMPO and its partners can advance local strategies that accelerate deployment of lifesaving technology, improve commercial vehicle safety, and ensure that public fleets set the regional standard. The following strategies promote and support the use of safer vehicles:

FLEET MODERNIZATION AND PROCUREMENT

- **Public Fleet Leadership:** Encourage cities, counties, transit agencies, and school districts to adopt procurement policies that require new vehicles to meet minimum crash avoidance standards, such as automatic emergency braking (AEB), lane departure warning, and pedestrian detection.
- **"Safe Fleet" Recognition Program:** Launch an annual recognition program for agencies and private companies that commit to outfitting at least 90% of their fleets with Level 2 driver-assistance features by 2035. Level 2 provides assistance with acceleration/braking or steering. In parallel, prioritize right-sizing vehicle fleets by encouraging the use of smaller, safer, and more sustainable modes such as electric sedans, low-speed vehicles, e-bicycles, and e-scooters, especially for short-distance trips.
- **Lifecycle Cost-Benefit Tools:** Provide agencies with templates that quantify the long-term crash reduction savings of safer vehicles compared with marginal upfront costs, making a data-driven case for modernization.

ADVANCED VEHICLE TECHNOLOGY ADOPTION

- **Pilot Connected Vehicle Corridors:** Partner with TxDOT and the private sector to equip select arterial and freeway corridors with Vehicle-to-Infrastructure (V2I) capability that broadcasts signal phase and timing (SPaT) data, queue warnings, and work zone alerts.
- **Transit Fleet Automation:** Collaborate with CapMetro and CARTS to pilot driver-assist collision-avoidance systems on buses and demand-response vehicles, reducing risks to vulnerable road users at transit stops and in mixed-traffic environments.

- **School-Bus Safety Upgrades:** Encourage school districts to retrofit buses with 360-degree cameras and electronic stability control, and to pilot intelligent speed-assist technology on high-risk rural routes.

HEAVY AND COMMERCIAL VEHICLE SAFETY

- **Safer Truck Design Advocacy:** Coordinate with regional freight shippers to promote high-vision cabs, side underride guards, and automatic emergency braking in new Class 78 truck procurements.
- **Urban Delivery Management:** Encourage logistics firms to schedule off-peak deliveries and adopt low-speed micromobility cargo solutions for congested downtown streets, helping reduce conflicts with pedestrians and cyclists.
- **Targeted Enforcement and Training:** Collaborate with the Texas Department of Public Safety (DPS) and local law enforcement to enhance enforcement of commercial vehicle inspection violations along high-crash corridors, and to sponsor defensive driving and fatigue management training for motor carrier operators.

PUBLIC AWARENESS AND CONSUMER EDUCATION

- **"Choose a Safer Car" Toolkit:** Launch an online tool to help residents compare the crash test ratings, Advanced Driver Assistance Systems (ADAS), and pedestrian safety features of the most common vehicle models sold in Central Texas.
- **Dealer Partnerships:** Collaborate with local automobile dealership associations to educate consumers and promote the continued use of critical safety features after vehicle purchase. These features include automatic emergency braking and lane-keeping assist. National resources, such as those offered by Partners for Automated Vehicle Education (PAVE), are available to support these efforts.
- **Recall Awareness:** Educate the public to check for vehicle, tire, and car seat recalls from the National Highway Traffic Safety Administration when purchasing these items and annually after purchase. Recalls are free to the consumer at www.nhtsa.gov/recalls.
- **Insurance Incentive Campaign:** Collaborate with major insurers to promote premium discounts for ADAS-equipped vehicles and for participation in safe driver telematics programs.

PERFORMANCE MEASURES

- **Fleet Safety Dashboard:** Expand CAMPO's regional safety dashboard to track the proportion of public and large private fleets equipped with key ADAS features and the age mix of the overall regional fleet.
- **Crash Severity Analysis:** Conduct an annual analysis of injury and fatal crash data to identify the proportion involving vehicles lacking critical safety technologies and use the findings to refine outreach efforts.
- **Regional Targets:** By 2035, achieve a 50% reduction in fatal and serious injury crashes involving publicly owned vehicles and crashes involving large trucks on designated freight corridors.

Through strategic procurement, technology pilots, targeted enforcement, and community education, CAMPO and its partners can accelerate the transition to a vehicle fleet that compensates for human error and actively protects vulnerable road users.

Safer Speeds

Speed is the single most influential factor in crash severity. Roughly one quarter of the CAMPO region's fatal and serious injury crashes involve excessive speed, and many more occur on roads where the posted or operating speed is too high for the surrounding land use and roadway context. A comprehensive Safer Speeds program can address multiple factors, including driving behavior, street design, law enforcement practices, vehicle safety features, and community engagement. The following strategies promote and support safer speeds:

SPEED MANAGEMENT PLANNING

- **Context Sensitive Speed Limits:** Encourage counties and cities to move beyond historical 85th percentile guidelines and adopt research-based speed limit setting policies that account for land use and roadway context, roadway function, crash history, and multimodal activity.
- **Network Screening:** Use crash data, crowdsourced speed analytics, land use patterns, and multimodal activity to identify corridors where posted speed limits are misaligned with safe operating speeds.
- **Local Action Plans:** Provide technical assistance and mini grants to help jurisdictions develop speed management action plans with clear timelines, defined stakeholder roles, education campaigns, and sustainable funding strategies.

ENGINEERING AND DESIGN COUNTERMEASURES

- **Self-Enforcing Geometry:** Promote the use of lane narrowing, center and edge line rumble strips, roundabouts, and gateway treatments to encourage lower speeds without relying solely on continuous law enforcement.
- **Traffic Calming:** Install speed cushions, chicanes, raised intersections, and mini roundabouts on neighborhood streets and around schools.
- **Transit Adjacent Calming:** Implement lane narrowing (while still accommodating standard transit vehicles), raised crosswalks, and gateway treatments within 500 feet of high-ridership transit stops along HIN corridors to encourage safer speeds near boarding areas.
- **Speed Supporting Signals:** Implement progressive signal timing (green waves) calibrated to target operating speeds rather than theoretical free flow speeds.

Safer Speeds

LEGISLATION AND ENFORCEMENT

- **Automated Speed Monitoring:** Pilot the use of automated speed monitoring in work zones, school zones, and HIN corridors to inform targeted, conventional enforcement strategies. (Note: Automated speed enforcement is currently prohibited under state law.) Pair conventional speed enforcement efforts with robust public information campaigns. Additionally, consider underserved community-focused fine structures, such as income-based penalties or alternative options like safety education classes, to promote fairness and community trust.
- **Prima Facie Residential Limit:** Support a regionwide default residential speed of 25 mph, or lower, where appropriate, to simplify signage and set clear public expectations.

INTELLIGENT SPEED MANAGEMENT AND FEEDBACK

- **Dynamic Speed Feedback Signs (DSFSs):** Prioritize DSFS deployment on rural curves, downhill grades, and near schools, rotating units based on quarterly speed data reviews.
- **Intelligent Speed Assist (ISA) Pilots:** Work with public fleet operators and major private fleets to pilot in-vehicle ISAs that alert or limit drivers when they exceed posted speed limits.
- **Crowdsourced Speed Data:** Use telematics and connected vehicle data to generate monthly heat maps of speeding hotspots, populating an open data portal for agencies and researchers.

PERFORMANCE MEASURES

- **Speed Compliance Indicator:** Track the share of vehicles exceeding the posted speed limit by more than 10 mph on HIN corridors.
- **Crash Severity Metric:** Monitor changes in fatal and serious injury crashes on corridors following speed interventions.
- **Community Perception Surveys:** Conduct annual resident surveys to assess perceptions of speeding issues and support for various countermeasures.
- **Regional Targets:** Reduce fatal and serious injury crashes attributed to speed by 50% by 2035.

By integrating planning, design, technology, enforcement, and ongoing evaluation, CAMPO and its partners can shift regional norms toward safe travel speeds for all, while still supporting efficient and reliable mobility.

Safer Roads

Roadway design can either compound human mistakes or help reduce their consequences. To design roads that mitigate human error and protect vulnerable users, CAMPO and its partners can implement a Safer Roads program that is systemic, data-driven, and focused on underserved communities. Such a program layers redundant protections like forgiving road geometry, clear wayfinding, and universal lighting, so that if one element fails, others can still prevent tragedy. It also underscores that thoughtfully designed infrastructure benefits everyone, from children walking to school to truck drivers moving goods across the region. The following strategies promote and support safer roads:

NETWORK SCREENING AND PRIORITIZATION

- **HIN Updates:** Consider performing an annual update of the HIN, incorporating the latest crash, speed, and traffic volume data. Consider overlaying the HIN with underserved community areas to identify locations where historic underinvestment may magnify risk.
- **Project Dashboard:** Maintain or establish a project dashboard that scores candidate corridors and intersections based on crash density, severity cost, underserved community impact, and readiness for construction.
- **Road Safety Audits (RSAs):** Partner with FHWA, TxDOT, and subject matter experts to launch a regionwide RSA program targeting HIN intersections and lane departure corridors.

SYSTEMIC ENGINEERING COUNTERMEASURES

- **Median and Shoulder Treatments:** Install raised medians or center turn lanes to separate opposing traffic and reduce head-on collisions. Install centerline and shoulder rumble strips, widen shoulders, upgrade signage, and install delineators to reduce roadway departure crashes.
- **Signal Timing:** Convert permissive left turn phasing to protected-only or protected-permissive at signalized intersections with a history of left turn crashes or other related risks. Improve permissive left turn safety by adding flashing yellow arrows. Optimize signal timing on corridors to reduce red-light running.
- **Roundabouts and Mini-Roundabouts:** Replace stop-controlled or signal-controlled intersections with roundabouts to reduce angle crashes.
- **High Friction Surface Treatments (HFSTs):** Apply HFSTs on horizontal curves and downhill grades with a history of recurring wet-weather or roadway departure crashes.
- **Street Lighting:** Evaluate regional lighting policies, standards, and maintenance practices while analyzing dark condition crash data. Establish a multi-agency task force to guide and coordinate improvements in lighting policy and implementation.

Safer Roads

MULTIMODAL DESIGN ENHANCEMENTS

- **Complete Streets:** Encourage local agencies to adopt a policy that ensures all new and reconstructed roads accommodate all road users.
- **Continuous Sidewalk and Trail Networks:** Complete connections on priority pedestrian corridors within ½ mile of schools, transit stops, and senior facilities. Retrofit sidewalks with ADA-compliant curb ramps and tactile warnings.
- **Separated Bicycle Facilities:** Upgrade on-street shared lanes to buffered or protected bicycle lanes on arterials with speed limits above 30 mph.
- **Safe Crossings:** Install enhanced pedestrian/bicycle crossings that consider raised crosswalks, refuge islands, pedestrian hybrid beacons (PHBs), and leading pedestrian intervals (LPIs) at signalized intersections along roads with high risk for pedestrian crashes.
- **Transit Stop Safety:** Add level ADA-compliant boarding pads, shade structures, pedestrian scale lighting, and marked crossings within 300 feet of every stop on HIN corridors, complemented by curb extensions or refuge islands to shorten crossing distances and enhance rider visibility and comfort.

MAINTENANCE AND OPERATIONS

- **Retroreflectivity:** Establish a signage and pavement marking retroreflectivity program with three-year inspection cycles.
- **Vegetation:** Implement a vegetation management protocol to prevent signs and signals from being obscured by overgrowth and to maintain clear sight lines at curves, intersections, and crossings. Keeping sidewalks, curb ramps, trails, and bike lanes free of overgrowth also helps maintain their usability and universal accessibility.
- **Smarter Work Zones:** Pilot smart work zone systems that provide real-time queue warnings and dynamic speed limits in construction areas.

PERFORMANCE MEASURES

- **Underserved Community Metrics:** Monitor progress by tracking the miles of HIN treated with systemic safety countermeasures and percentage of underserved community-focused corridors receiving targeted safety upgrades.
- **After Action Reviews:** Conduct before-and-after speed, conflict, and crash analyses within 24 months of project completion to evaluate effectiveness.
- **Regional Targets:** Achieve a 50% reduction in fatal and serious injury crashes on HIN corridors and intersections by 2035.

With proactive screening, proven countermeasures, multimodal design, and vigilant maintenance, the CAMPO region will build a safer road network that anticipates human mistakes and greatly reduces their consequences.

Post-Crash Care

A safe transportation system goes beyond preventing crashes. It also focuses on minimizing injuries after a collision has occurred. The minutes immediately following a crash are critical and can determine whether someone experiences a quick recovery, a long-term injury, or even a life-threatening outcome. The following strategies promote and support post-crash care:

RAPID DETECTION AND NOTIFICATION

- **Rural Communications Network:** Work with TxDOT's Broadband Program to expand broadband/data service for mobile phone use along rural corridors to support immediate emergency notifications.
- **Connected Vehicle Alerts:** Collaborate with TxDOT and fleet operators to pilot vehicle-to-everything technology that automatically alerts dispatchers when onboard sensors detect a crash, providing exact GPS coordinates.
- **Crowd-Sourced Incident Reporting:** Integrate third-party apps (e.g., Waze, 911 mobile video) into regional traffic management centers to shorten the time between a crash and first responder dispatch.

OPTIMIZED EMERGENCY RESPONSE

- **Traffic Signal Preemption:** Expand emergency vehicle preemption on primary EMS routes, targeting corridors where response times exceed national standards.
- **Dynamic Routing:** Equip emergency response vehicles with real-time navigation systems that account for work zones, rail crossings, and special event closures to provide the fastest and most reliable route.

ON-SCENE SAFETY AND CLEARANCE

- **Smart Work Zone Systems:** Deploy portable Intelligent Transportation System (ITS) devices to deliver real-time queue warnings and alternate route messages upstream of crash scenes, helping reduce the risk of secondary collisions.
- **Unified Incident Command:** Conduct cross-agency training exercises to ensure law enforcement, fire, EMS, and towing services follow a standardized clearance protocol that moves vehicles once involved parties are stable or safely removed from the scene, helping expedite lane reopening and reducing secondary crash risks.

Post-Crash Care

TRAUMA CARE AND DATA INTEGRATION

- **Regional Trauma Registry Linkage:** Partner with area hospitals to link EMS run sheets with patient outcomes, creating a feedback loop that helps identify opportunities for additional investment.
- **Rural Crash Care:** Coordinate with air medical providers and volunteer fire departments to establish designated helicopter landing zones along high-risk rural highways, improving emergency response times in remote areas.

PUBLIC EMPOWERMENT

- **Bystander Training:** Promote Stop the Bleed, CPR, and first-aid courses through schools, workplaces, and community centers.
- **Emergency Location Markers:** Install mile marker-style posts with unique identifiers along popular trails and rural roads to help 911 callers provide precise location information during emergencies.

PERFORMANCE MEASURES

- **Emergency Vehicle Signal Preemption:** Equip at least 50 additional signalized intersections on HIN corridors with emergency vehicle preemption by 2035 to shorten response times and reduce the risk of secondary crashes.
- **Bystander Intervention:** Certify 10,000 residents in bystander intervention training to achieve a 20% increase in documented bystander lifesaving interventions (e.g., bleeding control) by 2035.
- **Regional Targets:** Reduce secondary crashes at incident scenes by 50% by 2035 through improved queue warning systems and faster incident clearance.

Through faster detection, smarter routing, coordinated on-scene protocols, and robust public training, CAMPO can help ensure that when crashes do occur, everyone traveling through Central Texas receives swift, high-quality care that maximizes recovery and minimizes long-term harm.

Safety Culture

Lasting change in roadway safety begins with cultivating a culture of safety that resonates with every decision-maker, agency, and traveler in the CAMPO region. Culture influences budgets, design decisions, political will, and individual behavior. Without it, even the most well-crafted policies struggle to take root. The following strategies illustrate how to elevate safety from an agency priority to a shared regional core value:

LEADERSHIP AND GOVERNANCE

- **Policy Board Commitments:** Annually reaffirm the RSAP's Road to Zero goal and integrate a safety scorecard review into the Transportation Policy Board's decision-making process.
- **Executive Safety Champions:** Encourage CAMPO's member agencies to designate a senior-level champion responsible for integrating safety into capital projects, daily operations, and employee programs.

TRANSPARENCY AND DATA LITERACY

- **Open Data Portal:** Maintain a public dashboard displaying crash trends, project locations, and key performance indicators, with updates provided quarterly.
- **Data Storytelling Workshops:** Offer free workshops that teach city and county staff how to turn crash data into compelling stories that inspire action and inform decision-making.

SHARED RESPONSIBILITY THROUGH PUBLIC EDUCATION AND ENGAGEMENT

- **Regional Safety Pledge:** Launch a voluntary safety pledge inviting residents, employers, schools, and community organizations to commit to specific safe behaviors, such as avoiding phone use while driving and yielding to pedestrians. Monitor participation through sign-up tracking and regularly share progress and success stories on social media to inspire broader community involvement.
- **Grassroots Mini Grants:** Provide small grants (from $5,000 to $10,000) to neighborhood and school groups for locally driven safety projects such as art-based crosswalks or "slow streets" events.

CONTINUOUS LEARNING AND INNOVATION

- **Safety Peer Exchange:** Facilitate quarterly webinars where engineers, planners, enforcement officers, and advocates share lessons learned from recent projects or pilots.
- **Innovation Sandbox:** Dedicate a portion of Surface Transportation Block Grant funds to support low-cost experimental safety and mobility treatments, such as colorized bicycle lanes and quick-build curb extensions, that can be rapidly installed and evaluated within 12 months.

RECOGNITION AND STORYTELLING

- **Annual Safety Awards:** Recognize and celebrate agencies, nonprofits, and community leaders who achieve measurable crash reductions, lead outstanding public engagement efforts, or implement innovative, safety-focused design solutions.
- **"Stories of Safer Streets" Series:** Partner with local media to feature human-interest stories spotlighting how safety improvements and behavior changes are reducing crashes and fatalities.

PERFORMANCE MEASURES

- **Culture Shift Index:** Conduct a regionwide survey, aligned with the development of the updated Regional Transportation Plan, to assess public perceptions of traffic safety, support for safety countermeasures, and self-reported risky behaviors.
- **Participation Metrics:** Track the number of Safety Pledge signups, mini grant projects completed, and peer exchange attendance as leading indicators of engagement.
- **Regional Targets:** Achieve a 20% increase in positive sentiment in the community by 2030.

By institutionalizing safety leadership, democratizing data, empowering grassroots action, and celebrating success, CAMPO and its partners can cultivate a culture where every stakeholder, from elected officials to everyday commuters, recognizes and embraces their role in advancing roadway safety across the region.

CHAPTER 5

County Safety Action Plans

This chapter highlights the development of county-level safety action plans by CAMPO's six member counties through close coordination with local agencies and stakeholders. These plans align with CAMPO's regional safety vision and the statewide Road to Zero initiative, supporting consistency in goals and strategies across jurisdictions. The chapter also outlines how coordinated safety analysis and strategy development contribute to a unified, data-driven approach to reducing serious injuries and fatalities throughout the region.

Each of CAMPO's six member counties developed county-level Safety Action Plans (SAPs) tailored to their unique needs and priorities.

The plans were shaped by county-specific safety task forces composed of local agencies and stakeholders. By aligning their efforts with CAMPO's regional goals and the statewide Road to Zero initiative, each county contributed to a unified vision for safer roads. This collaborative approach means our communities are not working alone. Instead, we are coordinating with neighboring counties and aligning with the USDOT Safe System Approach to create a safer, more connected region. Each SAP includes:

- EXISTING PLANS AND POLICIES REVIEW
- SAFETY GOALS AND OBJECTIVES DEVELOPMENT
- ROADWAY SAFETY ANALYSIS AND HIN DEVELOPMENT
- PROJECT AND STRATEGY IDENTIFICATION AND PRIORITIZATION
- UNDERSERVED COMMUNITY ANALYSIS
- PUBLIC OUTREACH

The interactive map in **Figure 31** identifies each of CAMPO's six counties and includes hyperlinks to their respective SAPs and to the City of Austin's Vision Zero program. The City of Austin has been implementing a safety action plan since 2016 and so it was excluded from the Travis County SAP. This chapter summarizes key takeaways from each plan, including major safety findings, HINs, maps of targeted improvements, and select project highlights. The appendix provides a consolidated list of infrastructure projects by county.

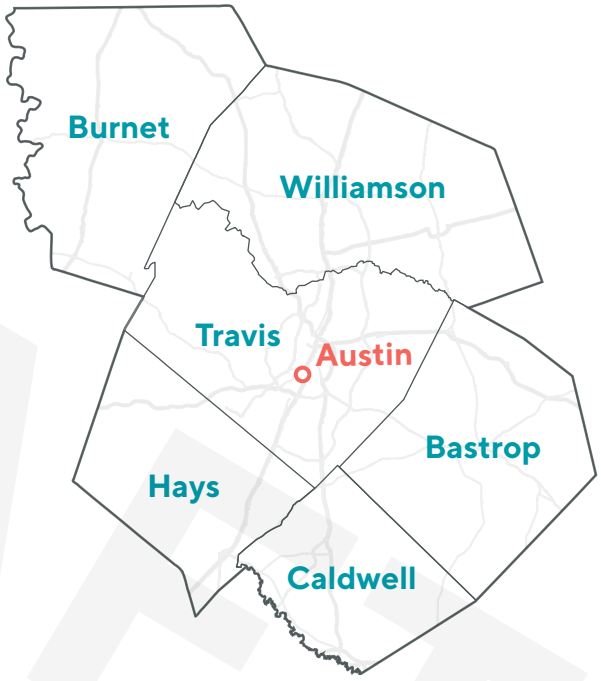


FIGURE 31: COUNTY MAP WITH LINKS TO EACH COUNTY SAFETY ACTION PLAN AND AUSTIN VISION ZERO PROGRAM

The next steps for the jurisdictions involved in each county plan include the following:

- Fund the recommended infrastructure and behavioral strategy safety improvements.
- Champion the recommended policy changes within each agency and through cross-collaboration efforts.
- Measure and monitor progress and adjust the plan as needed.

Bastrop County

BASTROP COUNTY SAFETY TASK FORCE AGENCIES

- Bastrop County
- Bastrop County Sheriff's Office
- City of Bastrop
- City of Elgin
- City of Smithville
- CAMPO
- TxDOT Austin District

The Bastrop County Safety Action Plan (SAP) aspires to eliminate fatalities and serious injuries entirely by 2050.

The Bastrop County SAP is a strategic initiative to establish a safer transportation system. Embracing the vision that "**All streets and roads in Bastrop County are safe, accessible, and well-connected for all road users of all abilities—pedestrians, cyclists, transit users, and drivers**," the SAP aspires to cut roadway fatalities and serious injuries in half by 2035 and eliminate them entirely by 2050.

Bastrop County data from the most recent five years available (2019–2023) was used to identify crash patterns by contributing factors, such as lighting, weather, driver age, and impairment by alcohol and/or other drugs. These insights helped pinpoint focus areas with strong potential to improve future safety outcomes. **Figure 32** illustrates the trend in fatal and suspected serious injury crashes, while **Figure 33** summarizes crash types.

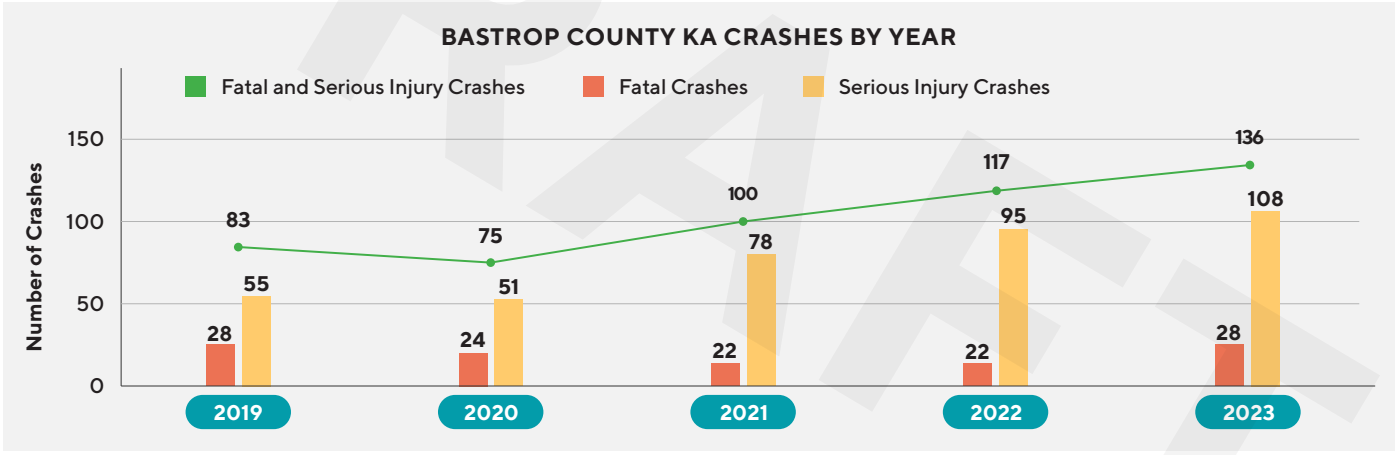


FIGURE 32: BASTROP COUNTY FATAL (K) AND SUSPECTED SERIOUS INJURY (A) CRASHES BY YEAR (2019–2023)

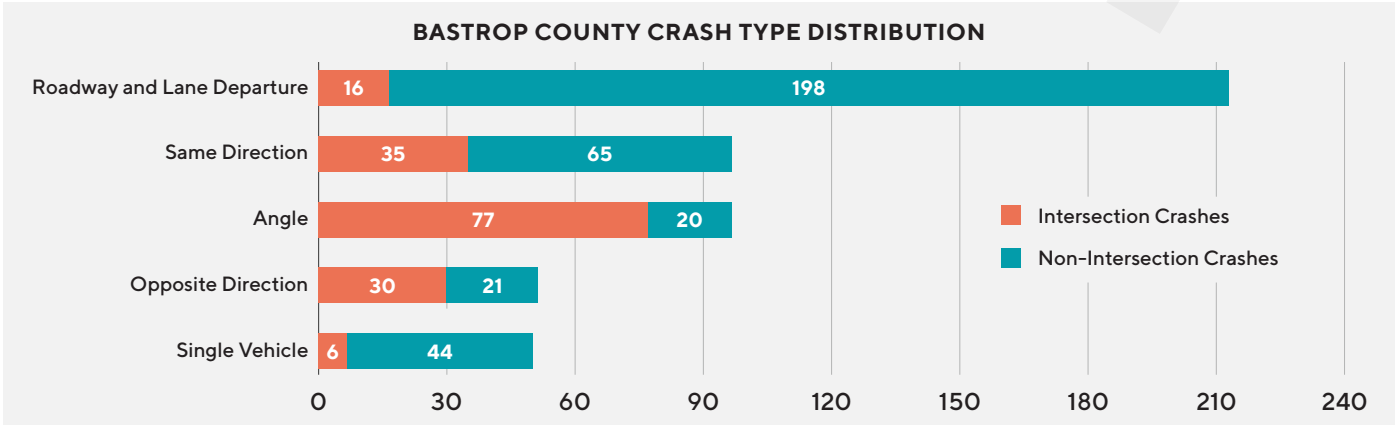


FIGURE 33: BASTROP COUNTY FATAL AND SERIOUS INJURY CRASHES BY TYPE (2019-2023)

Figure 34 illustrates the top 10 emphasis areas most often identified in reported fatal and serious injury crashes. Dark conditions, roadway and lane departures, younger and older drivers, and intersection related crashes were the leading four areas of emphasis.

	DARK CONDITIONS	ROADWAY AND LANE DEPARTURES	YOUNGER AND OLDER DRIVERS	INTERSECTION RELATED	SPEED RELATED
Total Crashes	35%	30%	36%	37%	33%
Fatal and Serious Injury Crashes	48%	42%	36%	32%	32%

	OCCUPANT PROTECTION	IMPAIRED DRIVING	DISTRACTED DRIVING	VULNERABLE ROAD USERS	MOTORCYCLISTS
Total Crashes	5%	6%	13%	1%	1%
Fatal and Serious Injury Crashes	25%	23%	8%	7%	6%

FIGURE 34: BASTROP COUNTY EMPHASIS AREAS WITH THE MOST FATAL AND SERIOUS INJURY CRASHES (2019–2023)

High Injury Network

The Bastrop County HIN, shown in **Figure 35,** identifies the specific roadways and intersections where a disproportionate number of fatal and serious injury crashes have occurred. By focusing on locations with the highest concentrations of serious injuries and fatalities, the HIN serves as a foundational tool for prioritizing safety improvements and allocating resources effectively.

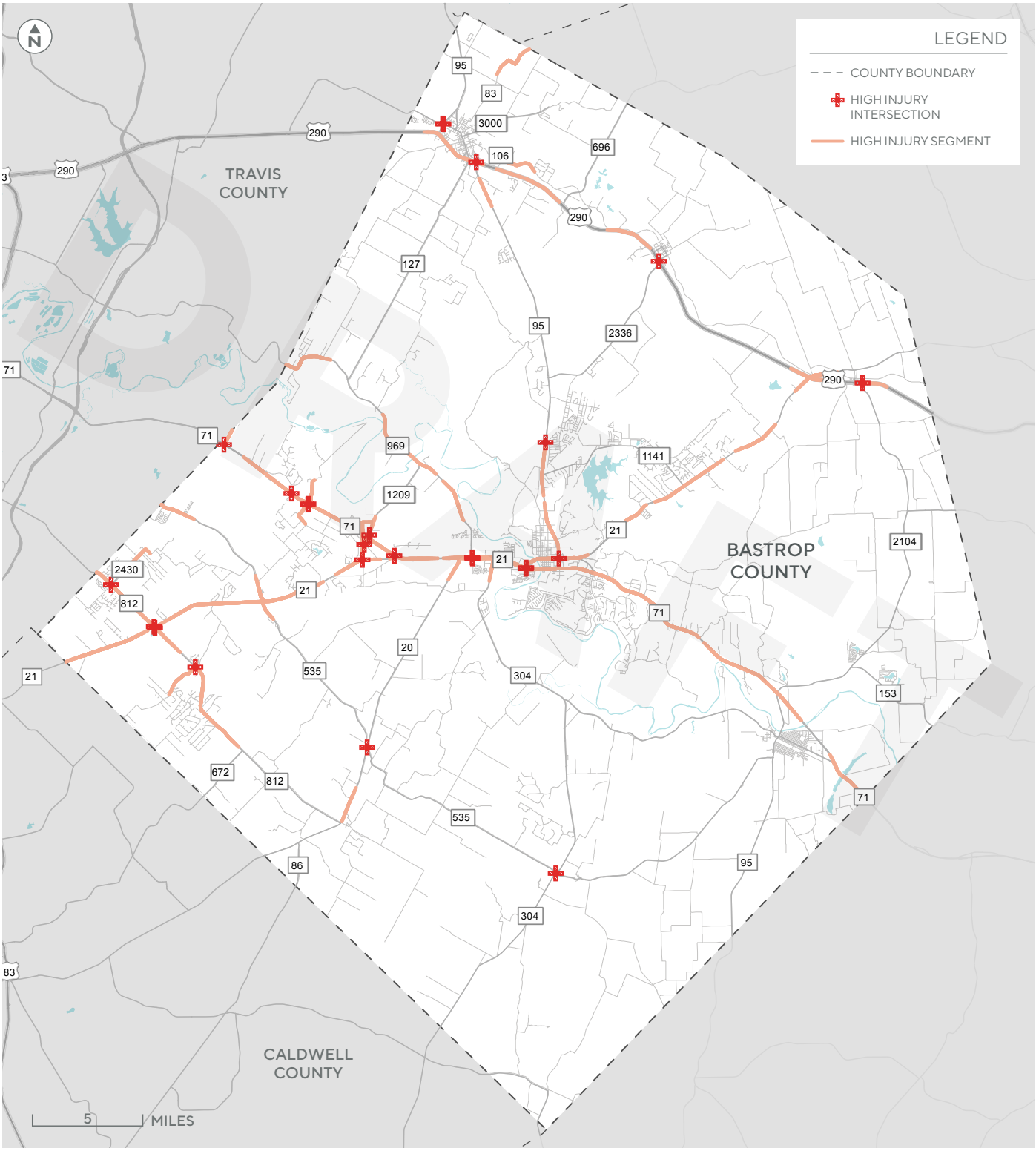
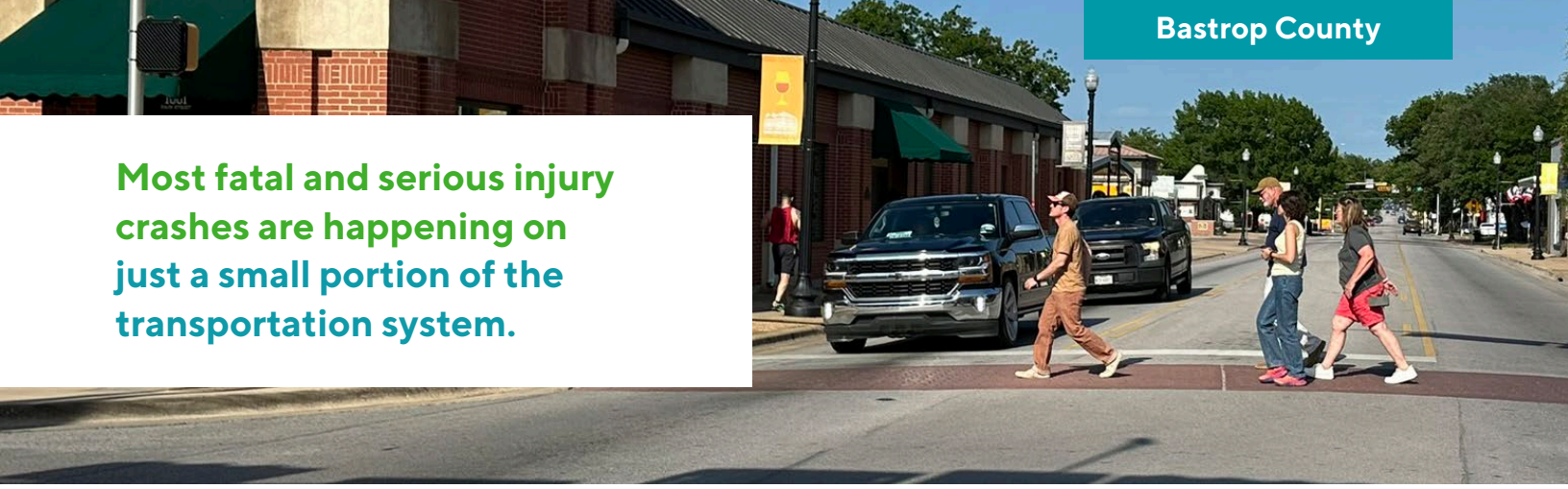
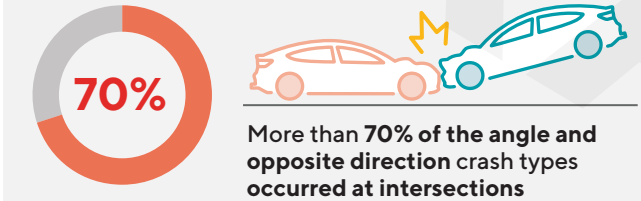


FIGURE 35: BASTROP COUNTY HIGH INJURY NETWORK (2019–2023)



Most fatal and serious injury crashes are happening on just a small portion of the transportation system.

The HIN reveals that a small portion of the transportation system is overrepresented in fatal and serious crashes. For example, only 2% of the intersections in Bastrop County that experienced at least one crash accounted for 64% of fatal and serious injury crashes and 70% of all crashes. More than 70% of the angle and opposite direction crash types occured at intersections. Furthermore, only 8% of all roadway miles that experienced at least one crash accounted for 63% of fatal and serious injury crashes and 89% of all crashes. These findings highlight clear opportunities for prioritizing safety improvements at a specific set of locations.



More than **70% of the angle and opposite direction** crash types **occurred at intersections**

Underserved Communities

Approximately 51% of Bastrop County's land area, representing 60% of its population and 53% of its roadway miles, is identified as being an underserved community. These are areas with a high concentration of vulnerable populations as determined through an analysis of several sociodemographic factors. An analysis of crash data within Bastrop County revealed that underserved communities accounted for 69% of fatal and serious injury crashes and had a crash rate by roadway lane miles two times greater than in non-underserved communities. These findings suggest that both high-severity and overall crashes are overrepresented in underserved communities, highlighting the need to prioritize these locations for safety improvements.

Targeted Infrastructure Improvements

Figure 36 highlights the locations of recommended targeted safety improvements, focusing on areas where crash severity and frequency are most concentrated. By prioritizing these high-risk areas, the 28 corridor improvements and 69 intersection projects aim to deliver immediate, life-saving interventions where they are needed most. Using crash data, local insights, and community input, this plan recommends evidence-based countermeasures to mitigate key safety risks. The improvements target many of the highest-priority corridors and intersections within the Bastrop County HIN, as well as other critical locations identified by the Bastrop County Safety Task Force and the public.

Proposed Safety-Driven Infrastructure Improvements:

28 Corridor Improvements

69 Intersection Improvements

Recommended safety improvements were grouped into a three-tiered system using a data-driven process that evaluated each potential countermeasure based on a set of five criteria: crash reduction potential, cost estimate, vulnerable road user benefits, underserved community benefits, and readiness level.

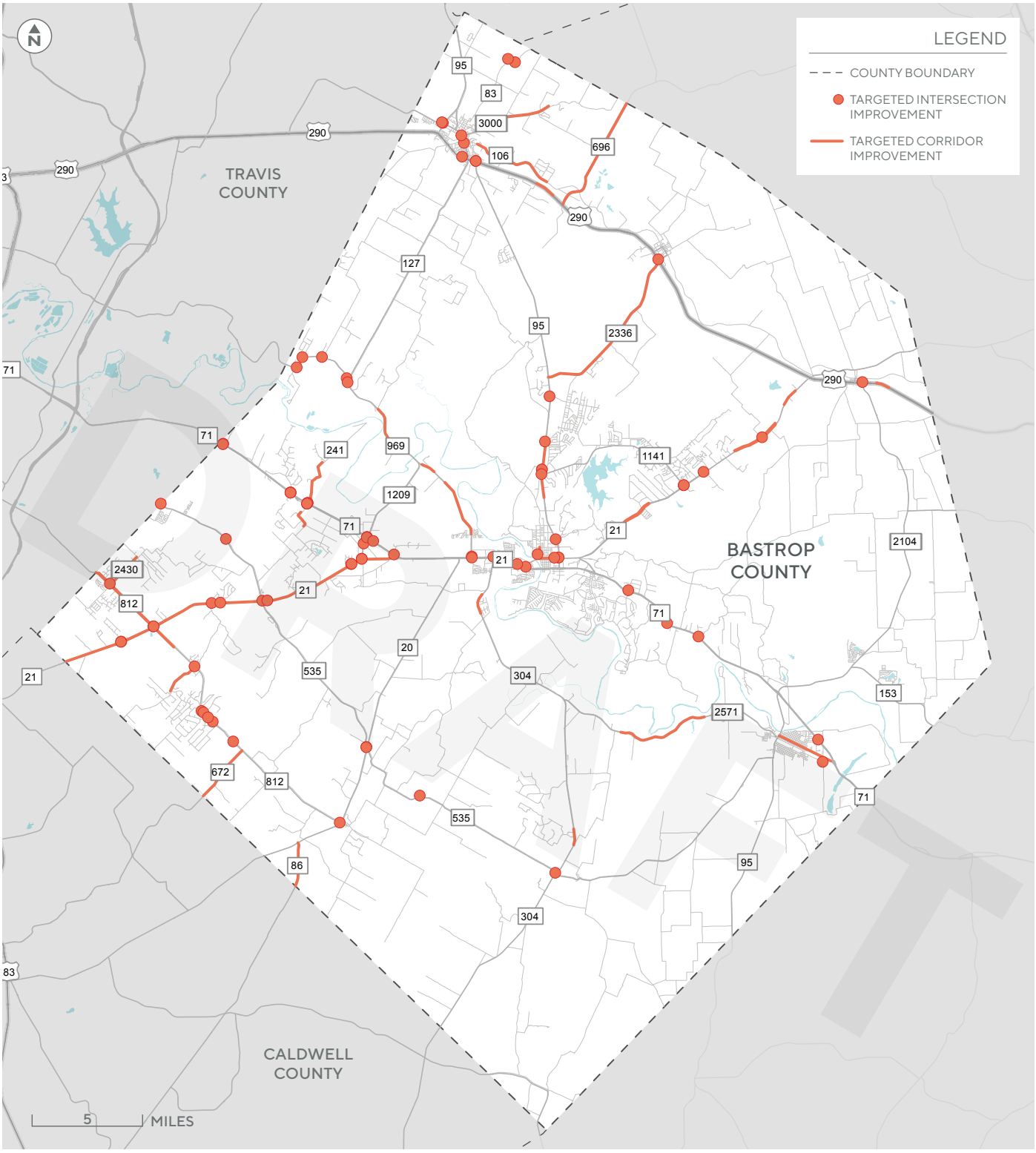


FIGURE 36: BASTROP COUNTY TARGETED IMPROVEMENT LOCATIONS

Targeted improvement projects include many infrastructure, behavioral, and policy solutions.

Targeted Infrastructure Improvement Highlights

The Bastrop County SAP recommends many of the infrastructure, behavioral, and policy solutions and strategies outlined in Chapter 4 of the RSAP. A few of the targeted infrastructure improvement projects are highlighted below, while a complete list of recommended improvements is provided in the appendix.

Old San Antonio Road

Jurisdiction:
Bastrop County

Limits:
FM 812 to Scarlet Oak Drive (1.4 miles)

Safety Issues:
Angle crashes, roadway and lane departure crashes, dark conditions crashes

Project Description:
Install retroreflective pavement markings and rumble strips; improve curve warning signs; install fully retroreflective delineators

Intersection of Main Street and 2nd Street (City of Elgin)

Jurisdiction:
TxDOT

Safety Issues:
Angle crashes, opposite direction crashes, vulnerable road user crashes

Project Description:
Install high visibility crosswalk markings; revise signal timing to include leading pedestrian intervals

Intersection of US 290 and SH 95

Jurisdiction:
TxDOT

Safety Issues:
Angle crashes, opposite direction crashes, vulnerable road user crashes

Project Description:
Implement protected-only left turns; upgrade pavement markings for the eastbound left-turn lane to comply with current design standards

Implementation

The Bastrop County SAP provides a publicly available framework to pursue funding from federal, state, and regional sources such as SS4A, Highway Safety Improvement Program (HSIP), and CAMPO's project calls. Combined with adoption of the RSAP, adoption of the Bastrop County SAP will position the County and local agencies to fund safety improvements.

Burnet County

BURNET COUNTY SAFETY TASK FORCE AGENCIES

- Burnet County
- City of Burnet
- City of Burnet Police Department
- City of Marble Falls
- City of Marble Falls Police Department
- CAMPO
- TxDOT Austin District

Burnet County's diverse stakeholders are committed to a safe and connected transportation network for all users.

The Burnet County Safety Action Plan (SAP) aims to create a safer and better-connected transportation network. Guided by the vision that "**Burnet County's diverse stakeholders are committed to a safe and connected transportation network for all users**," the SAP sets goals to reduce roadway fatalities and serious injuries in half by 2035 and eliminate them entirely by 2050.

Crash data from the most recent five years available (2019–2023) was analyzed for Burnet County, revealing crash patterns based on contributing factors such as mode of travel, speed, age, lighting conditions, weather conditions, and impaired driving involvement. These insights identified key focus areas and informed recommendations for future safety improvements. **Figure 37** illustrates the crash trend of fatal and suspected serious injury crashes, while **Figure 38** summarizes crash types.

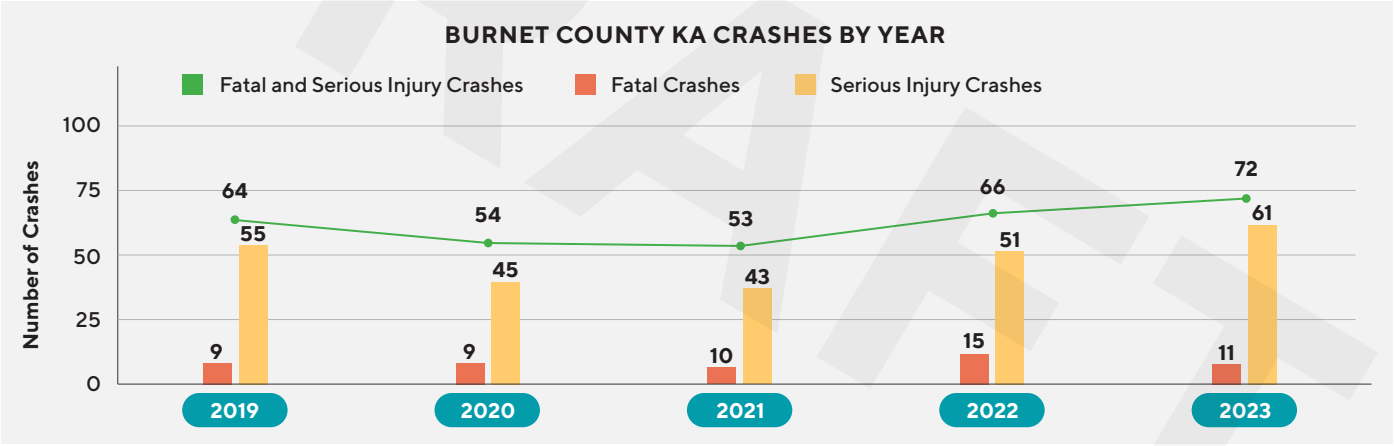


FIGURE 37: BURNET COUNTY FATAL (K) AND SUSPECTED SERIOUS INJURY (A) CRASHES BY YEAR (2019–2023)

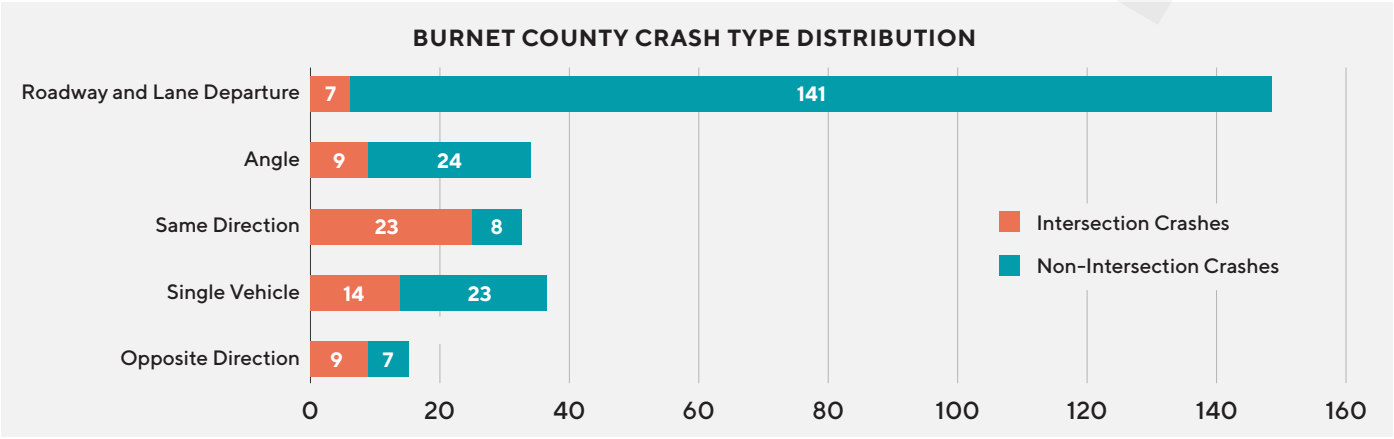


FIGURE 38: BURNET COUNTY FATAL AND SERIOUS INJURY CRASHES BY TYPE (2019–2023)

Figure 39 illustrates the emphasis areas with the highest reported fatal and serious injury crashes. Roadway and lane departures, speed related, dark conditions, and older drivers were the leading four areas of emphasis.

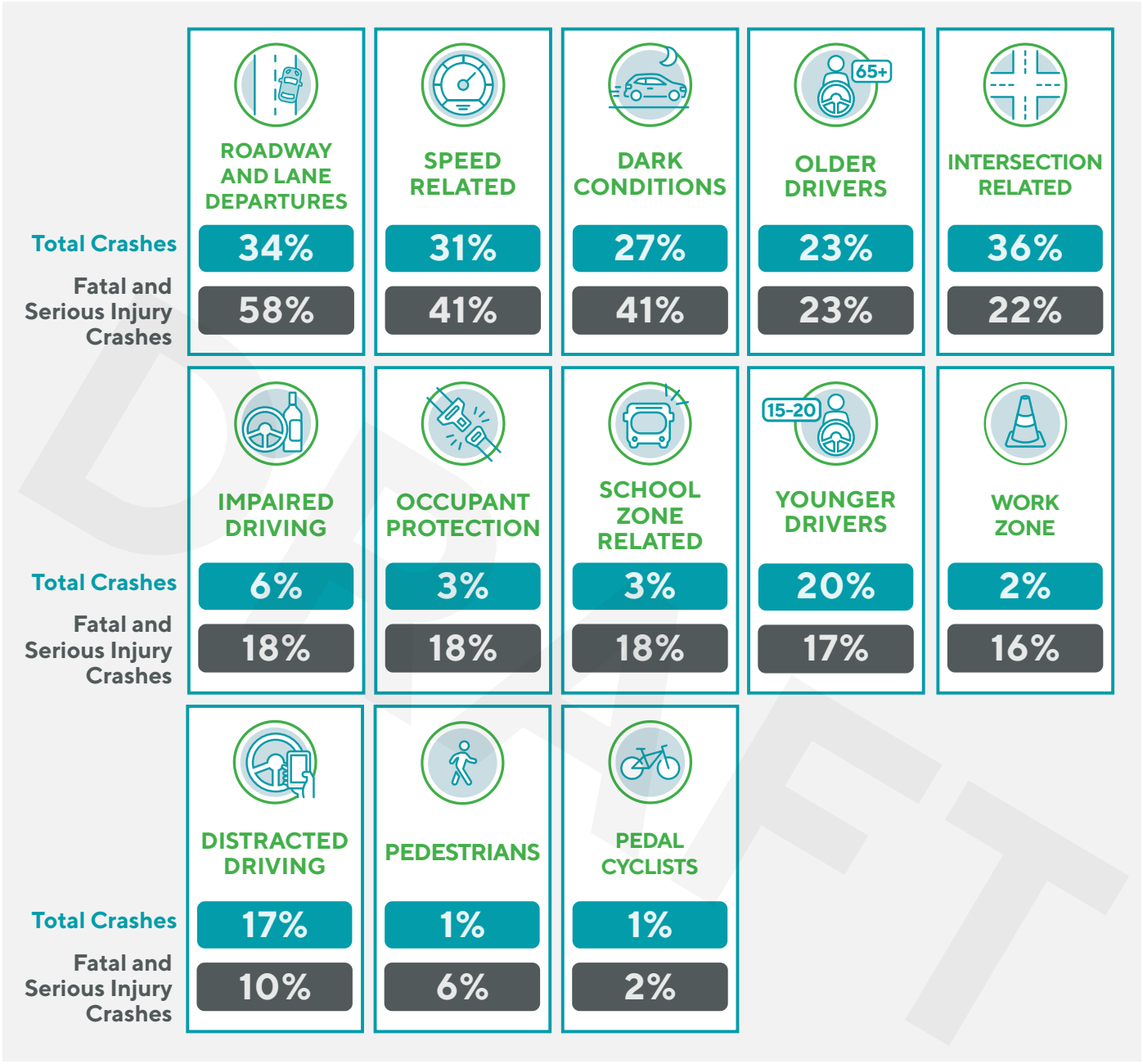


FIGURE 39: BURNET COUNTY EMPHASIS AREAS WITH THE MOST FATAL AND SERIOUS INJURY CRASHES (2019–2023)

High Injury Network

The Burnet County HIN, shown in **Figure 40**, identifies the specific roadways and intersections where a disproportionate number of fatal and serious injury crashes occurred. This focused approach enables prioritization of safety improvements in the locations where they are needed most.

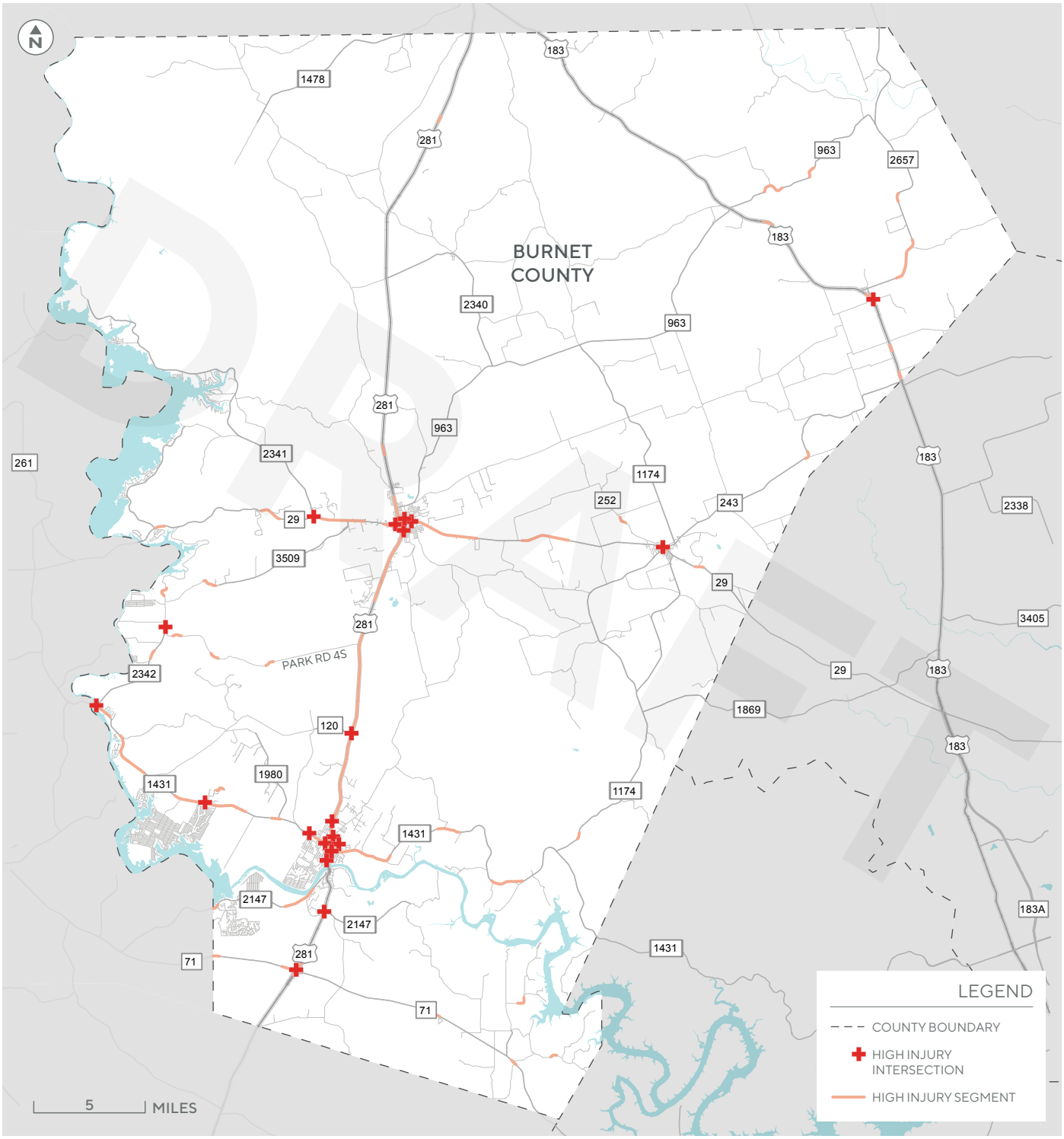


FIGURE 40: BURNET COUNTY HIGH INJURY NETWORK (2019–2023)

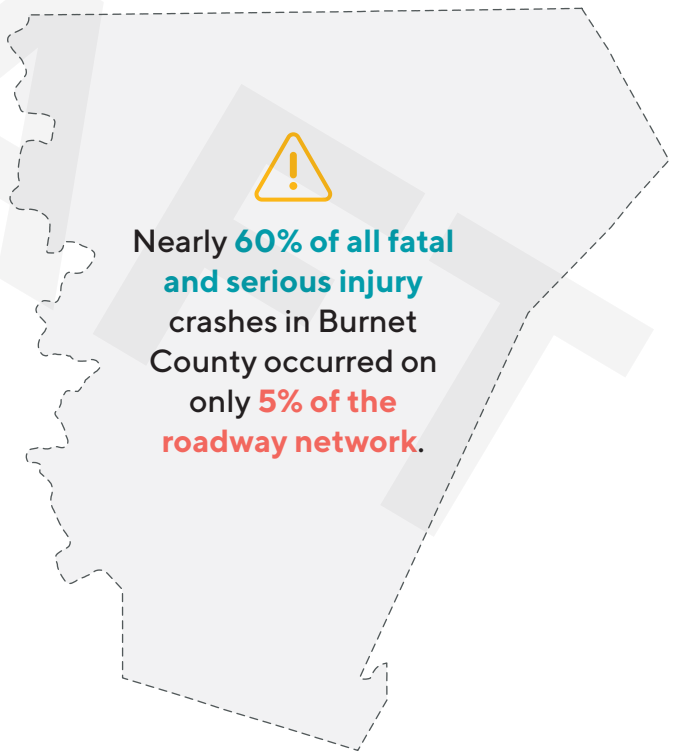
A strong concentration of severe safety issues occurs on a limited portion of the network.

The HINs revealed a strong concentration of severe safety issues on a limited portion of the network. Nearly 60% of all fatal and serious injury crashes occurred on only 5% of the roadway network, supporting the development of targeted safety improvements.

Targeted Infrastructure Improvements

Figure 41 highlights the locations of recommended targeted safety improvements, focusing on areas where crash severity and frequency are most concentrated. These countermeasures aim to reduce the frequency and severity of crashes, especially those involving speeding, dark conditions, and lane departures.

Using a data-driven process, projects were prioritized based on crash reduction potential, cost, benefits to vulnerable and underserved populations, and implementation readiness. The HIN analysis supported the selection of 19 priority corridors and 6 key intersections for infrastructure enhancement. These recommended infrastructure improvements were vetted through community engagement and the Burnet County Safety Task Force.



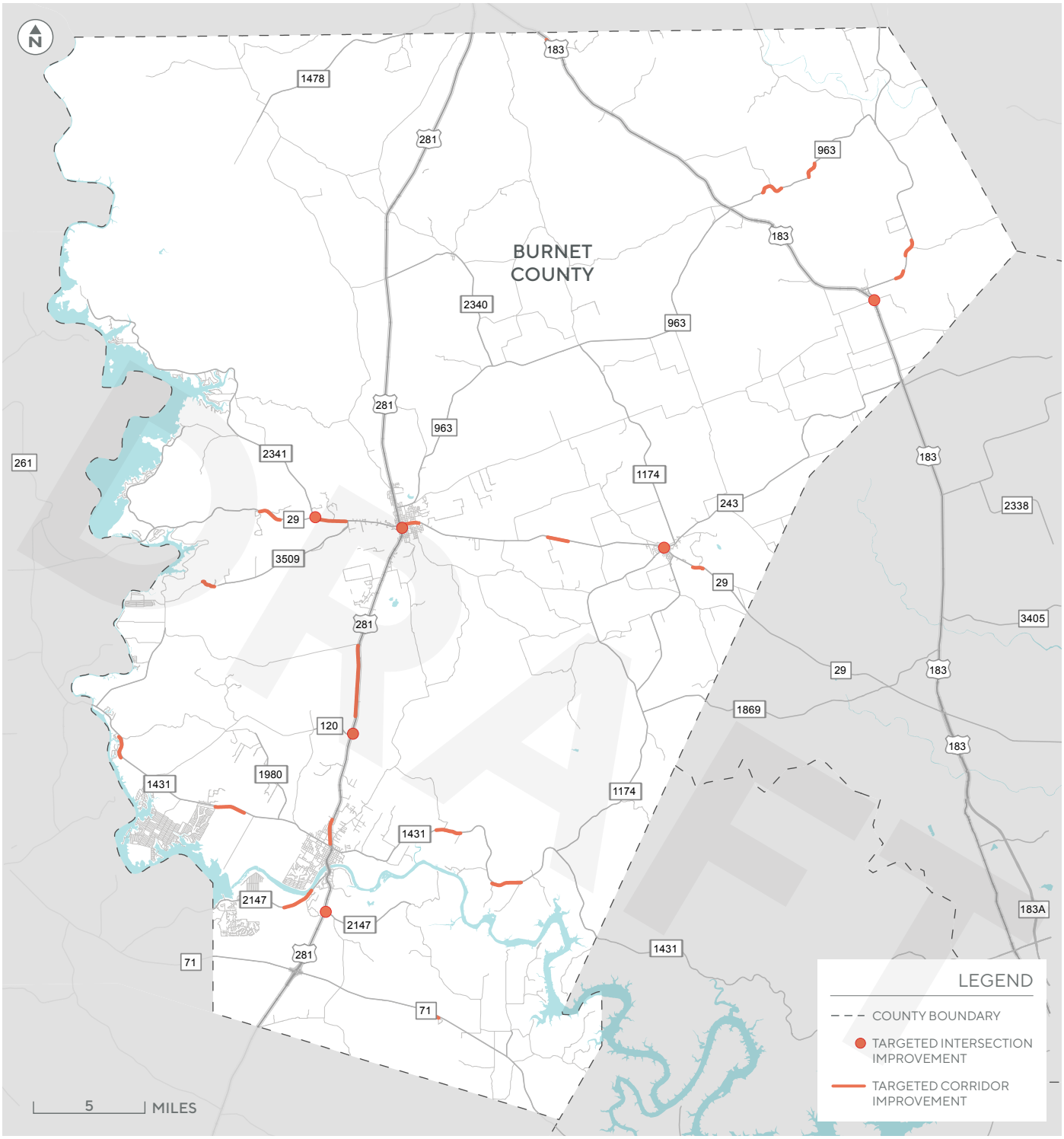


FIGURE 41: BURNET COUNTY TARGETED IMPROVEMENT LOCATIONS

Targeted Infrastructure Improvement Highlights

The Burnet County SAP recommends many of the solutions and strategies highlighted in Chapter 4 of the RSAP for infrastructure, behavioral, and policy strategies. Typical corridor and intersection improvements for Burnet County are highlighted below, while the appendix includes a full list of recommended infrastructure improvements.

Corridor Improvements

Improvements were recommended for 19 corridors identified in Burnet County's HIN. Common safety issues at these locations included roadway departures (particularly on curves), high travel speeds, single-vehicle crashes in dark or rural areas, and visibility challenges due to lighting or weather. The following are examples of recommended safety improvements:

- Install chevrons (static or LED flashing) on curves
- Install dynamic speed feedback signs
- Install raised edgeline and centerline rumble strips
- Widen paved shoulders
- Add or improve safety lighting, especially at intersections
- Install or upgrade advanced warning signals/signs, especially on curves
- Resurface roadways

Intersection Improvements

Improvements were recommended at 6 key intersections identified in the HIN. Common safety issues at these locations included angle crashes, failure to yield right-of-way, and lack of speed management. The following are examples of recommended safety improvements:

- Implement Leading Pedestrian Interval (LPI) timing at traffic signals
- Install improved safety lighting
- Replace flashing beacons with traffic signals
- Install advanced warning signals and signs
- Install new pavement markings
- Install dynamic speed feedback signs

Implementation

The Burnet County SAP provides a publicly available framework to pursue funding from federal, state, and regional sources such as SS4A, Highway Safety Improvement Program (HSIP), and CAMPO's project calls. Combined with adoption of the RSAP, adoption of the Burnet County SAP will position the County and local agencies to fund safety improvements.

Caldwell County

CALDWELL COUNTY SAFETY TASK FORCE AGENCIES

- Caldwell County
- Caldwell County Sheriff's Office
- City of Lockhart
- Luling Fire Department
- City of Martindale
- SH 130 Concession Company
- CAMPO
- CARTS
- TxDOT Austin District

The Caldwell County Safety Action Plan (SAP) is a strategic initiative to establish a safer transportation system.

Embracing the vision that "**All streets and roads in Caldwell County are safe, accessible, and well-connected for all road users of all abilities—pedestrians, cyclists, transit users, and drivers**," the SAP aspires to cut roadway fatalities and serious injuries in half by 2035 and eliminate them entirely by 2050.

Caldwell County crash data from the most recent five years available (2019–2023) was analyzed to identify crash patterns by contributing factors, such as lighting, weather, driver age, and impairment by alcohol and/or other drugs. These insights helped pinpoint focus areas with significant potential to improve future safety outcomes. **Figure 42** illustrates the annual crash trend, while **Figure 43** summarizes fatal and suspected serious injury crashes by type.

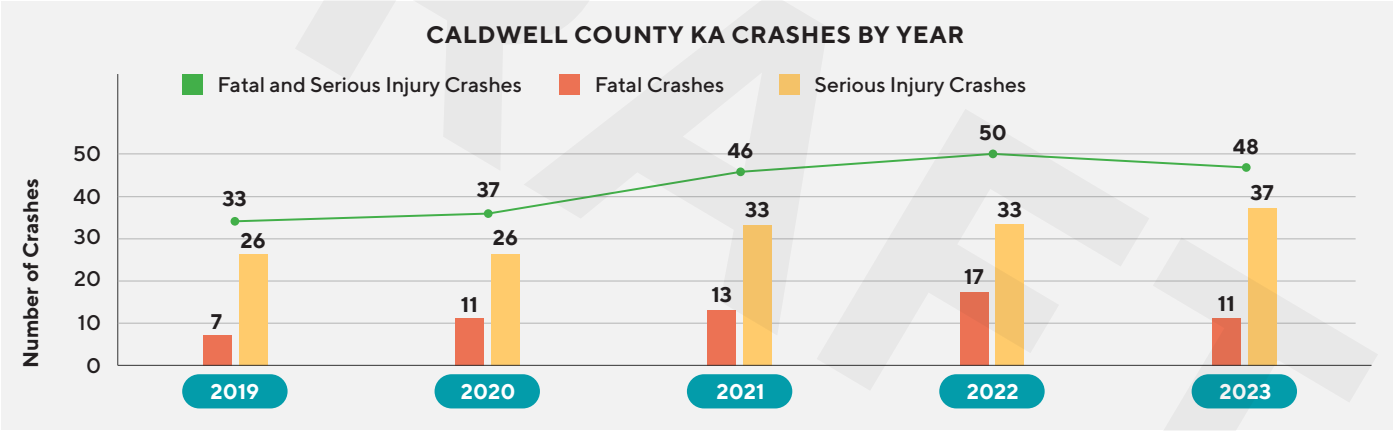


FIGURE 42: CALDWELL COUNTY FATAL (K) AND SUSPECTED SERIOUS INJURY (A) CRASHES BY YEAR (2019–2023)

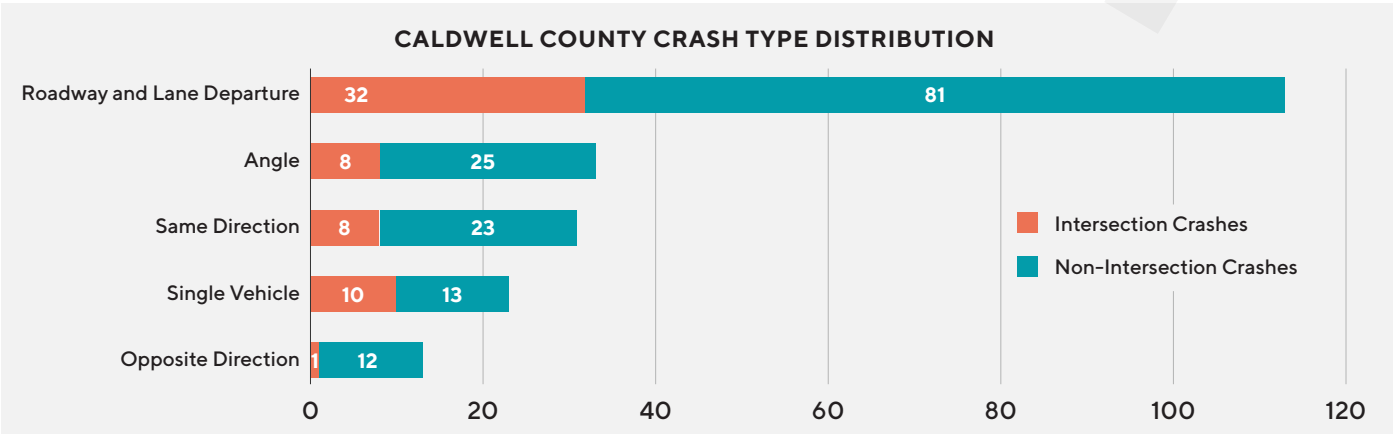


FIGURE 43: CALDWELL COUNTY FATAL AND SERIOUS INJURY CRASHES BY TYPE (2019–2023)

Figure 44 below illustrates the top 10 emphasis areas most often identified in reported fatal and serious injury crashes. Roadway and lane departures, dark conditions, younger and older drivers, and speed related were the leading four areas of emphasis.

	ROADWAY AND LANE DEPARTURES	DARK CONDITIONS	YOUNGER AND OLDER DRIVERS	SPEED RELATED	INTERSECTION RELATED
Total Crashes	31%	23%	35%	25%	46%
Fatal and Serious Injury Crashes	53%	39%	35%	31%	30%

	OCCUPANT PROTECTION	IMPAIRED DRIVING	ROADWAY DEPARTURE ON CURVES	DISTRACTED DRIVING	MOTORCYCLISTS
Total Crashes	4%	6%	9%	20%	1%
Fatal and Serious Injury Crashes	24%	21%	18%	9%	8%

FIGURE 44: CALDWELL COUNTY EMPHASIS AREAS WITH THE MOST FATAL AND SERIOUS INJURY CRASHES (2019-2023)

High Injury Network

The Caldwell County HIN, shown in **Figure 45**, identifies the specific roadways and intersections where a disproportionate number of fatal and serious injury crashes occurred. By focusing on locations with the highest concentrations of serious injuries and fatalities, the HIN serves as a foundational tool for prioritizing safety improvements and allocating resources effectively.

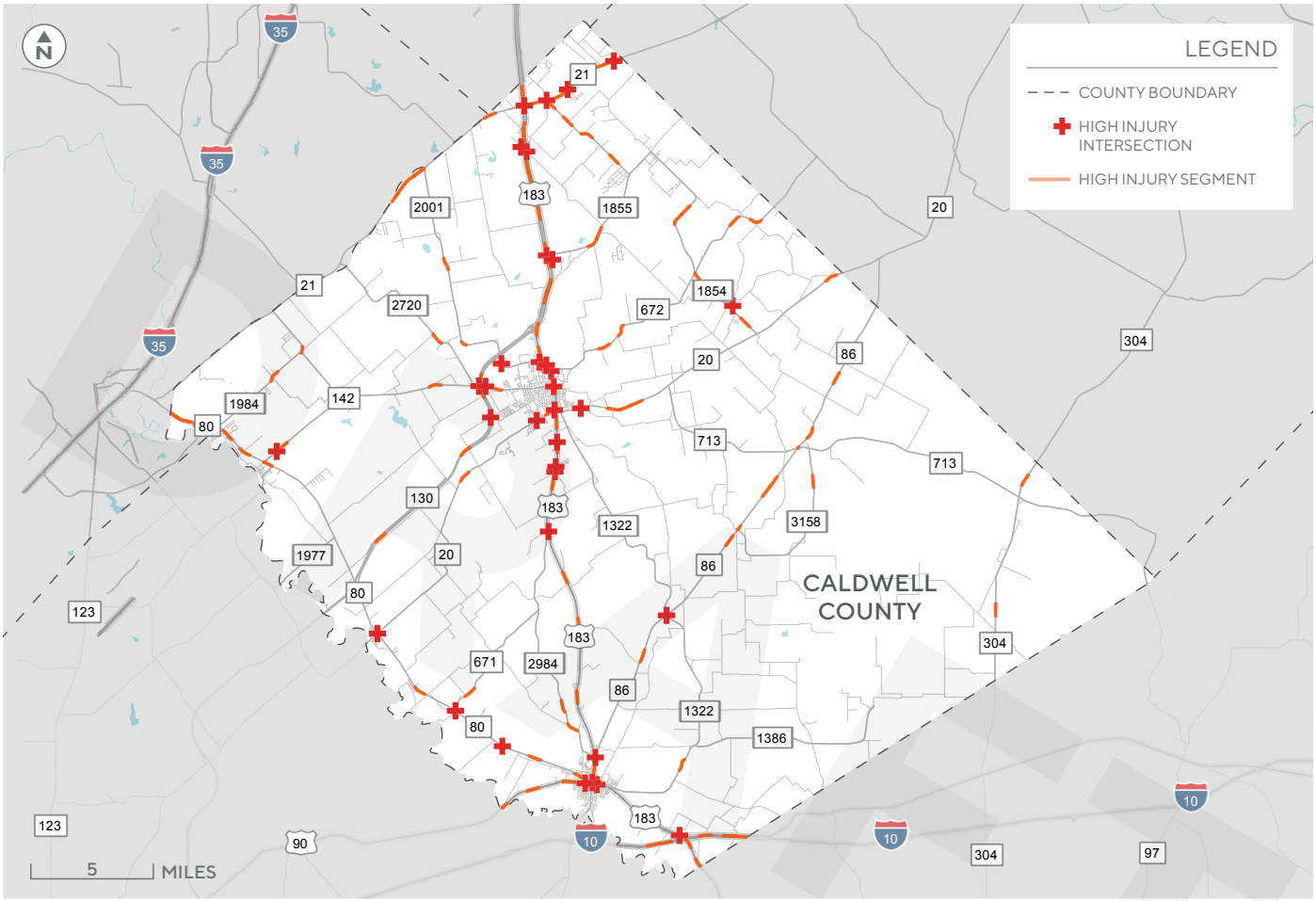
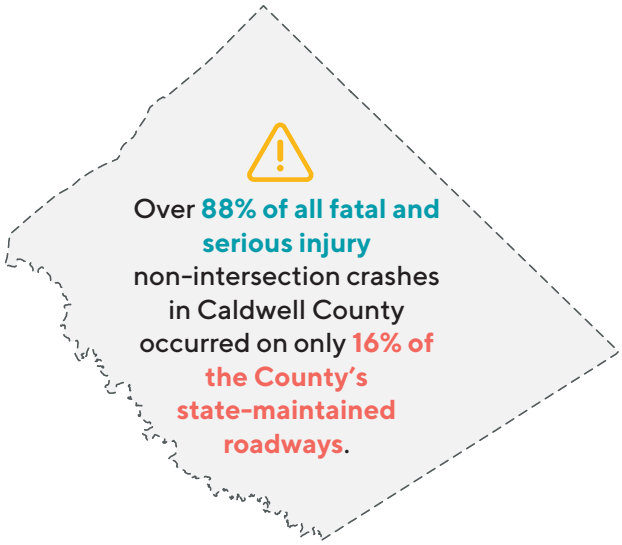


FIGURE 45: CALDWELL COUNTY HIGH INJURY NETWORK (2019-2023)



The HIN reveals that a small portion of Caldwell County's transportation system is overrepresented in fatal and serious injury crashes. For example, over 88% of all fatal and serious injury segment (non-intersection) crashes occurred on only 16% of the County's state-maintained roadways. These findings highlight clear opportunities for prioritizing safety improvements at a specific set of locations.

Underserved Communities

Approximately 65% of Caldwell County's land area, representing 94% of its population and 79% of its roadway miles, is identified as being an underserved community. These are areas with a high concentration of vulnerable populations as determined through an analysis of several sociodemographic factors. An analysis of crash data within Caldwell County revealed that underserved communities accounted for 85% of fatal and serious injury crashes and had a crash rate by roadway lane miles 1.5 times greater than in non-underserved communities. These findings suggest that both high-severity and overall crashes are overrepresented in underserved communities, highlighting the need to prioritize these locations for safety improvements.

Targeted Infrastructure Improvements

Figure 46 highlights the locations of recommended targeted safety improvements, focusing on areas where crash severity and frequency are most concentrated. By prioritizing these high-risk areas, 11 corridor improvements and nine intersection improvements aim to deliver immediate, life-saving interventions where they are needed most. Using crash data, local insights, and community input, this recommends evidence-based countermeasures to mitigate key safety risks. The improvements target many of the highest-priority corridors and intersections within the Caldwell County HIN, as well as other critical locations identified by the Caldwell County Safety Task Force and the public.

Recommended safety improvements were grouped into a three-tiered system using a data-driven process that evaluated each potential countermeasure based on a set of five criteria: crash reduction potential, cost estimate, vulnerable road user benefits, underserved community benefits, and readiness level.

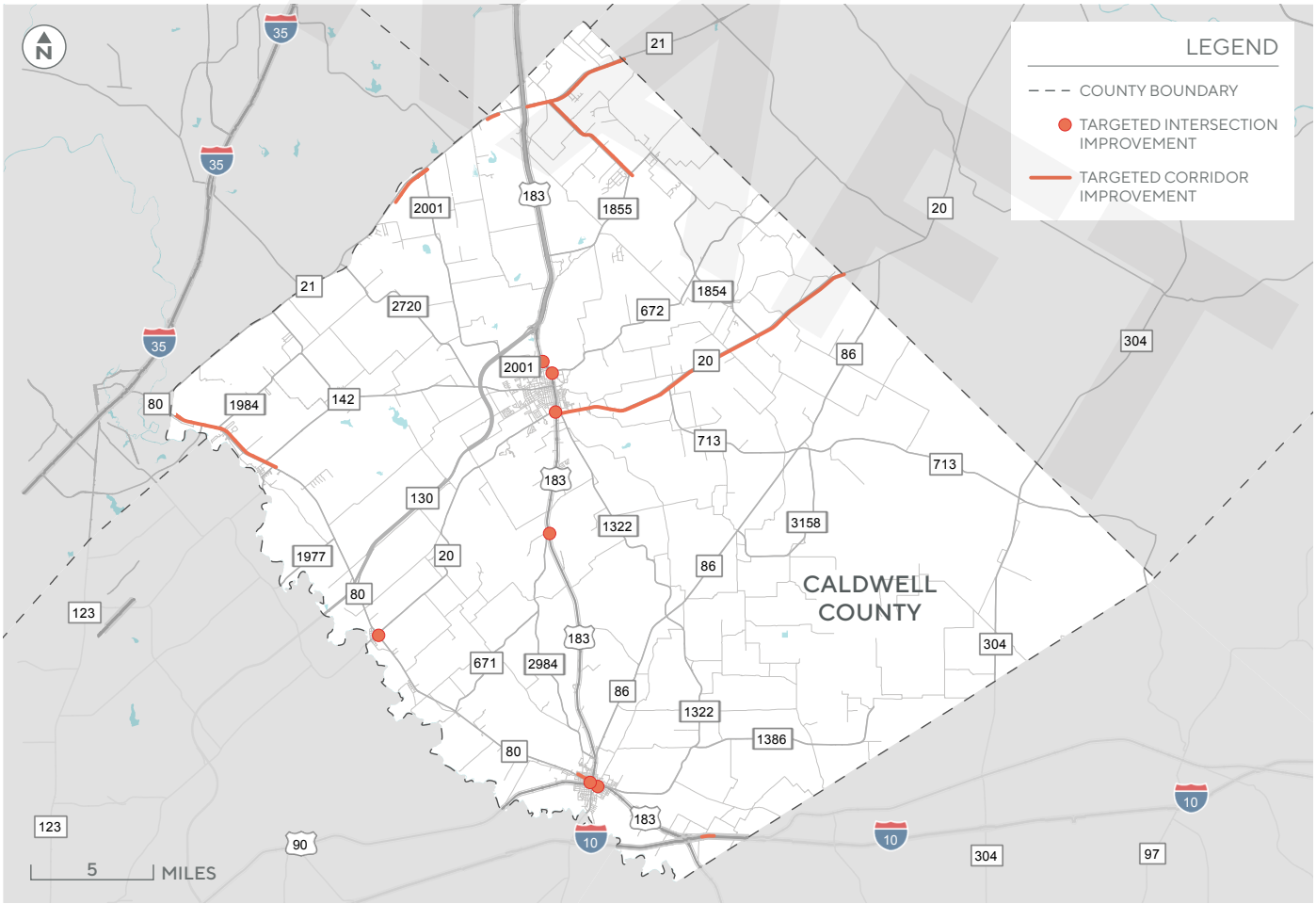


FIGURE 46: CALDWELL COUNTY TARGETED IMPROVEMENT LOCATIONS

Targeted Infrastructure Improvement Highlights

The Caldwell County SAP recommends many of the infrastructure, behavioral, and policy solutions and strategies outlined in Chapter 4 of the RSAP. A few of the targeted infrastructure improvement projects are highlighted below, while a complete list of recommended improvements is provided in the appendix.

SH 21

Jurisdiction: Bastrop County

Limits: Hays County Line to East of Candide Lane (0.4 miles)

Safety Issues:
Opposite direction crashes, same direction crashes, dark conditions crashes

Project Description:
Install a 2-4-foot center buffer with rumble strips; install lighting in the vicinity of intersections

FM 1854

Jurisdiction: TxDOT

Limits: SH 21 to FM 1185 (4 miles)

Safety Issues:
Opposite direction crashes, roadway and lane departure crashes

Project Description:
Enhance delineation on curved segments; install shoulder enhancements for safety purposes; install centerline and edgeline rumble strips

Intersection of US 183 @ FM 2001/Silent Valley Rd

Jurisdiction:
TxDOT, Caldwell County, City of Lockhart

Safety Issues:
Angle crashes, left turn crashes, same direction crashes

Project Description:
Evaluate speed limits; evaluate need to convert flashing yellow arrow to a protected left; install flashing yellow beacons above existing Signal Ahead warning signs; refresh pavement markings; install chevron/two-direction large arrow sign

Implementation

On June 10, 2025, Caldwell County passed a resolution committing to the Road to the Zero goal and formally adopting the Caldwell County SAP.

Hays County

HAYS COUNTY SAFETY TASK FORCE AGENCIES

- Hays County
- Hays County Sheriff's Office
- City of Buda
- City of Dripping Springs
- City of Kyle
- City of San Marcos
- City of San Marcos Police Department
- City of Wimberley
- CAMPO
- TxDOT Austin District
- Texas State University

The Hays County Safety Action Plan (SAP) aspires to eliminate roadway fatalities and serious injuries entirely by 2050.

The Hays County SAP is a strategic initiative to establish a safer transportation system. Embracing the vision that "**All streets and roads in Hays County are safe, accessible, and well-connected for all road users of all abilities—pedestrians, cyclists, transit users, and drivers**," the SAP aspires to cut roadway fatalities and serious injuries in half by 2035 and eliminate them entirely by 2050.

This section describes historical crash trends (shown in **Figure 47**), the HIN, and targeted infrastructure improvements to address the safety issues in Hays County. Of the more than 16,000 crashes in Hays County from 2019 to 2023, approximately 1% resulted in fatalities (152 crashes) and 4% resulted in serious injuries (645 crashes). While 2020 saw fewer crashes due to the pandemic's influence on travel, a consistent upward trend in the total number of crashes was observed. From 2020 to 2023 specifically, the total number of crashes increased by 28%.

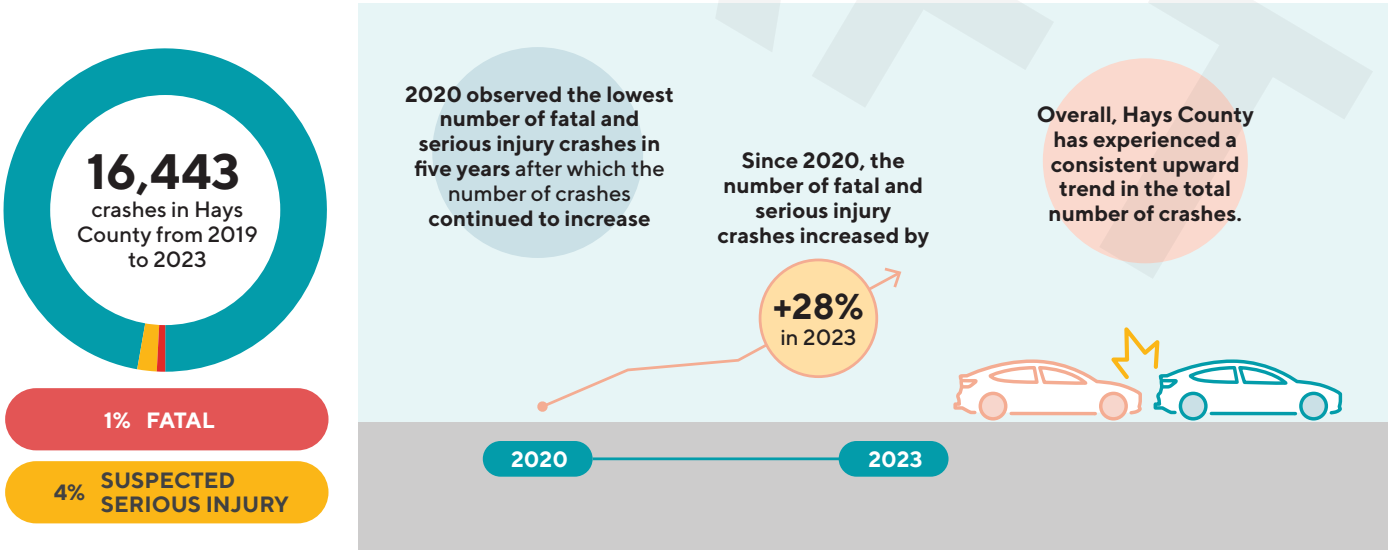


FIGURE 47: HAYS COUNTY CRASH TRENDS (2019-2023)

Figure 48 illustrates the top 10 emphasis areas with the highest reported fatal and serious injury crashes in Hays County from 2019 to 2023. The leading four areas of emphasis associated with fatal and serious injury crashes were dark conditions, roadway and lane departures, speed related, and younger and older drivers. Notably, crashes involving roadway and lane departures, motorcyclist, impaired driving, occupant protection issues, and vulnerable road users—including pedestrians and bicyclists—were disproportionately represented in fatal and serious injury statistics compared to all crash type severities.

	DARK CONDITIONS	ROADWAY AND LANE DEPARTURES	SPEED RELATED	YOUNGER AND OLDER DRIVERS	INTERSECTION RELATED
Total Crashes	34%	23%	32%	38%	38%
Fatal and Serious Injury Crashes	48%	42%	39%	34%	30%

	MOTORCYCLISTS	IMPAIRED DRIVING	OCCUPANT PROTECTION	DISTRACTED DRIVING	VULNERABLE ROAD USERS
Total Crashes	2%	7%	3%	23%	2%
Fatal and Serious Injury Crashes	18%	16%	16%	12%	11%

FIGURE 48: HAYS COUNTY EMPHASIS AREAS WITH THE MOST FATAL AND SERIOUS INJURY CRASHES (2019–2023)

High Injury Network

The Hays County HIN, shown in **Figure 49**, identifies the specific roadways and intersections where a disproportionate number of serious and fatal crashes occurred. By focusing on segments and intersections with the highest concentrations of serious injuries and fatalities, the HIN serves as a foundational tool for prioritizing safety improvements and resource allocation.

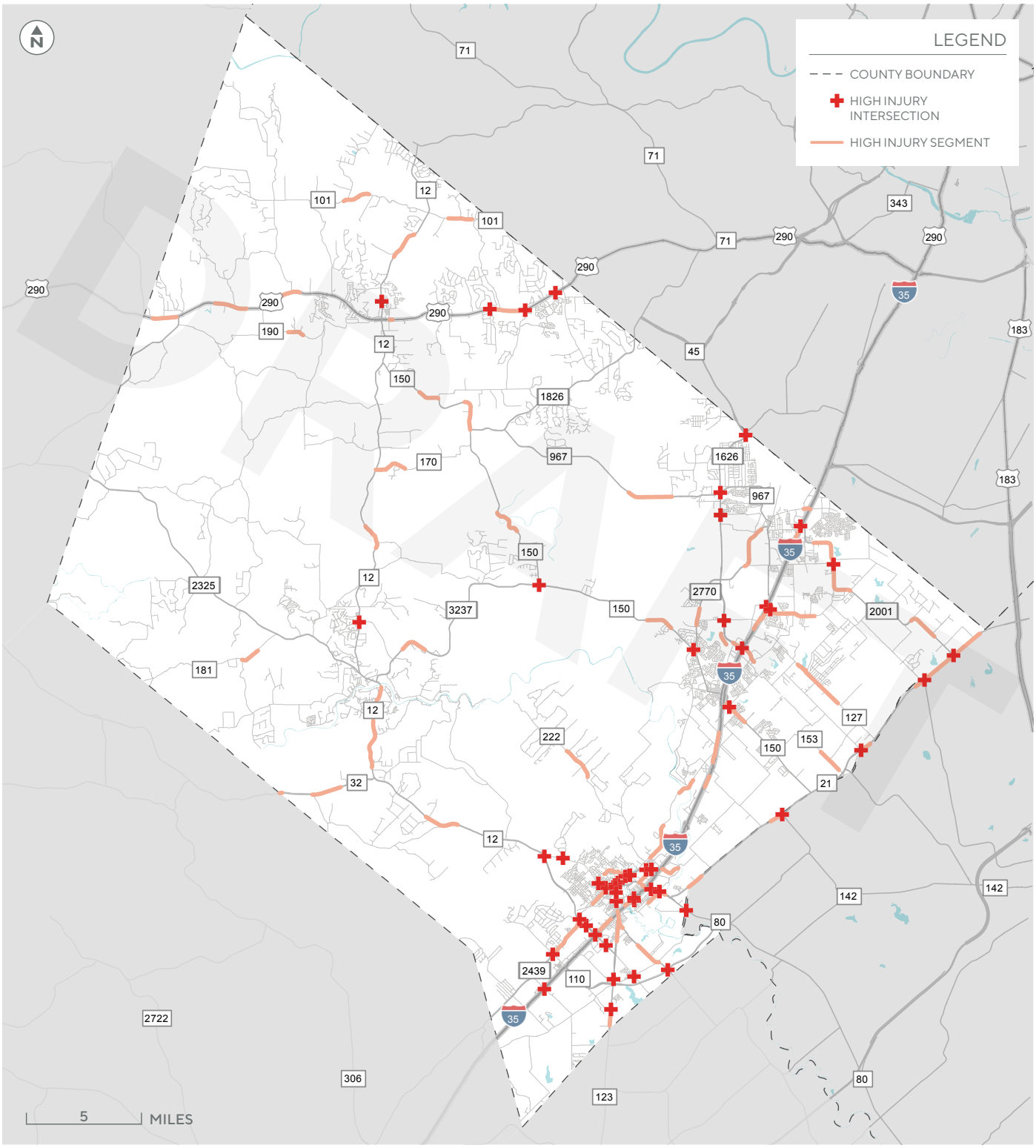


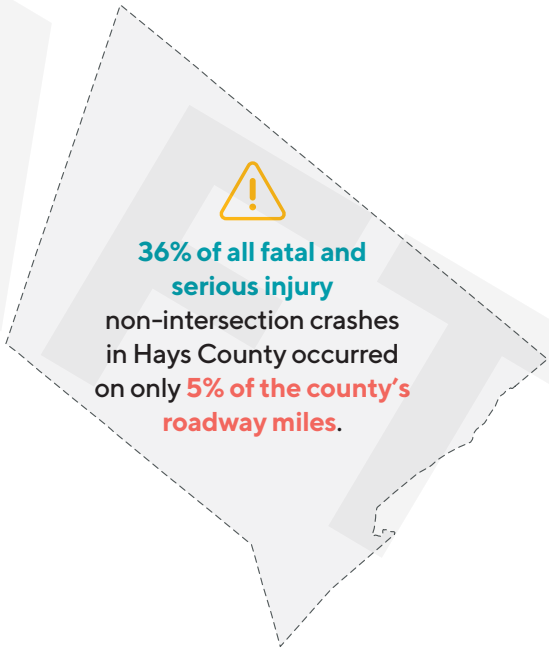
FIGURE 49: HAYS COUNTY HIGH INJURY NETWORK (2019–2023)

Infrastructure improvements aim to deliver immediate, life-saving interventions where they are needed most.

The HIN reveals that 5% of intersections in the county accounted for 44% of all intersection related fatal and serious injury crashes, while 5% of roadway mileage accounted for 36% of all non-intersection related fatal and serious injury crashes.

Targeted Infrastructure Improvements

Figure 50 highlights the locations of recommended targeted safety improvements, focusing on areas where crash severity and frequency are most concentrated. By prioritizing these high-risk areas, the improvements aim to deliver immediate, life-saving interventions where they are needed most. Using crash data, local knowledge, and community input, this plan recommends proven countermeasures to mitigate safety risks. These improvements were developed for many of the highest fatal and serious injury crash locations within the Hays County HIN, as well as other locations identified by the Hays County Safety Task Force and the public.



36% of all fatal and serious injury non-intersection crashes in Hays County occurred on only **5% of the county's roadway miles**.

Recommended targeted improvements were organized into a three-tiered system through a prioritization process using five criteria: crash reduction potential, estimated cost, vulnerable road user benefits, underserved community benefits, and readiness level.

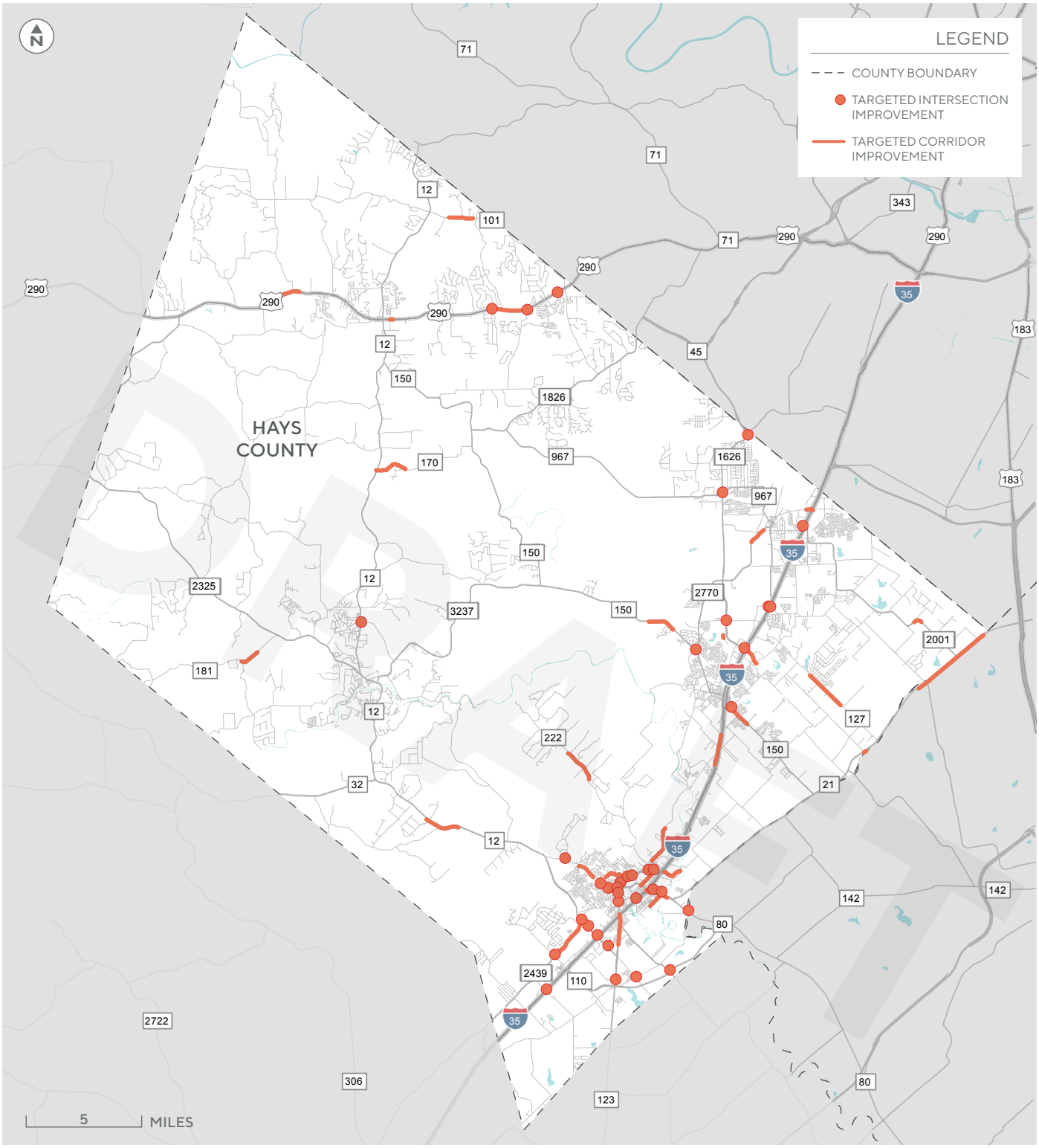


FIGURE 50: HAYS COUNTY TARGETED IMPROVEMENT LOCATIONS

Targeted Infrastructure Improvement Highlights

The Hays County SAP recommends many of the solutions and strategies outlined in Chapter 4 of the RSAP for infrastructure, behavioral, and policy strategies. A few of the targeted infrastructure improvement projects are highlighted below, while the appendix includes a full list of recommended infrastructure improvements.

West Sessom Drive

Jurisdiction:
City of San Marcos

Limits:
North Comanche Street to SL 82 (0.9 miles)

Safety Issues:
Roadway and lane departure crashes, same direction crashes

Project Description:
Add safety lighting; add chevrons and curve ahead/speed advisory signs; install pavement markings

Intersection of FM 1626 and Kohler's Crossing Road

Jurisdiction:
TxDOT and City of Kyle

Safety Issues:
Angle crashes, opposite direction crashes

Project Description:
Improve intersection lighting; reduce curb radii; consider a lane width reduction; implement leading pedestrian intervals; add high-visibility crosswalks; prohibit turns when pedestrian signal is activated

Intersection of SL 82 and South Edward Gary Street/East Martin Luther King Drive

Jurisdiction:
TxDOT and City of San Marcos

Safety Issues:
Angle crashes, opposite direction crashes

Project Description:
Install buffered bicycle lanes; install crosswalks; consider installation of rectangular rapid flashing beacons (RRFBs); improve lighting; update worn pavement markings

Implementation

Implementation is beginning to take shape through these initial activities:

- On June 10, 2025, Hays County passed a resolution supporting the recommendations in its SAP and expressing intent to incorporate them into its upcoming Master Transportation Plan update.
- On June 17, 2025, the City of Kyle passed a resolution adopting the Hays County SAP.
- Hays County and the City of Kyle each submitted a Fiscal Year 2025 SS4A grant application and committed to a local match.

Travis County

TRAVIS COUNTY SAFETY TASK FORCE AGENCIES

Travis County Transportation & Natural Resources

Travis County Public Works

Travis County Office of Emergency Management

Travis County Sheriff's Office

Travis County ESD 1 Fire Department

Del Valle ISD

City of Jonestown

City of Lakeway

City of Lago Vista

City of Manor

City of Pflugerville

City of Rollingwood

Village of San Leanna

City of West Lake Hills

City of Austin

CAMPO

CapMetro

CARTS

CTRMA

TxDOT Austin District

The Travis County Safety Action Plan (SAP) is a comprehensive initiative aimed at creating a safer, more equitable transportation system for all users.

The Travis County SAP is a comprehensive initiative aimed at creating a safer, more equitable transportation system for all users—pedestrians, cyclists, transit riders, and drivers. Guided by the vision of "**eliminating deaths and serious injuries on our roadways through a data driven, equitable, multimodal, and community-based approach to safety,**" the SAP follows the TxDOT Road to Zero goal of reducing roadway fatalities and serious injuries by 50% by 2035 and eliminating them entirely by 2050. The study area for this plan includes all of Travis County, focusing on the unincorporated areas and the partner jurisdictions of Pflugerville, Jonestown, Rollingwood, San Leanna, Volente, Lago Vista, Lakeway, West Lake Hills, and Manor.

The City of Austin, as the most urbanized area within Travis County, developed its SAP almost a decade ago and has made notable progress on its safety goals since then.

To ensure that the analysis remains unbiased and is not influenced by the outcomes of these prior efforts, the City of Austin is being evaluated separately from the rest of Travis County.

Travis County crash data from 2019 to 2023 was analyzed to identify crash patterns by contributing factors, such as lighting, weather, driver age, and impairment by alcohol and/or other drugs. These insights helped pinpoint focus areas with significant potential to improve future safety outcomes. **Figure 51** shows the fatal and suspected serious injury crash trends in Travis County, excluding the City of Austin.

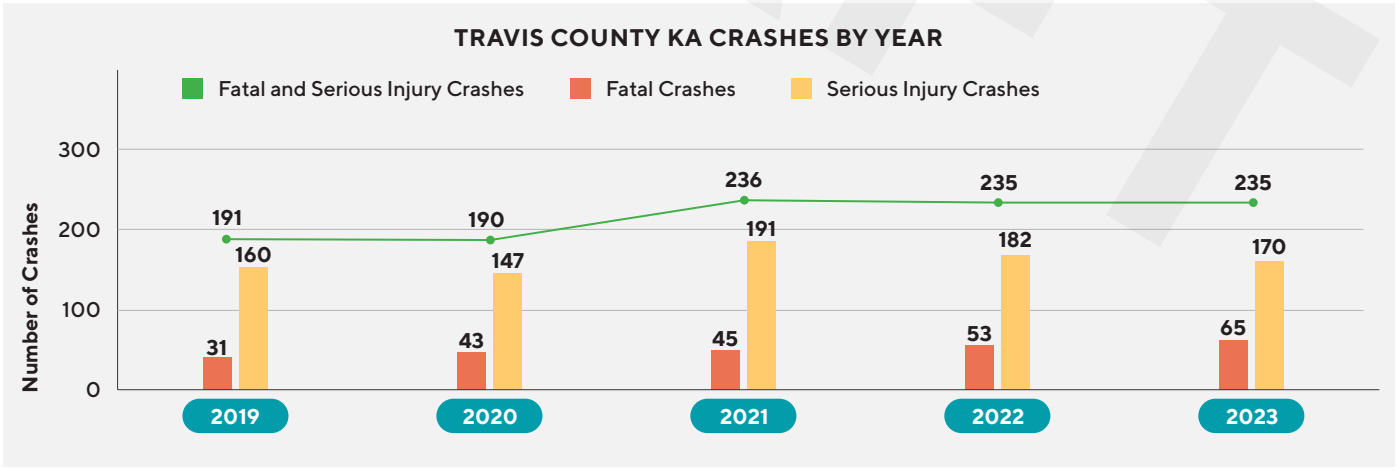


FIGURE 51: TRAVIS COUNTY (EXCLUDING CITY OF AUSTIN) FATAL (K) AND SUSPECTED SERIOUS INJURY (A) CRASHES BY YEAR (2019–2023)

Figure 52 illustrates the emphasis areas with the highest reported fatal and serious injury crashes in Travis County, excluding the City of Austin. The leading four areas of emphasis associated with fatal and serious injury crashes were intersection related, roadway departures, dark conditions, and speed related. The intersection related emphasis area experienced the highest number of crashes, surpassing the next highest emphasis area by more than twice the amount. Also of note, crashes involving vulnerable users, specifically pedestrians, more than doubled from 2019 to 2023.

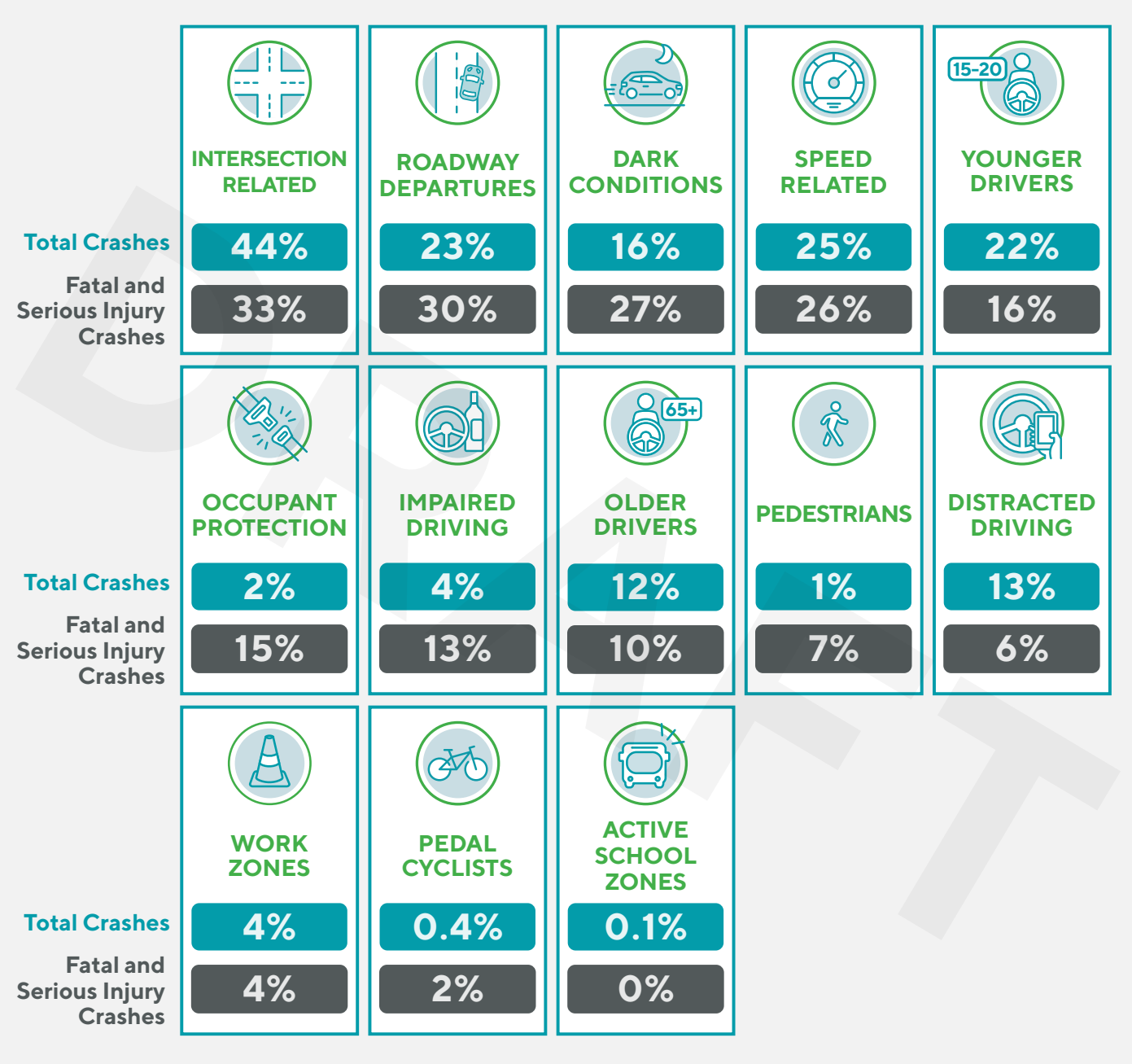


FIGURE 52: TRAVIS COUNTY EMPHASIS AREAS WITH THE MOST FATAL AND SERIOUS INJURY CRASHES (2019–2023)

High Injury Network

The Travis County HIN, shown in **Figure 53**, identifies the specific roadways and intersections where a disproportionate number of fatal and serious injury crashes occurred. The HIN serves as a foundational tool for prioritizing safety improvements and allocating resources effectively.

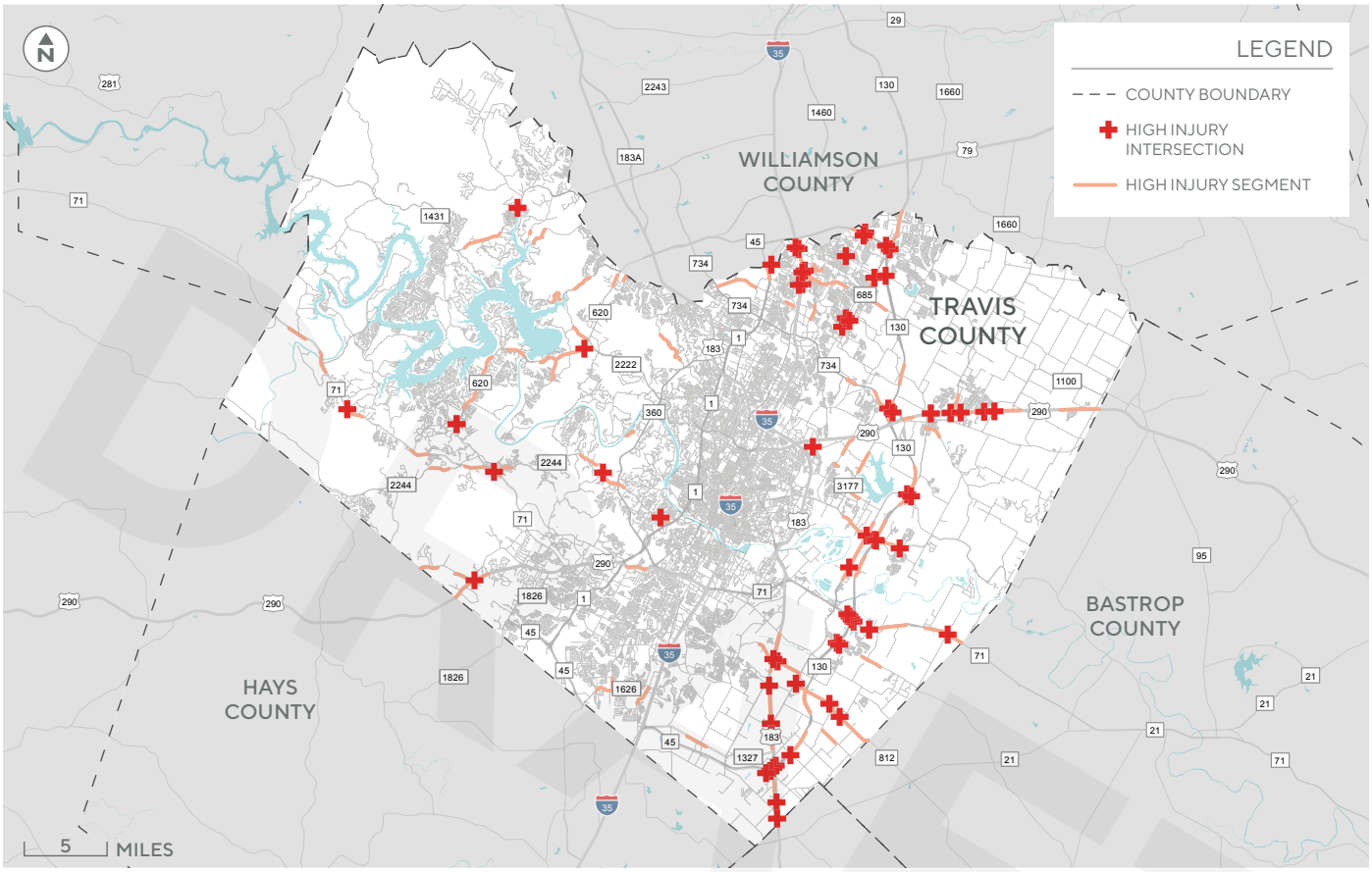


FIGURE 53: TRAVIS COUNTY (EXCLUDING CITY OF AUSTIN) HIGH INJURY NETWORK (2019-2023)

The HIN reveals that a subset of intersections accounted for a disproportionately high share of the total comprehensive crash cost in Travis County. Crash costs were calculated based on economic costs and quality of life costs based on guidance from USDOT and the National Safety Council. Specifically, **just 47 intersections were responsible for $1.36 billion, or just over 50% of all intersection related crashes**.

Just **47 intersections** were responsible for $1.36 billion, or just **over 50% of all intersection related crashes**

Similarly, a small portion of Travis County's roadway network accounted for a majority of the most severe crashes and associated costs. Just **140 of the 6,697 centerline miles accounted for $3.36 billion, or 60%, of the total crash cost at non-intersection locations**.

Just **140 out of the 6,697 centerline miles** accounted for **$3.36 billion, or 60%, of the total crash cost** at non-intersection locations

Targeted Infrastructure Improvements

Figure 54 highlights the locations of recommended targeted safety improvements, focusing on areas where crash severity and frequency are most concentrated. By concentrating efforts on these high-risk locations, the plan seeks to implement immediate, life-saving measures where they are needed most. Informed by crash data, local insights, and community feedback, the plan recommends evidence-based countermeasures to address key safety concerns along many of the highest-priority corridors and intersections within the Travis County HIN. Project locations were evaluated to identify those with the greatest need, using scoring criteria aligned with key SS4A program objectives. Priority was given to projects in areas with the following characteristics:

- A high number of fatal and serious injury crashes
- Elevated crash rates indicating overrepresentation
- Greater likelihood of pedestrian and bicycle activity
- Strong potential safety benefit relative to implementation cost

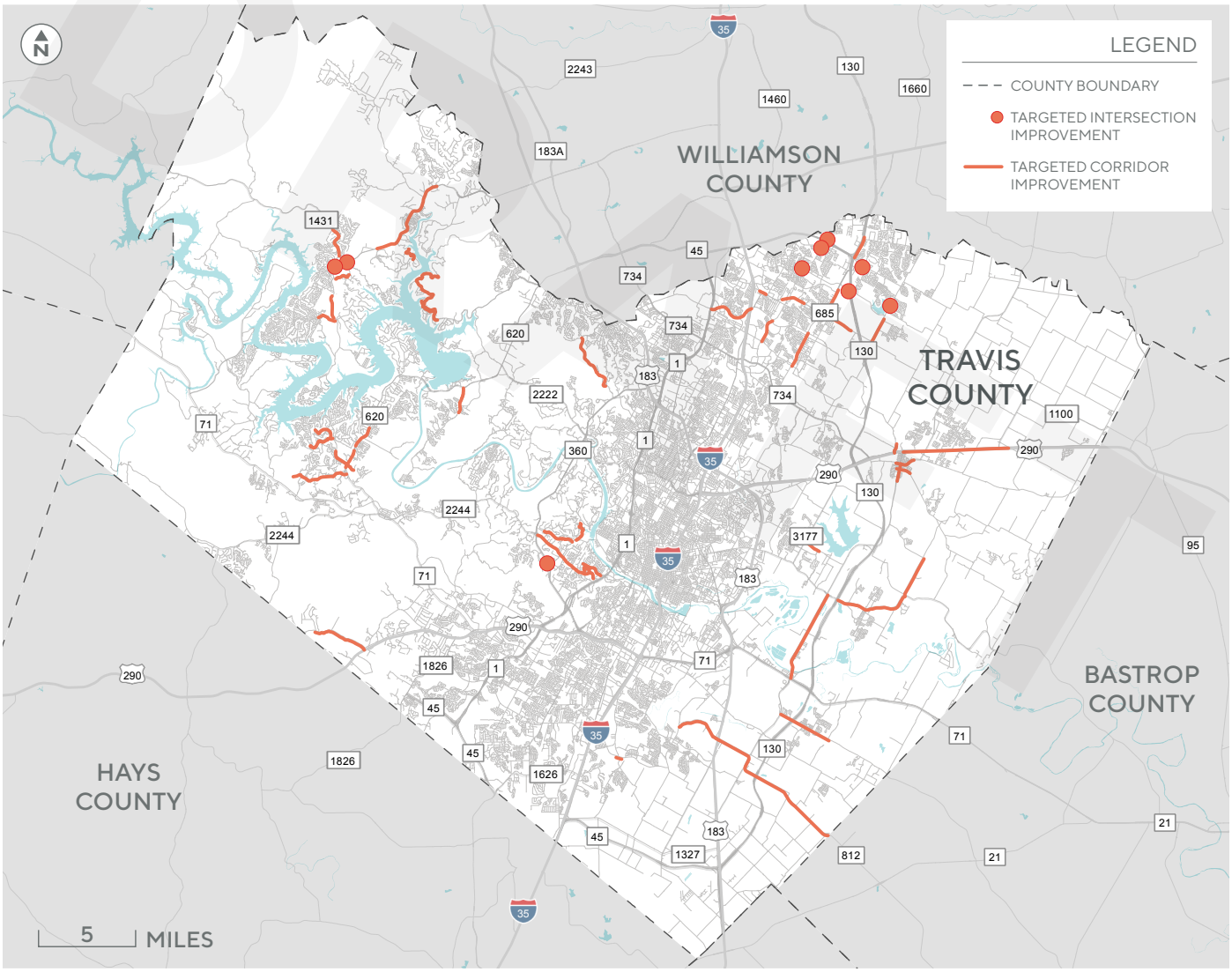


FIGURE 54: TRAVIS COUNTY TARGETED IMPROVEMENT LOCATIONS (EXCLUDING CITY OF AUSTIN)

Targeted Infrastructure Improvement Highlights

The Travis County SAP includes **59 safety project recommendations** to be implemented along 83 centerline miles, including at **eight key intersections**. Project recommendations were identified through a combination of crash data review, stakeholder agency input, and community feedback. A few targeted infrastructure improvement projects are highlighted below, while the appendix provides a complete list of recommended infrastructure improvements.

Pecan Street

Jurisdiction:
City of Pflugerville

Limits:
FM 685 to Biltmore Avenue

Safety Issues:
Angle crashes, roadway and lane departure crashes, distracted driving crashes

Project Description:
Enhance crosswalk visibility; install medians and pedestrian refuge islands; install pedestrian walkways; install wider edgelines; improve access management; install retroreflective signal backplates at signalized intersections

Decker Lake Road

Jurisdiction:
Travis County

Limits:
FM 3177/Decker Lane to N Imperial Drive

Safety Issues:
Angle crashes, vulnerable road user crashes, distracted driving crashes

Project Description:
Enhance crosswalk visibility; install medians and pedestrian refuge islands; install a shared-use path; install a raised median; install roadway lighting

Intersection of SH 360 and Scottish Woods Trail/Westbank Drive

Jurisdiction:
City of West Lake Hills

Safety Issues:
Angle crashes, distracted driving crashes

Project Description:
Enhance crosswalk visibility; implement a leading pedestrian interval; install pedestrian walkways; improve roadside design at curves; install wider edgelines; install retroreflective signal backplates; lengthen westbound right-turn lane

Implementation

The Travis County SAP will provide a framework to pursue funding from federal, state, and regional sources such as SS4A, HSIP, and CAMPO. Travis County and CAMPO will monitor project delivery and crash outcomes to track progress and evaluate the long-term impact of the recommended strategies.

The SAP also outlines steps to support policy changes through collaboration across agencies and community advocates, encouraging broader commitment to TxDOT's Road to Zero goal. The SAP was adopted by the Travis County Commissioner's Court in June 2025.

City of Austin

Austin became a Vision Zero city in 2015 when the City Council adopted the goal of eliminating traffic-related deaths and serious injuries. In 2016, the Vision Zero Action Plan established a policy framework and action steps to advance that goal. Since then, the commitment has been reaffirmed through multiple city policies, including the Austin Strategic Mobility Plan (2023), which now serves as the active Vision Zero action plan.

The City of Austin's Vision Zero program uses a data-driven approach to prioritize locations for targeted safety improvements, including its High Injury Network (see **Figure 55**), which identifies corridors with a high concentration of serious injury and fatal crashes.

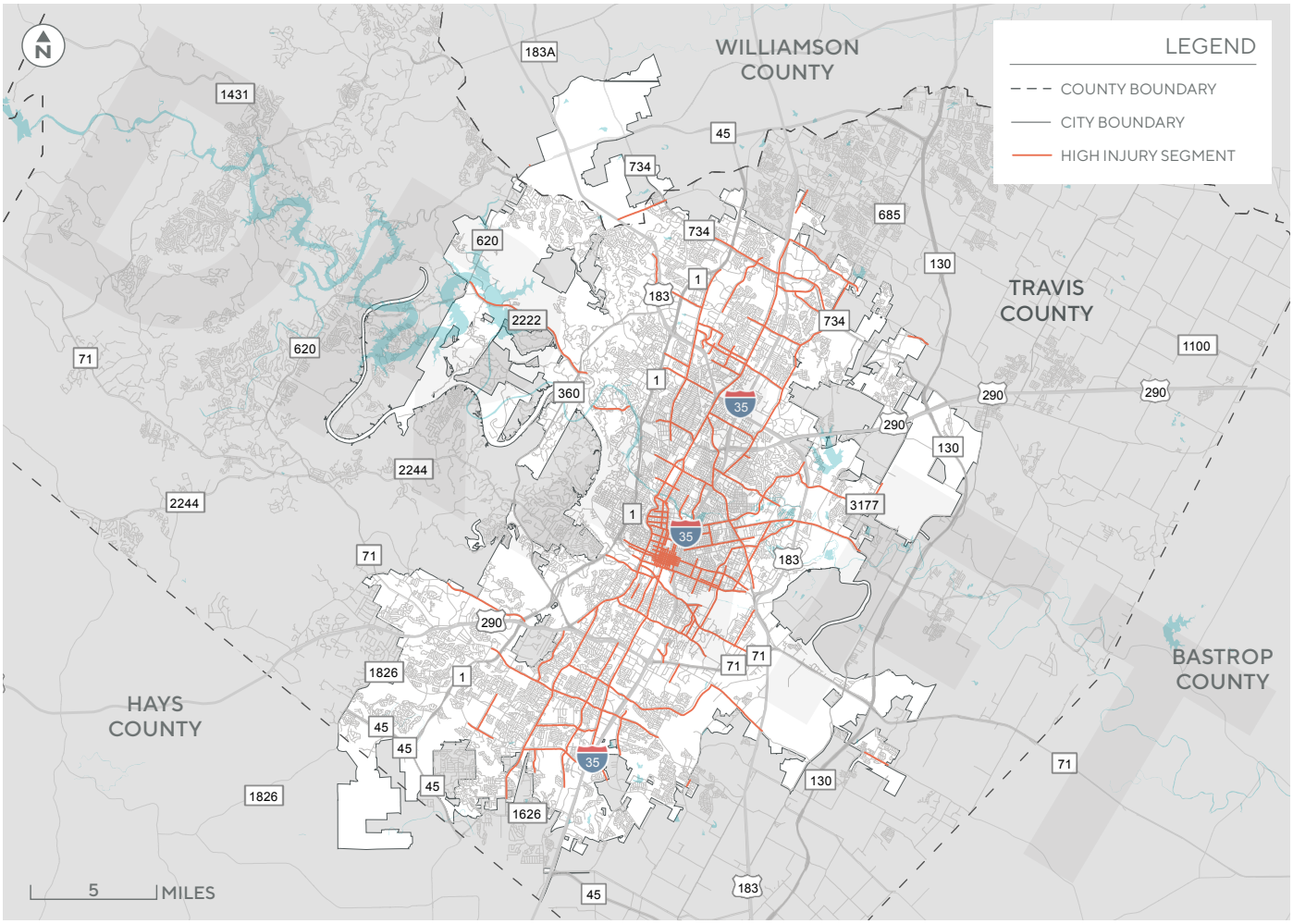
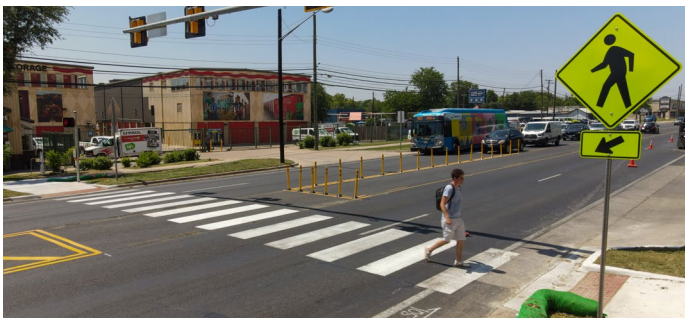


FIGURE 55: CITY OF AUSTIN HIGH INJURY NETWORK (2017-2021)



KEY INITIATIVES AND TRENDS

Redesigning streets for safety has been a key focus of Austin Vision Zero over the past decade. The program has also grown by building collaborative partnerships with regional transportation, public safety, and public health agencies and organizations. While Austin Vision Zero prioritizes building safer infrastructure, it also recognizes the role of individual behavior in severe crashes. Its education and enforcement strategies are data-driven and equity-focused, targeting the "Fatal Four" behaviors most linked to severe crashes: impaired driving, speeding, distracted driving, and failure to yield.

As shown in **Figure 56**, Austin's traffic fatalities have fluctuated year-to-year since 2015, peaking during the pandemic in line with national trends. Serious injuries have declined significantly over the past three years, with 2024 recording the lowest number since Vision Zero began. Fatalities on city-owned roads have remained relatively flat, while those on non-city-owned roads have increased (see **Figure 57**). Among Texas's six largest cities, Austin has the lowest per capita rate of serious injuries and fatalities (see **Figure 58** on the next page).

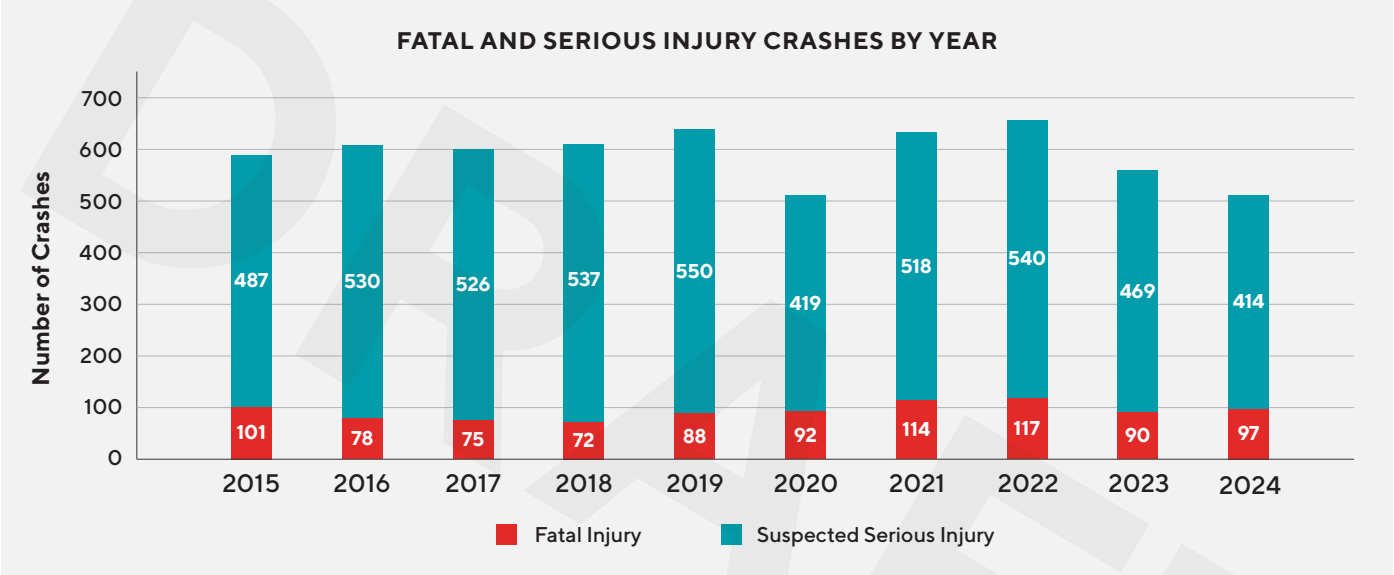


FIGURE 56: CITY OF AUSTIN FATAL AND SERIOUS INJURY CRASHES (2015-2024)

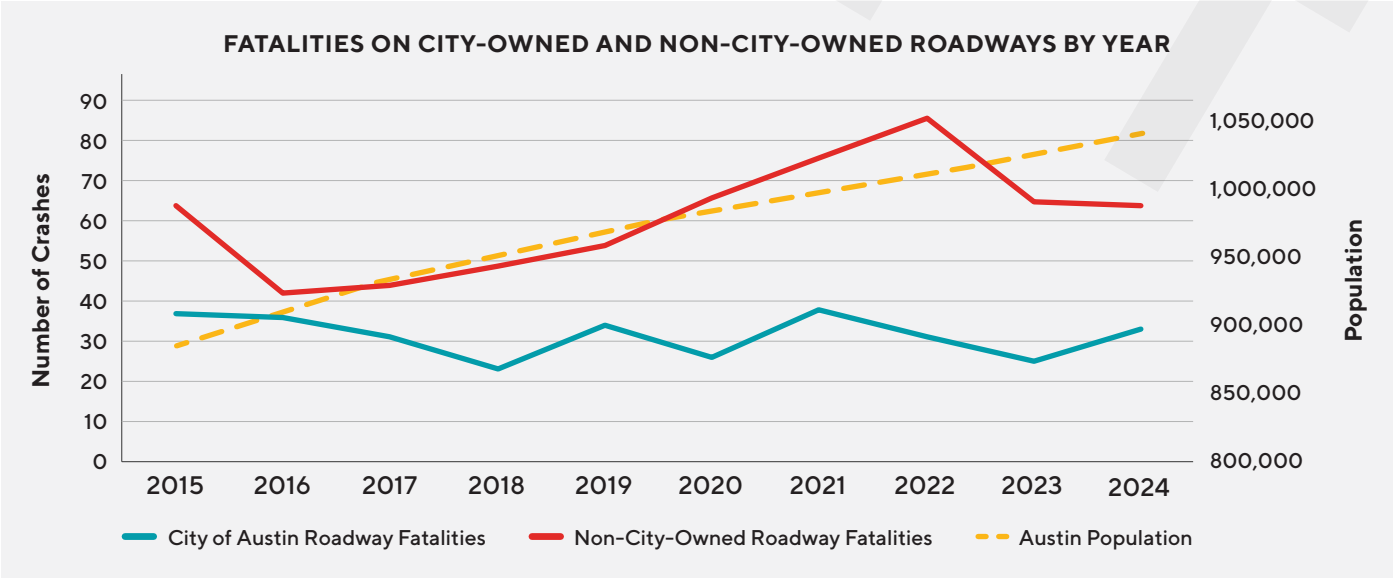


FIGURE 57: CITY OF AUSTIN FATALITIES ON CITY-OWNED AND NON-CITY-OWNED ROADWAYS (2015-2024)

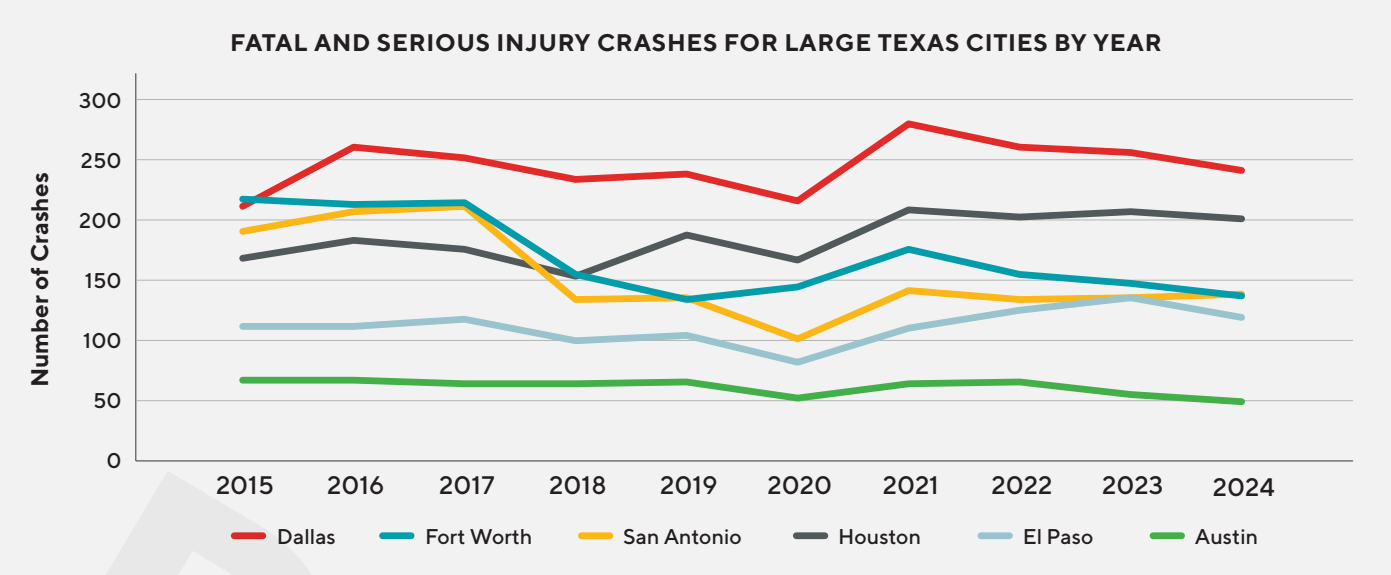


FIGURE 58: FATALITIES AND SERIOUS INJURIES PER 100K POPULATION IN MAJOR TEXAS CITIES (2015-2024)

TARGETED INFRASTRUCTURE IMPROVEMENTS

Austin prioritizes safety improvements not only by looking at historical crashes, but also by proactively identifying risk factors within the built environment that elevate the risk of injury and fatality (e.g., distantly-spaced pedestrian crossings). Thanks to voter-approved bond funding and state and federal grants, Austin has been able to make significant progress over the past 10 years in redesigning the transportation system for safety. This includes construction of:

- Over 30 major intersection projects
- Nearly 500 pedestrian crossings
- Over 100 miles of All-Ages-and-Abilities bicycle facilities
- Nearly 300 miles of new or upgraded sidewalks
- Over 40 speed management projects
- Low-cost, systemic safety improvements such as access management treatments, street lighting, and traffic signal upgrades at hundreds more locations

These investments have yielded measurable safety benefits, with completed major intersection projects demonstrating:

29%
REDUCTION IN INJURY AND FATAL CRASHES
at completed major intersection projects

72%
REDUCTION IN LEFT-TURN CRASHES
at intersections with signal phasing and timing modifications

Williamson County

WILLIAMSON COUNTY SAFETY TASK FORCE AGENCIES

- Williamson County
- City of Cedar Park
- City of Georgetown
- City of Hutto
- City of Jarrell
- City of Leander
- City of Liberty Hill
- City of Round Rock
- City of Taylor
- CAMPO
- CapMetro
- CARTS
- CTRMA
- TxDOT Austin District

The Williamson County Safety Action Plan (SAP) is a strategic initiative to establish a safer transportation system.

Embracing the vision that **"All streets and roads in Williamson County are safe, accessible, and well-connected for all road users of all abilities—pedestrians, cyclists, transit users, and drivers,"** the SAP aspires to cut roadway fatalities and serious injuries in half by 2035 and eliminate them entirely by 2050. This section describes historical crash trends, the HIN, and targeted infrastructure improvements.

Williamson County crash data from the most recent five years available (2019–2023) was analyzed to identify crash patterns based on contributing factors, such as lighting, weather, driver age, and impairment. These insights helped pinpoint key focus areas with significant potential to improve future safety outcomes in Williamson County. **Figure 59** shows the fatal and suspected serious injury trends, while **Figure 60** summarizes those crashes by type.

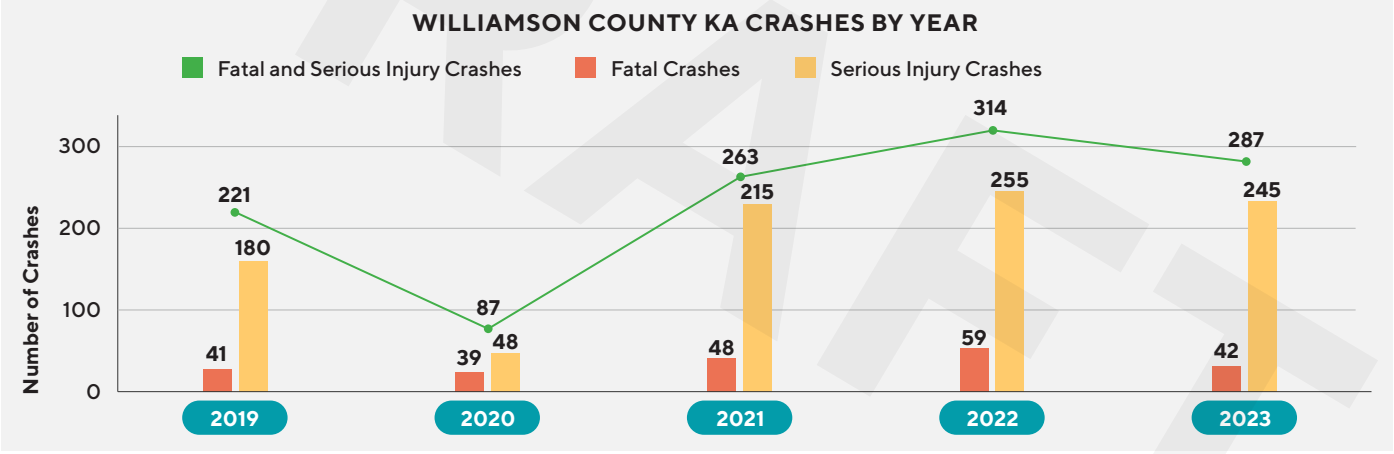


FIGURE 59: WILLIAMSON COUNTY FATAL (K) AND SUSPECTED SERIOUS INJURY (A) CRASHES BY YEAR (2019–2023)

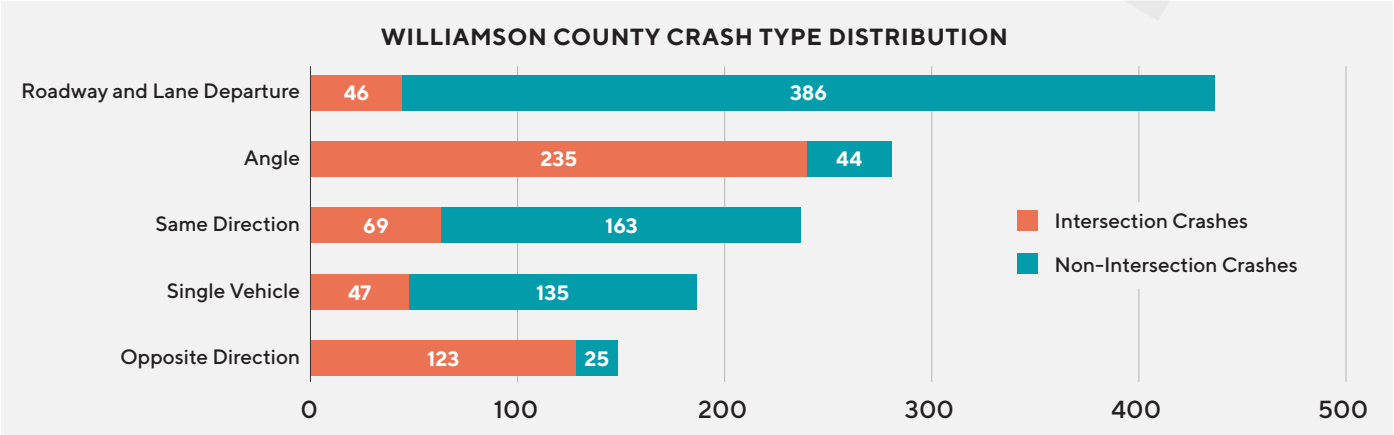


FIGURE 60: WILLIAMSON COUNTY FATAL AND SERIOUS INJURY CRASHES BY TYPE (2019–2023)

Figure 61 illustrates the top 10 emphasis areas with the highest reported fatal and serious injury crashes. Dark conditions, intersection related, roadway and lane departures, and younger and older drivers were the leading four areas of emphasis.

	DARK CONDITIONS	INTERSECTION RELATED	ROADWAY AND LANE DEPARTURES	YOUNGER AND OLDER DRIVERS	SPEED RELATED
Total Crashes	28%	44%	16%	37%	29%
Fatal and Serious Injury Crashes	42%	41%	34%	34%	28%

	MOTORCYCLISTS	OCCUPANT PROTECTION	IMPAIRED DRIVING	VULNERABLE ROAD USERS	DISTRACTED DRIVING
Total Crashes	2%	2%	4%	1%	16%
Fatal and Serious Injury Crashes	16%	15%	14%	12%	11%

FIGURE 61: WILLIAMSON COUNTY EMPHASIS AREAS WITH THE MOST FATAL AND SERIOUS INJURY CRASHES (2019–2023)

High Injury Network

The Williamson County HIN, shown in **Figure 62**, identifies the specific roadways and intersections where a disproportionate number of fatal and serious injury crashes have occurred. By focusing on areas with the highest concentrations of serious injuries and fatalities, the HIN serves as a foundational tool for prioritizing safety improvements and guiding resource allocation.

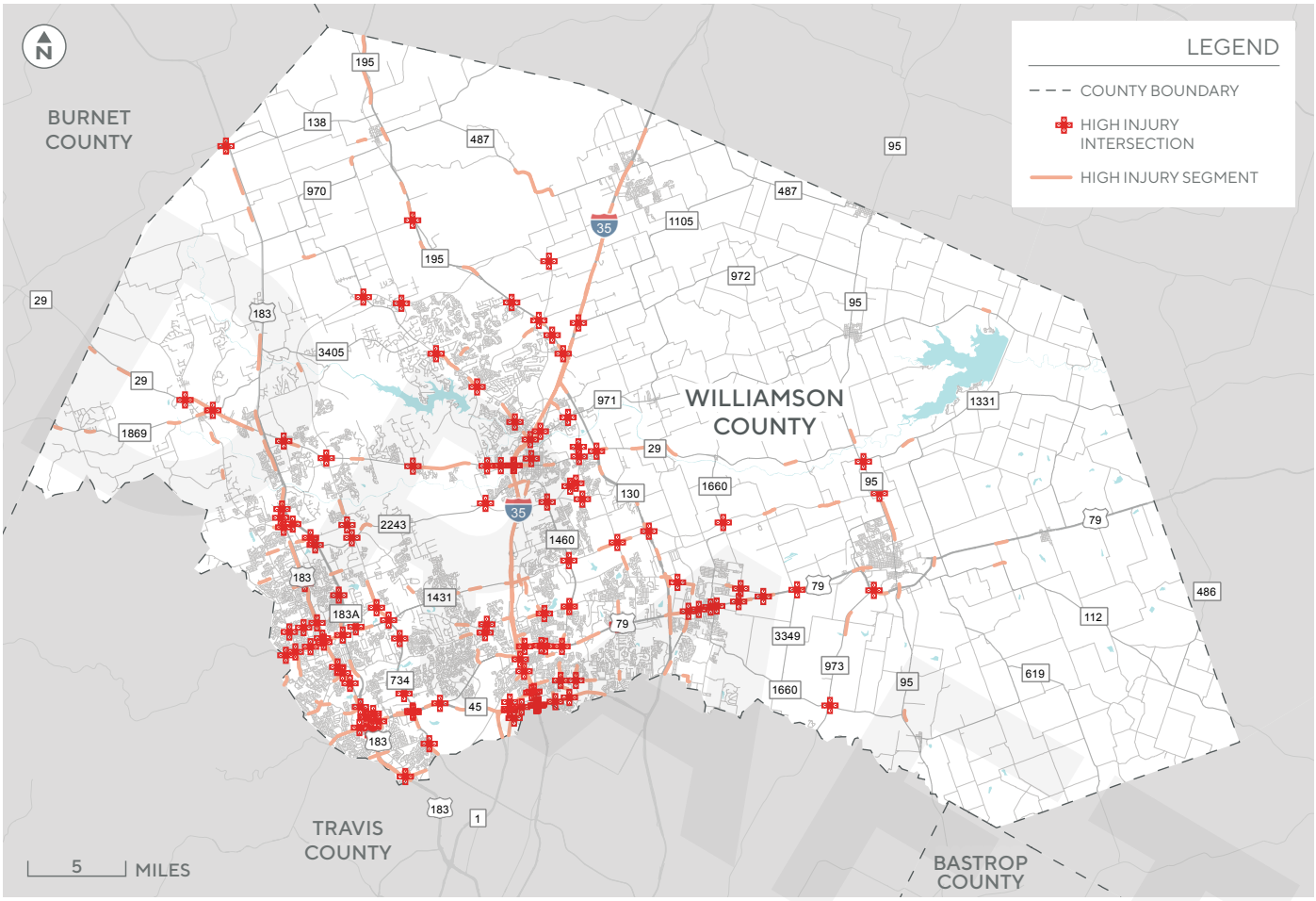


FIGURE 62: WILLIAMSON COUNTY HIGH INJURY NETWORK (2019–2023)

A small portion of Williamson County's HIN is overrepresented in fatal and serious injury crashes. For example, only 7% of intersections that experienced at least one crash during the study period (118 out of 1,461 total intersections) accounted for 35% of all reported crashes and 55% of all fatal crashes. These findings highlight clear opportunities to prioritize safety improvements at key locations.

Over half of all fatal intersection crashes in Williamson County occurred on **only 7%** of the county's intersections

Similarly, a small portion of the roadway network accounted for a disproportionate share of crashes. Just 8% of roadway miles (approximately 171 out of 1,867 miles) where crashes occurred accounted for 51% of all reported crashes and 71% of fatal and serious injury crashes. This indicates a strong concentration of severe safety issues on a limited portion of the network, highlighting key opportunities for targeted improvements.

Over **70% of all fatal and serious injury** non-intersection crashes in Williamson County occurred on only **8% of the county's roadways**.

Targeted Infrastructure Improvements

Figure 63 highlights the locations of recommended targeted safety improvements, focusing on areas where crash severity and frequency are most concentrated. By prioritizing high fatality and serious injury locations, these improvements aim to deliver immediate, life-saving interventions where they are needed most. Using crash data, local knowledge, and community input, this plan recommends proven countermeasures to mitigate safety risks. The improvements were developed for many of the highest-priority corridors and intersections within the Williamson County HIN, as well as other locations identified by the Williamson County Safety Task Force and the public.

Recommended safety improvements were organized into a three-tiered system using a data-driven process that evaluated each improvement based on a set of five criteria: crash reduction potential, cost estimate, benefits to vulnerable road users, benefits to underserved communities, and readiness level.

Proposed Safety-Driven Infrastructure Improvements:

23 Corridor Improvements

36 Intersection Improvements

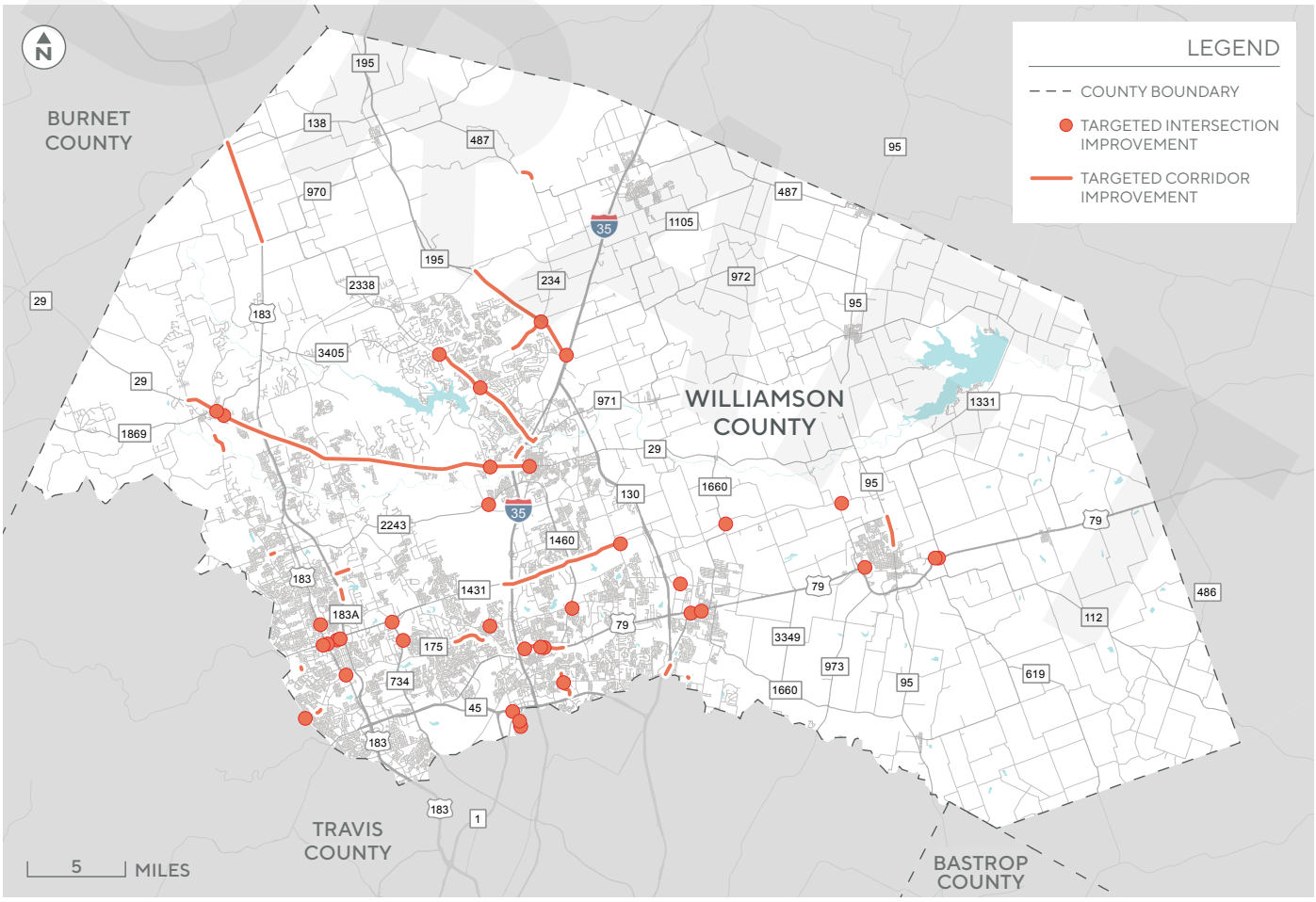


FIGURE 63: WILLIAMSON COUNTY TARGETED IMPROVEMENT LOCATIONS

Targeted Infrastructure Improvement Highlights

The Williamson County SAP recommends many of the solutions and strategies highlighted in Chapter 4 of the RSAP for infrastructure, behavioral, and policy strategies. This section highlights a few of the targeted infrastructure improvement projects below, while the appendix includes a full list of recommended infrastructure improvements.

Williams Drive

Jurisdiction:
City of Georgetown

Limits:
Jim Hogg Road to Austin Avenue (5.8 miles)

Safety Issues:
Angle crashes, roadway and lane departure crashes, dark conditions crashes

Project Description:
Install a raised median with strategically placed hooded lefts; add raised-profile lane markings; safety-treat fixed objects; install roadway lighting

North Main Street

Jurisdiction:
City of Taylor

Limits:
Carlos G Parker Boulevard extending south to Lake Drive

Safety Issues:
Vulnerable road user crashes, roadway and lane departure crashes, dark conditions crashes

Project Description:
Fill approximately 0.85-mile sidewalk gap to improve pedestrian connectivity and safety

Improvements were recommended at 36 intersections identified in the Williamson County HIN. Common safety issues at these locations included angle crashes, opposite direction crashes, and lack of speed management. Several improvements were recommended at each intersection to increase safety, including:

- Installing retroreflective signal head backplates for added visibility
- Installing additional signal heads
- Evaluating leading pedestrian intervals
- Installing new pedestrian crosswalks

Implementation

Implementation is beginning to take shape through these initial activities:

- Williamson County and the Cities of Cedar Park, Georgetown, Leander, and Taylor passed resolutions in June 2025 to adopt the Williamson County SAP and commit to the Road to Zero.
- Williamson County, and the Cities of Cedar Park, Georgetown, Leander, Round Rock, and Taylor, submitted a joint Fiscal Year 2025 SS4A implementation grant application requesting $20 million in federal funding and committing to a $5 million local match.

CHAPTER 6

Implementation

It is essential for the success of the CAMPO Regional Safety Action Plan, and to make real progress on meeting our stated safety goals, to pair the plan with a robust and structured program for implementation. This program will serve as the operational foundation for actively executing, monitoring, and refining safety strategies. Ongoing implementation support is the basis of a successful safety management system, and a clear framework is needed to drive measurable improvements across the region.

Successful implementation requires strategic vision, technical rigor, community engagement, and accountability to drive project execution and support long-term sustainability.

Implementation is designed to be multifaceted and adaptive. Early-action projects in high-risk corridors will serve as visible, high-impact demonstrations of the RSAP's vision for a safer region. Real-time analytics and ongoing performance monitoring will guide adjustments based on emerging data. Expanding these efforts will require diverse funding sources, including federal SS4A grants, local bonds, and public-private or academic partnerships. Public engagement campaigns and school-based initiatives will anchor the plan in community action, fostering local relevance and widespread support. This chapter provides an overview of the implementation road map, monitoring and performance evaluation process, and strategies to sustain momentum beyond plan adoption.

Implementation Road Map

Successful implementation of the CAMPO RSAP requires a road map that is developed and tracked under a well-aligned organizational structure to translate goals into measurable outcomes. To transition from planning to execution, post-plan efforts must be established or integrated within CAMPO's existing framework to provide the governance, oversight, and operational agility necessary for sustained progress. This section describes the responsible parties, a structured implementation framework, and funding mechanisms.

RSAP IMPLEMENTATION RESPONSIBILITIES

To address evolving safety implementation needs, this framework assigns specific responsibilities to CAMPO staff and defines the roles of the Transportation Policy Board (TPB) and Technical Advisory Committee (TAC). This approach integrates safety responsibilities within CAMPO's current framework to streamline efforts and reduce redundancy. CAMPO staff will be responsible for all safety-related initiatives, transforming the region's safety vision and goals into actionable outcomes. They will report to the TAC to ensure alignment with broader transportation planning and engineering standards. Strategically, the TAC will coordinate with and report to the TPB, operating under its supervision to help set goals, refine strategies, and maintain accountability for safety outcomes.

Table 5 outlines the roles and a decision-making framework for safety actions involving the TPB, TAC, dedicated CAMPO staff, and the county safety task forces.

TABLE 5: CAMPO RSAP IMPLEMENTATION ROLES AND DECISION-MAKING FRAMEWORK

GROUP	PRIMARY ROLES	TRACKING & DECISION-MAKING
TRANSPORTATION POLICY BOARD (TPB)	Provides policy guidance, strategic oversight, funding coordination, and adjustment approvals	Integrates safety agenda and monitors strategic alignment; reviews progress reports; resolves escalated issues; and votes on significant changes
TECHNICAL ADVISORY COMMITTEE (TAC)	Conducts technical reviews and provides recommendations to the TPB	Incorporates CAMPO staff input and validates the feasibility of projects
DEDICATED CAMPO STAFF	Provides data analysis and implementation support; collects local input; develops and promotes safety strategies; monitors safety outcomes at the regional level; serves as liaison to county safety task forces	Provides technical information to the TAC for potential recommendations for TPB approval
COUNTY SAFETY TASK FORCES	Lead city and county projects and strategies; secure and manage funding; monitor safety outcomes at the local level; lead public education efforts; and support policy and law enforcement initiatives	Monitor crash history; analyze underserved community needs; track progress of strategy outputs; and evaluate safety performance

In addition to the formal committees and groups described in **Table 4**, CAMPO will support ad hoc committees (also called "quick action" teams) created for a specific purpose.

FROM PLAN TO IMPLEMENTATION: STRUCTURING PROGRESS

CAMPO and its safety partners will facilitate structured implementation through a clear and coordinated workflow. Safety projects and measures will only succeed if they are embedded into an operational cycle that includes accountability mechanisms, designated responsibilities, and aligned decision-making, as illustrated in **Figure 64**.

This implementation framework enables CAMPO to continously apply the safety management cycle, transforming planning into consistent, tangible outcomes.

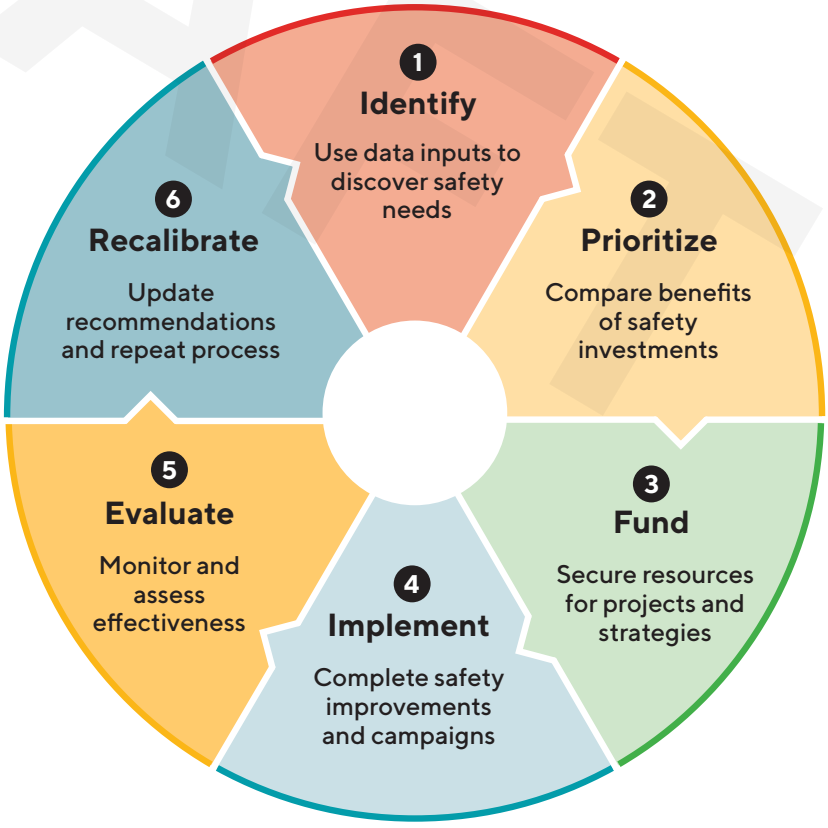


FIGURE 64: IMPLEMENTATION FRAMEWORK

FUNDING MECHANISMS

To effectively implement the RSAP, it is essential to secure diverse funding sources and establish structured spending mechanism processes. CAMPO plays a key role in helping partners navigate funding sources and align project proposals with regional safety goals.

Table 6 summarizes a subset of key transportation safety programs, organized by category, to help CAMPO and regional partners strategically pursue and align financial resources with safety priorities.

TABLE 6: SAFETY FUNDING PROGRAMS AND RESOURCES

PROGRAM/RESOURCE	DESCRIPTION	SAFETY IMPACT ON REGION
SURFACE TRANSPORTATION BLOCK GRANT (STBG)	Preserves and improves the conditions and performance on federal-aid roadway facilities	CAMPO prioritizes some STBG funds via periodic project calls
CARBON REDUCTION PROGRAM (CRP)	Funds states to develop carbon reduction strategies and projects to reduce transportation-related carbon emissions	CAMPO prioritizes some CRP funds via periodic project calls
SAFE STREETS AND ROADS FOR ALL (SS4A)	Supports safety action plans, supplemental planning, and project implementation	RSAP and County SAP development and execution
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	Funds projects (typically infrastructure) aimed at reducing traffic fatalities and serious injuries	TxDOT evaluates projects based on RSAP and County SAP findings
TRANSPORTATION ALTERNATIVES SET-ASIDE	Funds non-motorized transportation projects	Supports sidewalks, bicycle lanes, and pedestrian safety improvements (includes Safe Routes to School)
FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310	Enhances mobility for seniors and individuals with disabilities	Supports accessible transit solutions in the CAMPO region
TxDOT CATEGORY 8 (SAFETY)	Allocates funds for safety improvements	Supports projects identified through road safety audits
STRATEGIC HIGHWAY SAFETY PLAN (SHSP) IMPLEMENTATION	Implements behavior-related programs, rural safety initiatives, and pilot projects	Supports projects identified through road safety audits
CAMPO TAC AND TPB	Identifies and funds local safety projects	CAMPO's participation supports regional priorities
CAMPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP)	Lists funded projects ready for implementation within four years	Incorporates safety criteria into project selection
COUNTY AND MUNICIPAL BONDS	Funds infrastructure projects with government-issued bonds	Supplements federal and state funding for safety projects
PRIVATE/ACADEMIC PARTNERSHIPS	Supports technology deployment, research pilots, and various safety efforts	Provides innovative safety solutions and data analysis

CAMPO plays a key role in supporting grant applications across the region in close partnership with counties and cities. As the regional MPO, CAMPO will provide strategic coordination and technical assistance, align policies, and provide other support as needed to help member agencies secure grant funding. Member agencies will identify priority projects, contribute site-specific information, secure matching funds, and implement the projects.

Monitoring Progress and Evaluation

The long-term success of the CAMPO RSAP requires that robust performance monitoring and a continuous improvement framework be embedded into all safety initiatives. This will incorporate both qualitative and quantitative evaluations to measure progress, guide funding decisions, and continuously refine strategies based on real-world outcomes. Core tools and evaluation mechanisms will include:

- **Annual Tracking System:** Outputs (completed safety projects), outcomes (changes in fatalities, serious injuries), and public feedback will be recorded and analyzed annually. This system will serve as the foundation to evaluate the overall impact of the safety program and inform future funding allocations.
- **Crash Dashboard:** A centralized, web-based safety dashboard will display regularly updated data on crash statistics, high-risk corridors, and project timelines. The dashboard should integrate data from sources such as TxDOT's Crash Records Information System (CRIS) and CAMPO's own project management tools.
- **Predictive Analytics:** By leveraging crash trends, roadway conditions, traffic volumes, and emerging technologies, such as video analytics of near-miss conflicts, connected vehicle outputs, and big data sources for operating speeds, CAMPO will deploy predictive modeling tools to anticipate future safety risks. These analytics will be used to assist in prioritizing interventions before issues escalate, and guide project reprioritization during TIP and RTP updates.
- **Before-and-After Studies:** These analyses will compare pre- and post-project implementation conditions to assess safety effects, using metrics such as changes in crash frequency and/or severity, changes to the number of near-miss events, changes to motor vehicle speeds, and community perception changes.
- **Quarterly Audits and Annual Safety Reports:** Dedicated CAMPO staff and county safety task forces will evaluate implementation timelines and spending annually. An annual report will summarize all safety activities and outcomes each year.

The TPB and TAC will formally review evaluations and use the findings to adjust strategies, providing alignment with regional safety goals.

Beyond the Plan—Keeping Momentum

A structured implementation program is essential to operationalize, monitor, and refine safety strategies. It forms the backbone of a successful safety management system that delivers measurable, positive safety outcomes. This effort must begin immediately upon RSAP adoption. The following outlines anticipated Year 1 implementation activities and provides a framework for future years.

YEAR 1 ACTIVITIES

The first year following RSAP adoption is critical to laying the foundation for long-term success. To institutionalize safety within CAMPO and across the region, CAMPO and its safety partners will commit to the Year 1 activities shown in **Figure 65** below.

1 Sept–Nov 2025	2 Dec 2025–Feb 2026	3 Mar–Sept 2026	4 Oct–Dec 2026
Initial Program Presentation CAMPO staff will introduce the implementation steps from the RSAP to the TAC, including anticipated roles, responsibilities, and timelines.	**Implement Committee Strategies, Coordinate with Teams** CAMPO will encourage the TPB and TAC to establish defined safety roles in the RSAP, dedicate staff time for implementation, continue to support county safety task forces through plan implementation, and set objectives for the coming year.	**Quarterly Implementation Coordination (within TAC Meetings)** CAMPO staff will use TAC meetings as a venue to align agency schedules, funding, and priorities, as well as to address cross-jurisdictional issues and provide quarterly progress updates (TAC, TPB as needed).	**Year 1 Assessment** CAMPO staff will assess progress made during the calendar year, identify challenges to overcome, and develop revised objectives and actions for the following year.

FIGURE 65: TIMELINE OF RSAP IMPLEMENTATION YEAR 1 ACTIVITIES

Future Activities

Following a successful first year of RSAP implementation, CAMPO will reconvene to build on recent progress, make needed adjustments, and continue advancing the region's vital mission of saving lives. **Figure 66** illustrates a typical annual cycle of activities designed to sustain transportation safety momentum.

Embedding these efforts within the CAMPO TAC's schedule, selectively engaging the TPB, and continuing to hold regular meetings with the county safety task forces supports efficient RSAP implementation while fostering accountability and cross-agency coordination.

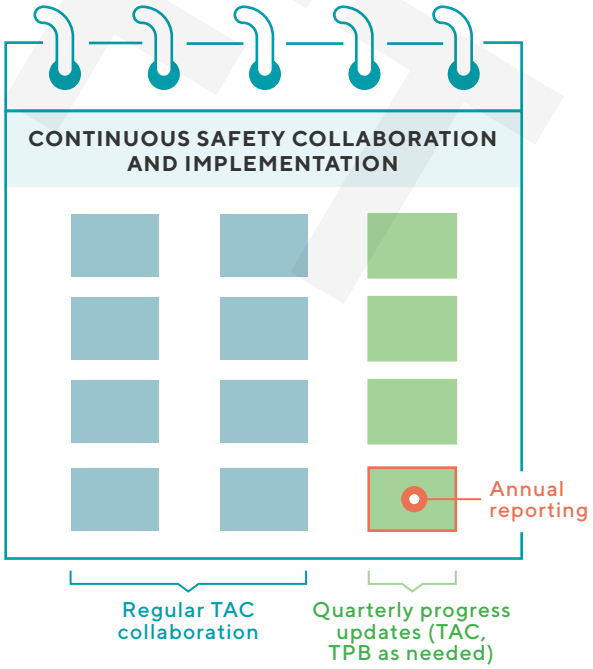


FIGURE 66: RSAP IMPLEMENTATION CYCLE

Conclusion

The CAMPO Regional Safety Action Plan is a vital, data-driven commitment to eliminate fatalities and serious injuries in Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties through a unified regional effort grounded in the Safe System Approach. It aligns county-level strategies with shared Road to Zero goals to reduce fatal and serious injury crashes by 50% by 2035 and to zero by 2050.

With over 1,300 community participants, robust stakeholder collaboration, and detailed analyses of underserved communities, High Injury Networks, and emphasis areas, the plan offers both targeted and systemic solutions. It outlines a clear path forward through infrastructure projects, policy development, behavioral initiatives, and governance mechanisms for ongoing evaluation. The RSAP reflects a shared regional vision for a transportation system that is safe, accessible, and well-connected for all road users.

CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

CENTRAL TEXAS

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Capital Area Metropolitan Planning Organization

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Capital Area MPO

Photo sources: City of Austin, Caldwell County, Project Team, Adobe Stock

Appendix

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

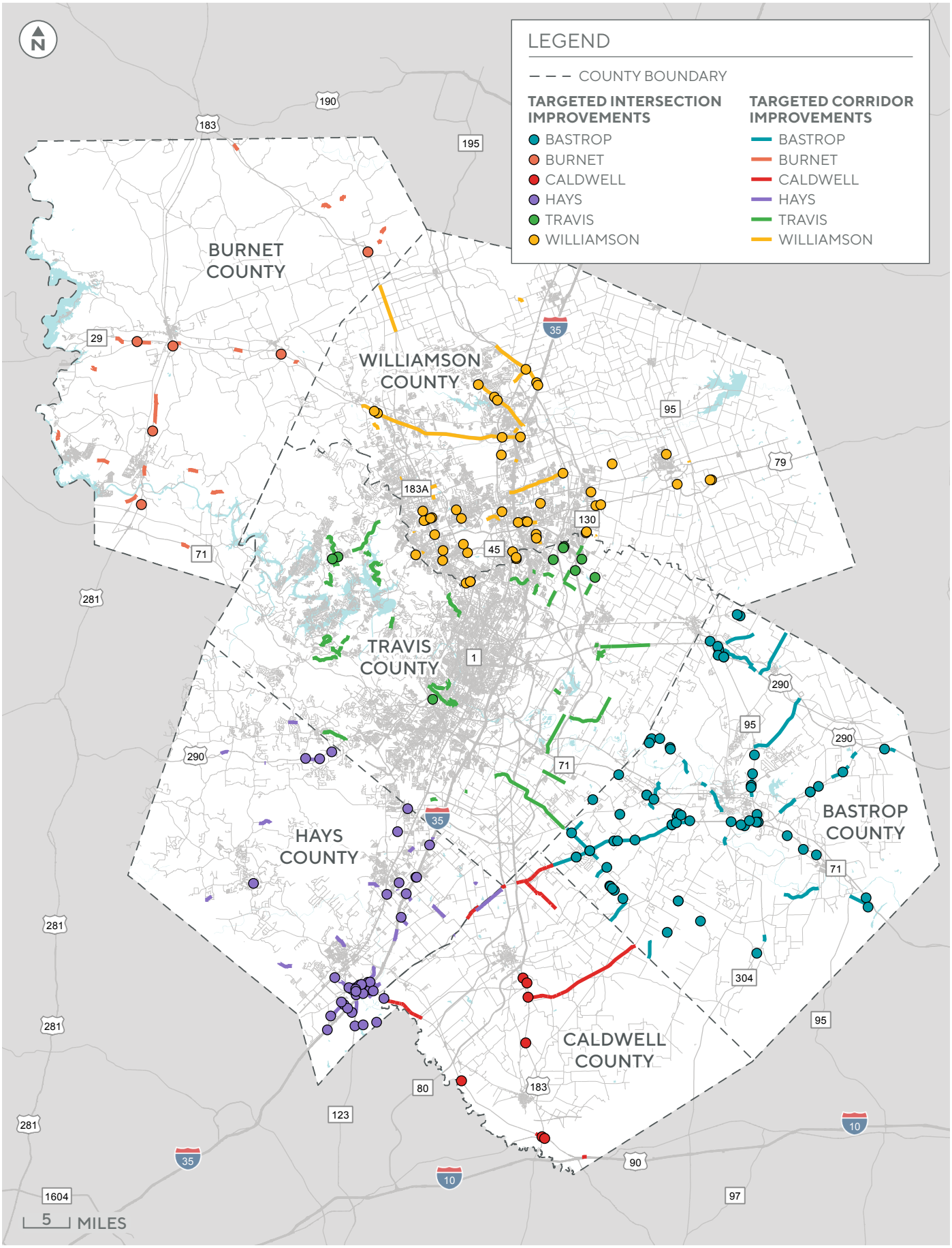

FIGURE A-1: CAMPO REGION TARGETED IMPROVEMENT LOCATIONS (EXCLUDING CITY OF AUSTIN)

Bastrop County Project List

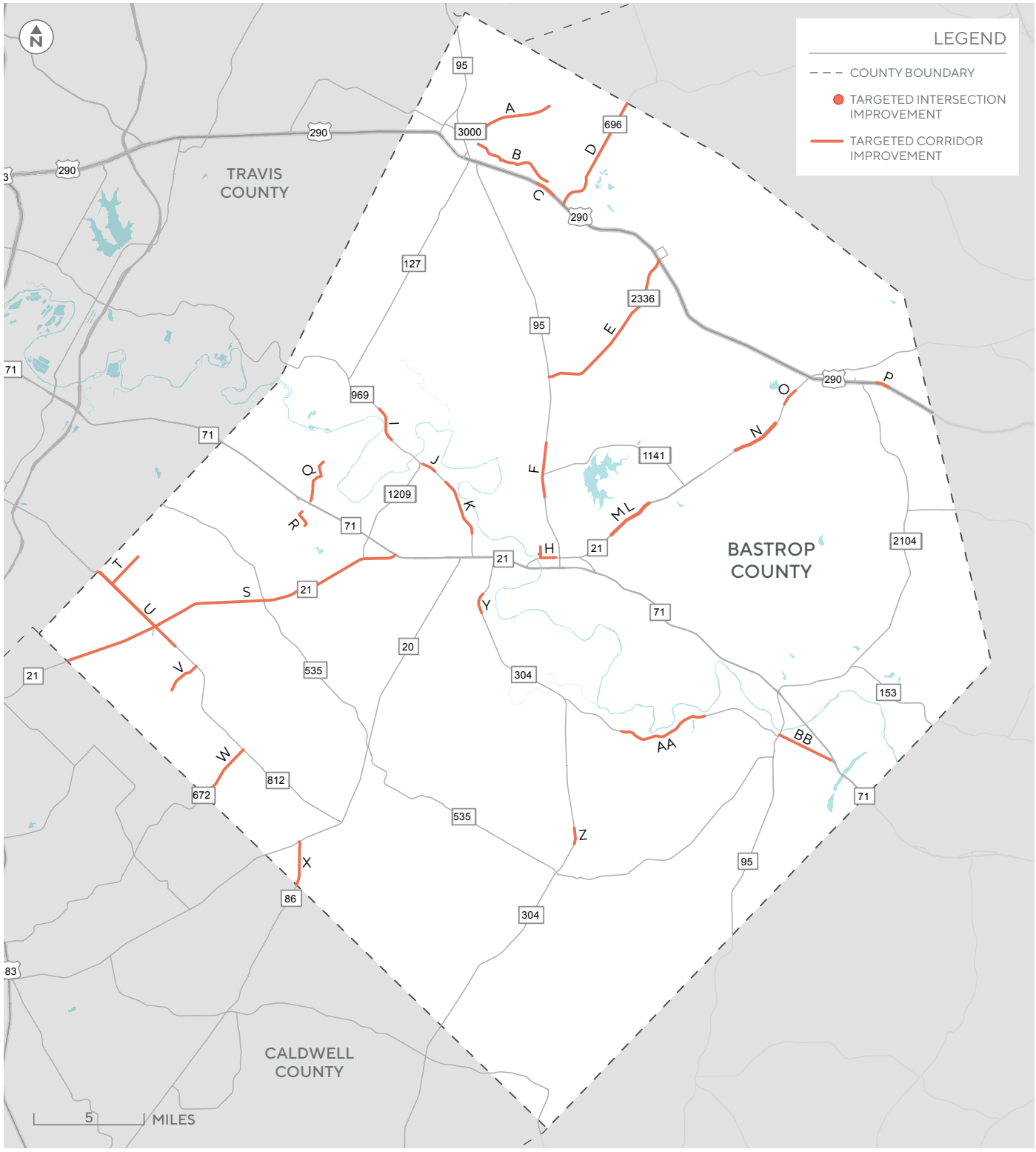

FIGURE A-2: BASTROP COUNTY TARGETED IMPROVEMENT LOCATIONS (CORRIDORS)

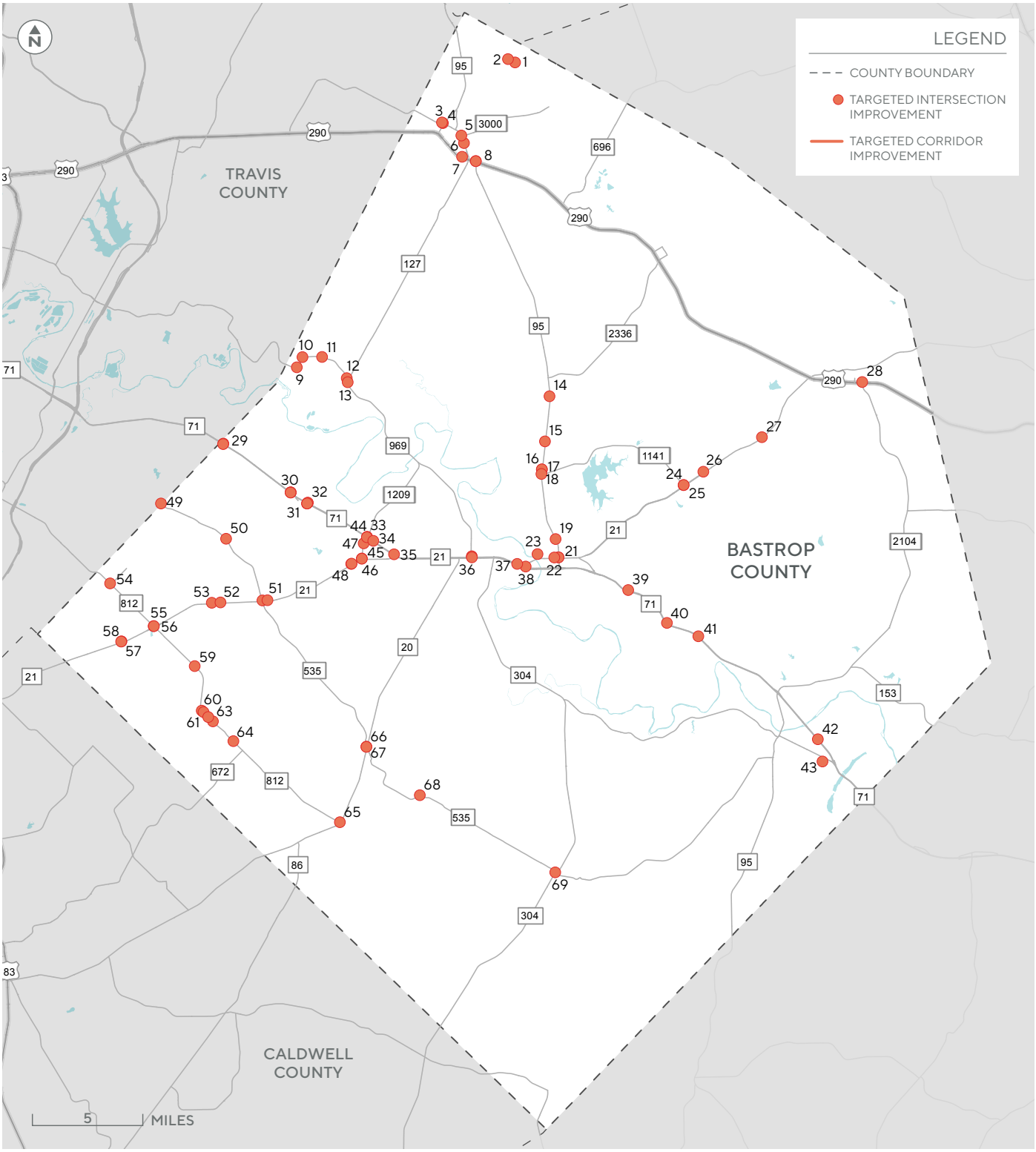

FIGURE A-3: BASTROP COUNTY TARGETED IMPROVEMENT LOCATIONS (INTERSECTIONS)

TABLE A-1: BASTROP COUNTY TARGETED IMPROVEMENTS

Bastrop County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
A	FM 3000	Westbook Lane	Old Lexington Road	TxDOT	Improve roadway geometry to 12' lanes and 10' shoulders. Consider as part of District-wide systemic rural improvement projects.
B	Old McDade Road	Plum Drive	Pump Station Road	Bastrop County	Add striping, chevrons, and rumble strips.
C	US 290	Christensen Road	West of FM 696	TxDOT	Add median cable barrier.
D	FM 696	US 290	Lee County Line	TxDOT	Improve roadway geometry to 12' lanes and 10' shoulders. Consider as part of District-wide systemic rural improvement projects.
E	FM 2336	SH 95	SH 71	TxDOT	Improve roadway geometry to 12' lanes and 10' shoulders. Consider as part of District-wide systemic rural improvement projects.
F	SH 95	Lba Drive	Bonner Lane	TxDOT	Restripe to provide two-way left-turn lane.
G	Main Street	Chestnut Street	Cedar Street	City of Bastrop	Add high visibility crosswalks.
H	Chestnut Street	Main Street	Martin Luther King Jr Drive	City of Bastrop	Add high visibility crosswalks.
I	FM 969	Lower Elgin Road	Barton Road	TxDOT	Add chevrons and curve ahead/speed advisory signs.
J	FM 969	Curve at Doc Bryson Lane	East of FM 1209	TxDOT	Add chevrons and curve ahead/speed advisory signs.
K	FM 969	Earhardt Road	Sam Houston Drive	TxDOT	Add chevrons and curve ahead/speed advisory signs.
L	SH 21	Southshore Road	Joe Small Road	TxDOT	Add shoulder or guardrail, especially on curves.
M	SH 21	Southshore Road	Joe Small Road	TxDOT	Add reflective pavement markings, curve warning signs, and other signage to increase visibility of edge of pavement.
N	SH 21	Squirrel Run	S Old Potato Road	TxDOT	Add shoulder or guardrail, especially on curves.
O	SH 21	South of Dixon Prairie Road	Teka Lane	TxDOT	Add curve warning signs and advisory speed signs.
P	US 290	Curve East of Paige	N/A	TxDOT	Add chevrons and curve ahead/advisory speed signs.
Q	N Pope Bend Road	SH 71	Moccasin Canyon	Bastrop County	Add chevrons, curve ahead/speed advisory signs, and rumble strips.

Bastrop County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
R	S Pope Bend Road	Lois Lane	Cedar Lane	Bastrop County	Add chevrons, curve ahead/speed advisory signs, and rumble strips.
S*	SH 21	Caldwell County Line	SH 71	TxDOT	Improve roadway geometry to provide left turn bays or two-way left turn lanes where warranted by traffic volumes.
T	FM 2430	FM 812	Jacobson Road	TxDOT	Improve roadway geometry to 12' lanes and 10' shoulders. Consider as part of District-wide systemic rural improvement projects.
U*	FM 812	Travis County Line	East of SH 21	Law Enforcement	Increased enforcement.
V	Old San Antonio Road	FM 812	Scarlet Oak Drive	Bastrop County	Add reflective striping and rumble strips. Improve curve warning signs and make delineators fully reflective.
W	FM 672	FM 812	Caldwell County Line	TxDOT	Improve roadway geometry to 11' lanes and 6' shoulders. Consider as part of District-wide systemic rural improvement projects.
X	FM 86	FM 20	Caldwell County Line	TxDOT	Improve roadway geometry to 12' lanes and 8' shoulders. Consider as part of District-wide systemic rural improvement projects.
Y	SH 304	Curve at Spring Branch	N/A	TxDOT	Add chevrons, curve ahead/speed advisory signs, and rumble strips.
Z	SH 304	Foster Road	Easly Road	TxDOT	Add chevrons, curve ahead/speed advisory signs, and rumble strips.
AA	FM 2571	Young School house Road	Rutherford Lane	TxDOT	Add chevrons, curve ahead/speed advisory signs, and rumble strips.
BB	SL 230	SH 95	SH 71	TxDOT	Reconstruct to three lane section with improved bicycle/pedestrian facilities.
1	Red Town Road curve (E)	N/A	N/A	Bastrop County	Improve curve warning signage.
2	Red Town Road curve (W)	N/A	N/A	Bastrop County	Improve curve warning signage.

***Note:** This improvement is located near county boundaries or connects with other improvement(s) in adjacent counties. Regional coordination is encouraged to support seamless planning and implementation.

Bastrop County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
3	SH 95 at Main Street	N/A	N/A	TxDOT	Signalize with coordination or restrict access. Provide crosswalk across SH 95.
4	Main Street at 2nd Street	N/A	N/A	TxDOT	Add high visibility crosswalk markings and revise signal timing to include Leading Pedestrian Intervals.
5	Main Street at Brenham Street	N/A	N/A	City of Elgin	Add “cross traffic does not stop” plaque to approach.
6	US 290 at Ochoa Street	N/A	N/A	TxDOT	Add eastbound supplemental signal head.
7	US 290 at SH 95	N/A	N/A	TxDOT	Make left turns protected only phasing. Restripe eastbound left turn lane to meet RDM standards.
8	US 290 at SH 95	N/A	N/A	TxDOT	Red light running mitigation.
9	FM 696, curve east of Lazy River Lane	N/A	N/A	TxDOT	Replace existing chevrons and install at four feet high from travel way. Reduce advance curve warning signs to minimum distance.
10	FM 969, curve at Terri Trail	N/A	N/A	TxDOT	Replace existing chevrons and install at four feet high from travel way.
11	FM 969, east of Upper Elgin River Road	N/A	N/A	TxDOT	Add a “no passing” sign to the eastbound approach.
12	FM 969 at FM 1704	N/A	N/A	TxDOT	Add flashing beacons to “stop ahead” and “turn ahead” signs.
13	FM 969, east of FM 1704	N/A	N/A	TxDOT	Add “no passing” sign to westbound approach.
14	SH 95 at Pershing Boulevard	N/A	N/A	TxDOT	Red light running mitigation.
15	SH 95 at Lba Drive	N/A	N/A	TxDOT	Move westbound “signal ahead” sign farther east.
16	SH 95 at Phelan Road	N/A	N/A	TxDOT	Clear vegetation on northwest corner of intersection to improve visibility.
17	SH 95 at Phelan Road	N/A	N/A	TxDOT	Construct a flashing beacon.
18	SH 95 at FM 1441	N/A	N/A	TxDOT	Red light running mitigation.
19	SH 95 at Hawthorne Street	N/A	N/A	TxDOT	Add signal ahead warning sign to southbound approach.
20	SH 95 at SL 150	N/A	N/A	TxDOT	Add pedestrian crossings and signals.
21	SH 95 at SL 150	N/A	N/A	TxDOT	Red light running mitigation.

Bastrop County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
22	Chestnut Street, bridge east of Martin Luther King Jr Drive	N/A	N/A	City of Bastrop	Fill in sidewalk gap at bridge.
23	Farm Street at Church Street	N/A	N/A	City of Bastrop	Fill in sidewalk gap.
24	SH 21 at FM 1441	N/A	N/A	TxDOT	Replace intersection warning signs with W2-1 signs and place at minimum distances.
25	SH 21 at FM 1441	N/A	N/A	TxDOT	Traffic signal warrant analysis.
26	SH 21 at Quarter Horse Loop	N/A	N/A	TxDOT	Install overhead flashing beacon with illumination.
27	SH 21 at N Old Potato Road	N/A	N/A	TxDOT	Add intersection ahead warning sign on southbound approach.
28	US 290 at FM 2104	N/A	N/A	TxDOT	Traffic signal warrant analysis.
29	SH 71 at Tucker Hill Lane	N/A	N/A	TxDOT	Relocate flashing “signal ahead” warning sign on the westbound approach to be east of the vertical curve.
30	SH 71 at Enchanted Cove	N/A	N/A	TxDOT	Add flashing beacon with illumination.
31	SH 71 at Enchanted Cove	N/A	N/A	TxDOT	Add intersection ahead warning signs on northwestbound and southeastbound approaches.
32	SH 71 at Pope Bend Road	N/A	N/A	TxDOT	Verify clearance intervals.
33	SH 71 at FM 1209	N/A	N/A	TxDOT	Add supplemental signal heads on signal poles. Add crosswalks.
34	SH 71 at Stephen F Austin Boulevard	N/A	N/A	TxDOT	Close median opening.
35	SH 21 at SH 71	N/A	N/A	TxDOT	Restripe SH 71 frontage roads to have one left turn lane and one through lane.
36	SH 71 at SH 304	N/A	N/A	TxDOT	Pedestrian/signal timing improvements.
37	SH 71 at Hasler Boulevard	N/A	N/A	TxDOT	Pedestrian/signal timing improvements.
38	SH 71 at SL 150	N/A	N/A	TxDOT	Add westbound intersection ahead warning sign. Check clearance intervals.
39	SH 71 at McAllister Road	N/A	N/A	TxDOT	Install flashing beacon with illumination.
40	SH 71, curve west of Green Acres Loop	N/A	N/A	TxDOT	Add advanced curve warning signs and chevrons.

Bastrop County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
41	SH 71 at Cottletown Road	N/A	N/A	TxDOT	Close median opening.
42	SH 71 at NE 8th Street	N/A	N/A	TxDOT	Add advanced intersection warning signs.
43	Old Lake Road at Woodress Street	N/A	N/A	Bastrop County	Add a stop sign to the eastbound approach if there is not one currently.
44	FM 1209 at Union Chapel Road	N/A	N/A	TxDOT	Add stop ahead and intersection ahead warning signs on all approaches. Replace stop sign with larger, reflective signs to bring awareness to sign.
45	SH 21 at FM 1209	N/A	N/A	TxDOT	Add signal ahead warning signs on all approaches (before curve on eastbound approach). Protected left-turn phasing only.
46	SH 21 at FM 1209	N/A	N/A	TxDOT	Red light running mitigation.
47	SH 21 at Brentwood Drive	N/A	N/A	TxDOT	Add right turn and left turn deceleration lanes and analyze impact of removing the super 2 passing lane.
48	SH 21 at Brentwood Drive	N/A	N/A	TxDOT	Trim trees on northeast corner of intersection. Add “intersection ahead” signs.
49	FM 535, west of Wolf Lane	N/A	N/A	TxDOT	Add eastbound “no passing” sign.
50	FM 535, west of Northside Lane	N/A	N/A	TxDOT	Add westbound “no passing” sign.
51	SH 21 at FM 535	N/A	N/A	TxDOT	Red light running mitigation.
52	SH 21 at Heritage Oaks Drive	N/A	N/A	TxDOT	Conduct traffic signal warrant analysis.
53	SH 21 at Wright Drive	N/A	N/A	TxDOT	Conduct traffic signal warrant analysis.
54	FM 812 at Mesa Drive/Stork Road	N/A	N/A	TxDOT	Realign Mesa Drive to create a four-leg intersection with Stork Road. Consider roundabout. Add illumination.
55	SH 21 at FM 812	N/A	N/A	TxDOT	Restripe TWLTL under bridge to be two distinct left turn lanes.
56	SH 21 at FM 812	N/A	N/A	TxDOT	Conduct intersection analysis with roundabout as an alternative.
57	SH 21 at Legend Oaks Drive	N/A	N/A	TxDOT	Add animal crossing sign to westbound approach. Remove trees at northeast corner to increase sight distance. Restripe to provide a westbound right turn deceleration lane.
58	SH 21 at Legend Oaks Drive	N/A	N/A	TxDOT	Traffic signal warrant analysis.

Bastrop County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
59	FM 812 at Old San Antonio Road	N/A	N/A	TxDOT	Reconstruct beacon to traffic signal pending warrant study.
60	FM 812 at Green Mountain Drive	N/A	N/A	TxDOT	Add “stop ahead” sign to northbound approach.
61	FM 812 at Sendero Boulevard	N/A	N/A	TxDOT	Add “stop ahead” sign to southbound approach.
62	FM 812 at Riddle Road	N/A	N/A	TxDOT	Add “stop ahead” sign to northbound approach.
63	FM 812, west of Cripple Creek Drive	N/A	N/A	TxDOT	Add eastbound deer crossing sign.
64	FM 812, east of Cripple Creek Drive	N/A	N/A	TxDOT	Add westbound deer crossing sign.
65	FM 20 at FM 812	N/A	N/A	TxDOT	Conduct traffic signal warrant analysis.
66	FM 20 at FM 535	N/A	N/A	TxDOT	Reconstruct to roundabout.
67	FM 20 at FM 535	N/A	N/A	TxDOT	Reduce spacing of advanced warning signs and guide signs to minimums.
68	FM 535, west of Waterson Road	N/A	N/A	TxDOT	Add chevrons.
69	SH 304 at FM 535	N/A	N/A	TxDOT	Reduce spacing of advanced warning signs and guide signs to minimums.

Burnet County Project List

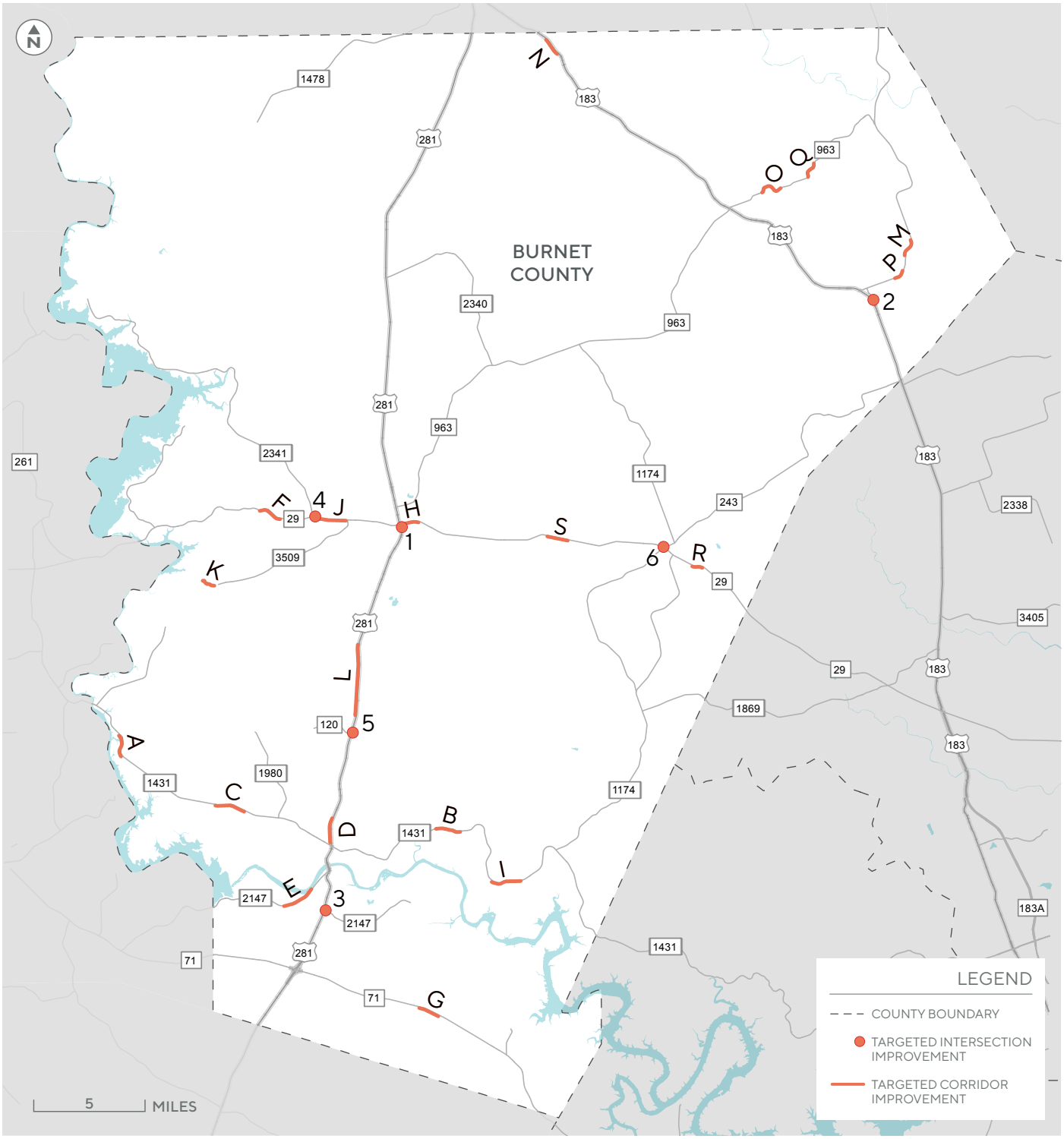

FIGURE A-4: BURNET COUNTY TARGETED IMPROVEMENT LOCATIONS

TABLE A-2: BURNET COUNTY TARGETED IMPROVEMENTS

Burnet County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
A	RM 1431	North of Mill Creek Road	South of CR 136A	TxDOT	Install chevrons (curve), dynamic speed feedback signs, and raised reflective edgeline rumble strips. Widen paved shoulders (to <5 ft).
B	RM 1431	West of CR 341	CR 341A	TxDOT	Install chevrons (curve), dynamic speed feedback signs, and raised reflective edgeline rumble strips. Widen paved shoulders (to <5 ft).
C	RM 1431	Valley View Lane	West of Wirtz Dam Road	TxDOT	Widen paved shoulders (to <5 ft). Install raised reflective edgeline rumble strips.
D	US 281	12th Street	Colt Circle	TxDOT	Install raised median.
E	RM 2147	2706 RM 2147	East of Rocky Road	TxDOT	Widen paved shoulders (to <5 ft). Install raised reflective centerline rumble strips.
F	SH 29	West of Rocky Hollow Drive	Center Street	TxDOT	Widen paved shoulders (to <5 ft). Install raised reflective edgeline rumble strips.
G	SH 71	East of Vista View Trail	Parr Avenue	TxDOT	Add safety lighting at intersection.
H	SH 29	N Main Street	East of N Hill Street	TxDOT	Add lighting.
I	RM 1431	CR 343A	E FM 1431 Business	TxDOT	Install advanced warning signs (curve).
J	SH 29	East of RR 2341	FM 3509	TxDOT	Add lighting and dynamic speed feedback signs.
K	CR 116	West of 6850 CR 116	East of Vista Hermosa	TxDOT	Install advanced warning signs (curve) and raised reflective edgeline rumble strips.
L	US 281	Park Road 4 South	South of Southern Pacific Railroad	TxDOT	Install raised reflective edgeline rumble strips. Resurface roadway.
M	FM 2657	South of 2800 FM 2657	North of 3555 FM 2657	TxDOT	Install LED flashing chevrons (curve), dynamic speed feedback signs, raised centerline rumble strips, and advanced warning signs (curve).
N	US 183	20910 US 183	CR 228	TxDOT	Install safety lighting at intersection.
O	RM 963	East of 22520 RM 963	23898 RM 963	TxDOT	Install LED flashing chevrons (curve), dynamic speed feedback signs, and raised centerline rumble strips.
P	FM 2657	1630 FM 2657	North of 2000 FM 2657	TxDOT	Install LED flashing chevrons (curve), dynamic speed feedback signs, and raised centerline rumble strips.
Q	RM 963	25546 RM 963	South of Smith Cemetery Road	TxDOT	Install LED flashing chevrons (curve), dynamic speed feedback signs, and raised reflective edgeline rumble strips.
R	SH 29	1634 SH 29	West of Oaks Road	TxDOT	Install advanced warning signals (curve- existing warning signs).
S	SH 29	CR 304	East of Lehne Road	TxDOT	Install dynamic speed feedback signs, raised centerline rumble strips, and advanced warning signals and signs.

Burnet County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
1	US 281 at West Jackson Street	N/A	N/A	TxDOT	Implement Leading Pedestrian Interval (LPI) timing. Install safety lighting at intersection.
2	US 183 at Loop 308	N/A	N/A	TxDOT	Replace the flashing beacon with a traffic signal.
3	US 281 at RM 2147	N/A	N/A	TxDOT	Replace the flashing beacon with a traffic signal.
4	SH 29 at RR 2341	N/A	N/A	TxDOT	Install advanced warning signals and signs (intersection).
5	US 281 at FM 1855	N/A	N/A	TxDOT	Install advanced warning signals and signs (intersection) and install pavement markings.
6	SH 29 at RM 243	N/A	N/A	TxDOT	Install advanced warning signals and signs (intersection) and dynamic speed feedback signs.

Caldwell County Project List

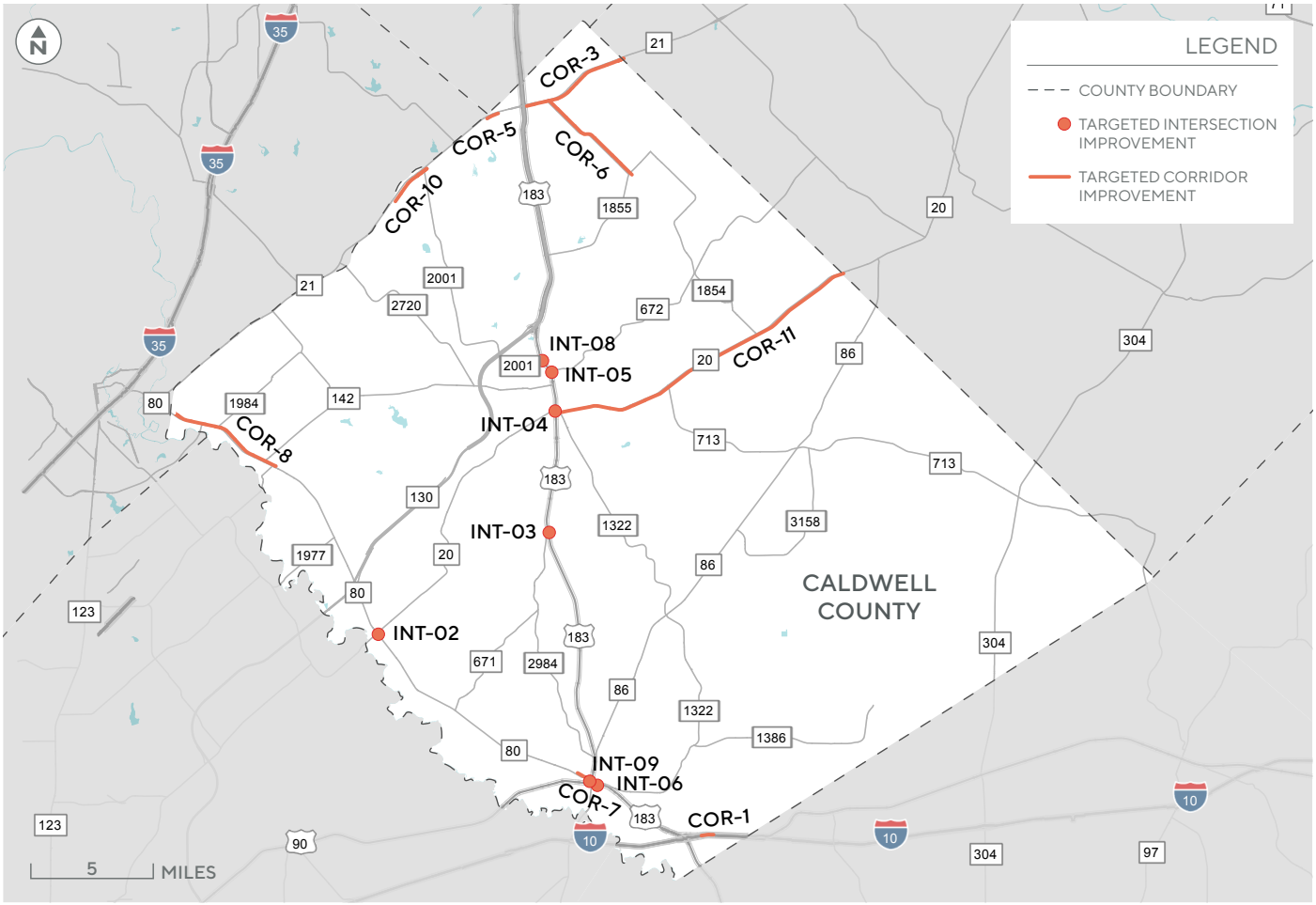

FIGURE A-5: CALDWELL COUNTY TARGETED IMPROVEMENT LOCATIONS

Caldwell County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
COR-1	IH 10	2,900' east of US 183	5,650' east of US 183	TxDOT (Yoakum District)	**Short term:** Install lighting in vicinity of IH 10 at US 183 interchange. Designate additional shoulder length for deceleration lane & add additional 12' shoulder width on westbound I-10 for US 183 exit. On eastbound I-10: Relocate entrance ramp further east so that merge point is located outside of curved section of I-10.
COR-3*	SH 21	US 183	Bastrop County Line	TxDOT	**Short term:** Add lighting in vicinity of intersections. Evaluate need for speed limit reduction on SH 21 between US 183 and Bastrop County Line. Synchronize traffic signals. Regulate roadside commercial activity throughout corridor. Add flashing beacon to Signal Ahead warning signs on SH 21 on approach to FM 1854/E Lone Star Dr. Add Left Turn Signal overhead sign on westbound approach of SH 21 at FM 1854/E Lone Star Dr intersection. Regulate roadside commercial activity at FM 1854/E Lone Star Dr (remove old pavement at CR 176 closure, add grass/sod, fencing). Add Intersection Ahead warning signs on intersection approaches. **Long term:** Replace bridges at multiple locations east of FM 1854. Add turn lanes on SH 21 for safety purposes. Evaluate need for new interchange at SH 21 and US 183.
COR-5*	SH 21	Hays County Line	775' east of Candide Lane	TxDOT	**Short term:** Install 2-4' center buffer with 2 sets of rumble strips. Install lighting in vicinity of intersections.
COR-6	FM 1854	SH 21	FM 1185	TxDOT	**Short term:** Enhance delineation on curved segments, including edge line/centerline pavement markings, raised retroreflective pavement markers, chevron/curve warning signs/advisory speed plaques. **Medium term:** Install shoulder enhancements for safety purposes. Add centerline and edgeline rumble strips.
COR-7	SH 80	650' east of Oleander Avenue	80' east of N. Walnut Avenue	TxDOT	**Short term:** Install dynamic speed feedback signs. Improve street lighting between Hackberry and Cypress. Replace existing markings with 6" centerline and edgeline pavement markings with retroreflectivity. Add double striped centerline throughout corridor. Stripe out 12' lane lines and shoulder to visually narrow corridor and slow down speeds. Improve pavement markings at SH 80 and Hackberry to delineate edge lines and visually reduce size of intersection. Prohibit on-street parking.

***Note:** This improvement is located near county boundaries or connects with other improvement(s) in adjacent counties. Regional coordination is encouraged to support seamless planning and implementation.

Caldwell County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
COR-8	SH 80	Hays County Line	FM 1979	TxDOT	**Short term:** Synchronize traffic signals. Replace existing pavement markings w/raised profile edge line and raised profile centerline (6") pavement markings. Add rumble strips inside of existing center turn lane and on shoulders. Add lighting throughout curved sections (e.g., east of Old Bastrop Road). Add flashing beacons on Signal Ahead warning signs. At FM 110: Install flashing yellow beacons above existing Signal Ahead warning signs on all approaches. Conduct traffic study to evaluate need to convert FYA to protected left turn operation. At Quail Run: Evaluate need to add eastbound right turn lane on SH 80 at Quail Run. Add Intersection Ahead warning signs on SH 80 and "Cross Traffic Does Not Stop" plaque on Stop sign on Quail Run. At SH 142: Implement various pedestrian improvements (e.g., leading pedestrian interval, high visibility crosswalks, move crosswalks further away from edge of travel lane). Add deceleration lane for westbound channelized right turn lane, relocate wayfinding sign to be placed prior to channelized right turn lane. Add left turn arrow pavement markings. Refresh pavement markings. Add additional lighting on all intersection approaches. At FM 1984: Refresh pavement markings. Evaluate feasibility of restriping westbound approach of SH 80 to shared thru/right turn configuration on approach to intersection. Add left turn arrow pavement markings. Revisit lane use designation on southbound approach of FM 1984. Evaluate need to convert from FYA to protected left turn operation. **Long term:** Add turn lanes on SH 80 between FM 1984 and SH 142 for safety purposes. Evaluate need for overpass on SH 80 at SH 142 once SH 142 is widened (as part of TxDOT & bond fund projects). At FM 1984: Improve alignment of FM 1984 approaches.
COR-10*	SH 21	1400' south of Ganado Drive	FM 2001	TxDOT, Caldwell County	**Short term:** Add additional lighting.
COR-11	FM 20	US 183	Bastrop County Line	TxDOT	**Medium term:** Install shoulder enhancements for safety purposes. Add milled centerline and edgeline rumble strips. Install safety edge treatment. Improve clearzone.

***Note:** This improvement is located near county boundaries or connects with other improvement(s) in adjacent counties. Regional coordination is encouraged to support seamless planning and implementation.

Caldwell County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
INT-02	SH 80/San Marcos Hwy at FM 20/State Park Rd	N/A	N/A	TxDOT	**Short term:** Evaluate need for speed limit reduction. Upgrade flashing beacons to oversized to improve visibility. Continue monitoring need for traffic signal and install if warranted. Refresh center line and edge line pavement markings (6" raised profile markings) on SH 80, re-stripe existing center two-way left turn lane to designate a left turn lane at intersection. Refresh pavement markings (6" raised profile markings) and add edge line pavement markings on State Park Road approach. Add Intersection Ahead warning signs with flashing beacons on SH 80 approaches. Add Stop Ahead warning signs with flashing beacons on State Park Road approach. **Medium term:** Add turn lanes for safety purposes.
INT-03	US 183 at FM 671/ Henderson Ln	N/A	N/A	TxDOT	**Short term:** Relocate roadway guide signs on US 183 just north and south of the intersection to improve sight distance. Consider curve study to see if treatment needed on curved approach of FM 671 (chevron signs, speed reduction sign). Install additional lighting through curved section of FM 671. Install additional lighting at intersection. Add Intersection Ahead warning signs on US 183. Add guide sign "<- Stairtown" on northbound approach. Conduct traffic signal warrant study. Consider flashing signal if not warranted. Evaluate need for turn lanes for safety on US 183. **Medium term:** Install left turn lane on US 183 (if warranted).
INT-04	FM 20/State Park Rd at S Main St	N/A	N/A	TxDOT, Caldwell County, Lockhart	**Short term:** Conduct traffic signal warrant study. Install temporary signal as an interim improvement (if warranted). Road bond should include safety assessment of both existing and proposed conditions.
INT-05	US 183 at FM 672/Flores St	N/A	N/A	TxDOT, Caldwell County	**Short term:** Install impact attenuator on barrier rail. Install yield markings on channelized right turn lane. Refresh pavement markings. Conduct traffic study to evaluate need to convert FYA to protected left turn operation on northbound and southbound approaches. Convert to protected left turn if warranted. Evaluate need for split phasing on FM 672/Flores St approaches. Implement split phasing if needed.
INT-06	US 90/E Pierce St at N Cedar Ave	N/A	N/A	TxDOT, Luling	**Short term:** Install stop bar on Cedar Ave approaches. Replace stop signs with larger, reflective signs to increase visibility. Replace existing Low Ground Clearance signs on Cedar Ave with 36x36 signs and add Low Ground Clearance plaque. Install railroad crossing pavement markings on each approach on Cedar Ave. Conduct sight distance study to evaluate need to remove trees potentially blocking sight distance.

Caldwell County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
INT-08	US 183 at FM 2001/Silent Valley Rd	N/A	N/A	TxDOT, Caldwell County, Lockhart	**Short term:** Assess need for speed limit reduction on US 183 in advance of intersection. Conduct traffic study to evaluate need to convert FYA to protected left turn operation. Signal modification to convert to protected left if warranted. Install flashing yellow beacons above existing Signal Ahead warning signs on all approaches. Refresh pavement markings on FM 2001. Install Chevron/Two-Direction Large Arrow sign for FM 2001 approach.
INT-09	US 183 at E Davis St	N/A	N/A	TxDOT, Luling	**Short term:** Conduct access management and planning study to assess access management alternatives (e.g., raised median on US 183) and impacts on local business. Add Do Not Block Intersection signs and pavement markings. Consider gateway treatments such as Downtown District signage, raised crosswalks, curb extensions, and tight curb radii on Davis.

Hays County Project List

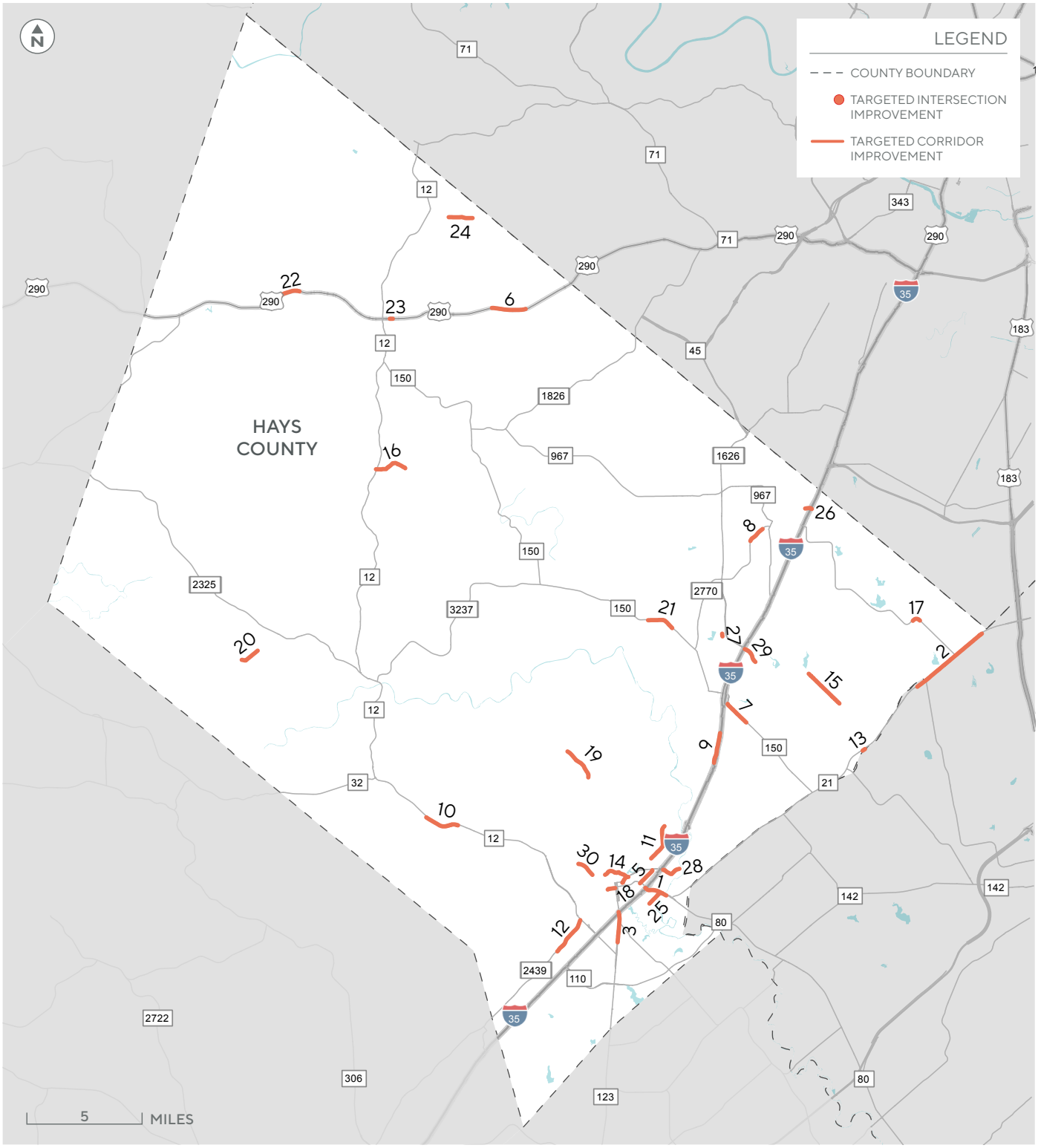

FIGURE A-6: HAYS COUNTY TARGETED IMPROVEMENT LOCATIONS (CORRIDORS)

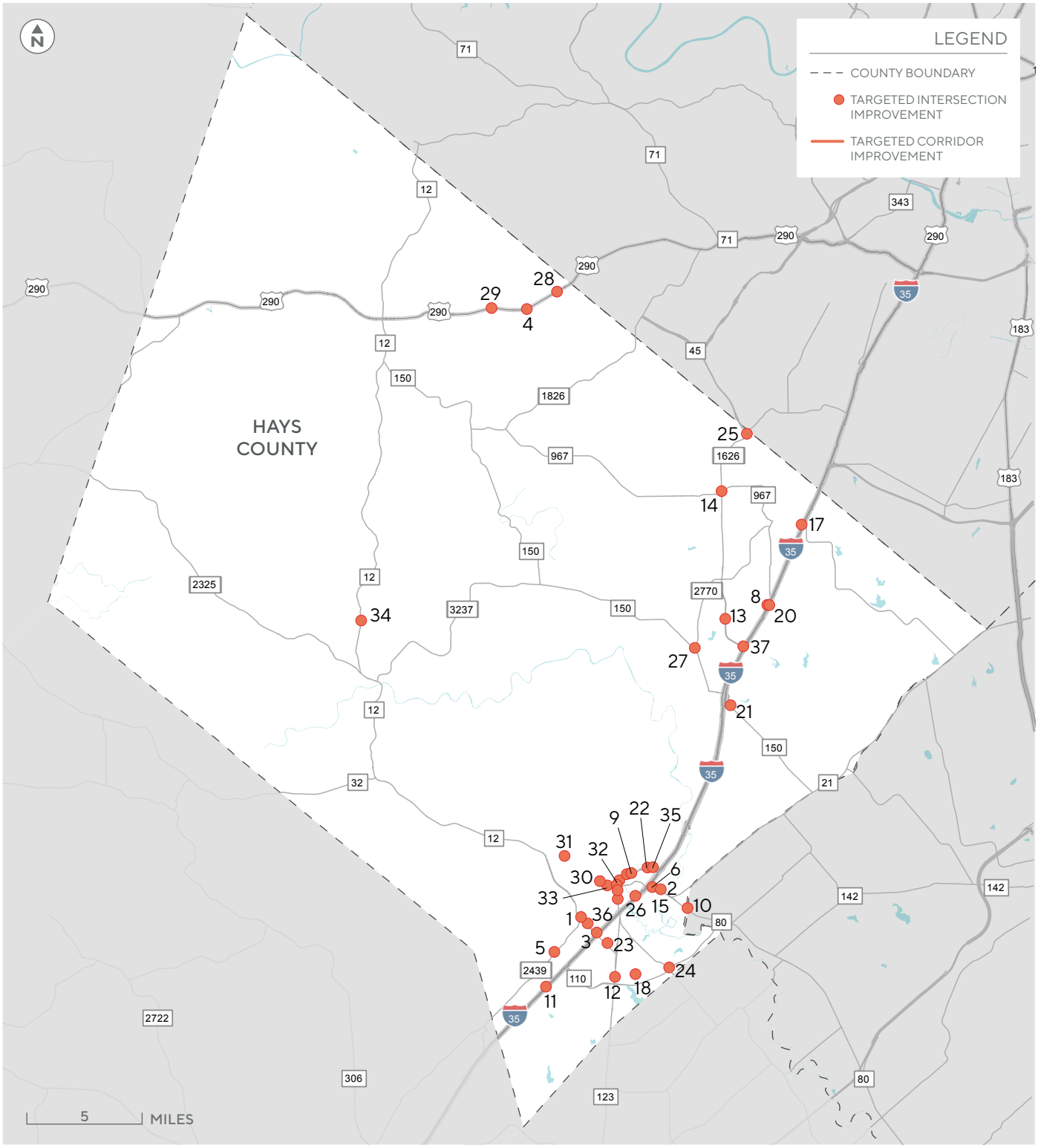

FIGURE A-7: HAYS COUNTY TARGETED IMPROVEMENT LOCATIONS (INTERSECTIONS)

TABLE A-4: HAYS COUNTY TARGETED IMPROVEMENTS

Hays County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
COR-1	SH 21/SH 80	IH 35 Southbound Frontage Road	SH 21 at SH 80	TxDOT	Install islands and/or pavement markings to control or prohibit vehicular movements. Provide paved shoulders of 1- to 4-foot width. Add safety lighting. Add shared use sidepath adjacent to roadway.
COR-2	SH 21	East of Niederwald Drive	West of FM 2001	TxDOT	Widen to 12 ft lanes and widen paved shoulders to greater than 5 ft.
COR-3	SH 123	IH 35 Southbound Frontage Road	South of E de Zavala Drive	TxDOT	Install raised medians to control or prohibit vehicular movements. Provide paved shoulders of 1- to 4-foot width. Add safety lighting.
COR-4	Hopkins Street	Moore Street	SL 82 (Guadalupe Street)	San Marcos	Resurfacing. install edge markings. Install pedestrian crosswalks. Install dedicated (protected) bicycle lanes. Add left turn lane (Commanche to Hopkins).
COR-5	Thorpe Lane	SL 82	SH 80	San Marcos	Install islands and/or pavement markings to control or prohibit vehicular movements. Add safety lighting. Add dedicated bicycle lanes (with lane reduction. Install Pedestrian Hybrid Beacon at Springtown Way.
COR-6	US 290	West of Whitetail Ridge	Polo Club Drive	TxDOT	Install islands and/or pavement markings to control or prohibit vehicular movements. Add safety lighting.
COR-7	RM 150	Hill Street	Creekside Trail	TxDOT	Install raised medians to control or prohibit vehicular movements (Hill St to Four Seasons Dr). Add safety lighting. Widen paved shoulders to greater than 5 ft (Four Seasons Drive to Creekside Trl).
COR-8	FM 2270/Jack C Hays Trl	Barton Crossing	South of SL 4	Buda	Add chevrons and curve ahead/speed advisory signs. Construct paved shoulders (1-4 ft).
COR-9	IH 35 Southbound Frontage Road	Opal Lane	North of Yarrington Road	TxDOT	Add safety lighting. Widen paved shoulders to greater than 5 ft.
COR-10	RM 12	W of Rancho Encino Drive	Hugo Road	TxDOT	Add chevrons and curve ahead/speed advisory signs. Widen paved shoulders to greater than 5 ft.
COR-11	Post Road	North of Paintbrush Street	Uhland Road	Hays County, San Marcos	Add safety lighting at intersection.
COR-12	FM 2439	RM 12/Wonder World Drive	East of E McCarty Lane	TxDOT	Add safety lighting. Add high visibility crosswalks (at Stagecoach Trail).
COR-13	SH 21	CR 129 (Cotton Gin Road)	East of CR 129 (Cotton Gin Road)	TxDOT	Add left turn lane. Add safety lighting (near commercial driveway).

Hays County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
COR-14	W Sessom Drive	N Comanche Street	SL 82	San Marcos	Add safety lighting. Add chevrons and curve ahead/speed advisory signs. Install pavement markings.
COR-15	High Road	Goforth Road	North of Lonie Lane	Hays County	Provide paved shoulders of 1- to 4-foot width
COR-16	Elder Hill Rd	RR 12	East of Stoney Brook Lane	Hays County	Provide paved shoulders of 1- to 4-foot width.
COR-17	FM 2001	West of Kai Vista Drive	East of Kai Vista Road	TxDOT	Add safety lighting. Add chevrons and curve ahead/speed advisory signs. Install pavement markings.
COR-18	SL 82	West of Charles Austin Drive	University Drive	TxDOT	Install islands and/or pavement markings to control or prohibit vehicular movements. Add safety lighting. Add dedicated (protected) bicycle lanes.
COR-19	Hilliard Road	North of Piedras Pass	South of Telegraph Trail	Hays County	Add chevrons and curve ahead/speed advisory signs. Install pavement markings. Provide paved shoulder of 1- to 4-ft width.
COR-20	Fischer Store Rd	West of My Joy Lane	West of Sachtleben Road	Hays County	Add chevrons and curve ahead/speed advisory signs. Install pavement markings. Provide paved shoulder of 1- to 4-ft width.
COR-21	RM 150	East of W Ranch Road 150	East of Anthem Parkway	TxDOT	Add chevrons and curve ahead/speed advisory signs. Install pavement markings.
COR-22	US 290	East of Holder Lane	West of Three Sisters Lane	TxDOT	Install islands and/or pavement markings to control or prohibit vehicular movements. Add safety lighting.
COR-23	US 290	East of N Rob Shelton Boulevard	East of Cannon Drive	TxDOT	Install islands and/or pavement markings to control or prohibit vehicular movements.
COR-24	Fitzhugh Rd	West of Triple Creek Drive	East of Fitzhugh Place	Hays County	Add chevrons. Install delineators. Install curve ahead/speed advisory signs.
COR-25	River Road	SH 80	South of Christopher Street	San Marcos	Install islands and/or pavement markings to control or prohibit vehicular movements. Add safety lighting. Add dedicated (protected) bicycle lanes.
COR-26	Main Street	West of Old San Antonio Road	IH 35 Northbound Frontage Road	Buda	Install warming/guide signs (approach of Old San Antonio Road). Install sidewalks (where gaps exist). Implement leading pedestrian interval timing.
COR-27	Cromwell Dr	Dorman Lane	Approximately 0.5 miles south of Dorman Lane	Kyle	Install islands and/or pavement markings to control or prohibit vehicular movements. Add safety lighting.

Hays County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
COR-28	Aquarena Springs Dr	IH 35 Northbound Frontage Road	West of River Road	San Marcos	Install islands and/or pavement markings to control or prohibit vehicular movements. Add Shared Use Path (sidepath) adjacent to roadway.
COR-29	Kyle Parkway	IH 35 Northbound Frontage Road	Dacy Lane	Kyle	Install Advanced Warning Signs at intersections. Add Shared Use sidepath adjacent to roadway.
COR-30	Old RR 12	Craddock Avenue	West Holland Street	San Marcos	Install sidewalks. Add dedicated (protected) bicycle lanes.
INT-1	RM 12 at FM 2439/Hunter Road	N/A	N/A	TxDOT, San Marcos	Signal: Prohibit turns when ped signal is activated, prohibit right-turns on red, consider adjusting signal timings.
INT-2	SH 80 at River Road	N/A	N/A	TxDOT, San Marcos	Signal: Install leading pedestrian interval, prohibit turns when ped signal is activated, prohibit right-turns on red. Other: Update worn pavement markings.
INT-3	IH 35 Southbound Frontage Road at RM 12	N/A	N/A	TxDOT	Signal: Eliminate shared left thru lanes and make left-turns protective only. Other: Update worn pavement markings, install speed feedback signs.
INT-4	US 290 at Sawyer Ranch Road/Polo Club Road	N/A	N/A	TxDOT	Other: Install speed feedback signs, improve lighting.
INT-5	FM 2439 at McCarty Lane	N/A	N/A	TxDOT, San Marcos	Signal: Install protected left-turn phase on Hunter Road. Other: Improve lighting, update worn pavement markings, consider posted speed reduction to 35-40 mph (school nearby), install speed feedback sign.
INT-6	SH 21 at Clarewood Drive	N/A	N/A	TxDOT	Signal: Upgrade to audible pedestrian signal, prohibit turns when pedestrian signal is activated.
INT-7	SL 82 (S Guadalupe St and S LBJ Drive) at SH 80 (E Hopkins Street)	N/A	N/A	TxDOT	Pedestrian/Bicycle: Upgrade to high visibility crosswalks. Signal: Install leading pedestrian interval. Other: Update worn pavement markings, improve lighting.
INT-8	IH 35 at Kyle Crossing	N/A	N/A	TxDOT	Other: Improve lighting, update worn pavement markings, consider rumble strips. Intersection Improvement: Reduce curb radii, install raised medians.
INT-9	SL 82 at Charles Austin	N/A	N/A	TxDOT, San Marcos	Signal: Install leading pedestrian interval, prohibit turns when ped signal is activated, prohibit right-turns on red. Pedestrian/Bicycle: Install raised crosswalk, install buffered bicycle lanes, update worn pavement markings.
INT-10	SH 80 at Old Bastrop Highway	N/A	N/A	TxDOT, San Marcos	Other: Consider posted speed reduction to 40-45 mph, improve lighting.

Hays County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
INT-11	IH 35 at Center Point Road	N/A	N/A	TxDOT	Signal: Prohibit right-turns on red. Other: Upgrade to high visibility crosswalk, install advanced pedestrian warning signs and yield markings, update worn pavement markings, improve lighting.
INT-12	SH 123 at Clovis R Barker Road	N/A	N/A	TxDOT	Other: Improve lighting, consider speed feedback signs on SH 123 approaches. Signal: Consider signal control.
INT-13	FM 1626 at Kohler's Crossing Road	N/A	N/A	TxDOT, Kyle	Signal: Install leading pedestrian interval, prohibit turns when ped signal is activated. Other: Upgrade to high visibility crosswalks, improve lighting, reduce curb radii, consider lane width reduction.
INT-14	FM 1626 at RM 967	N/A	N/A	TxDOT, Buda	Study: Consider implementation of FM 1626/RM 967 Intersection Study.
INT-15	IH 35 Southbound Frontage Road at Riverside Drive	N/A	N/A	TxDOT	Other: Update worn pavement markings, improve lighting, upgrade existing stop sign on Riverside Dr to LED stop sign, trim vegetation.
INT-16	SL 82 (S Guadalupe St and S LBJ Drive) at S Edward Gary Street/E. Martin Luther King Drive	N/A	N/A	TxDOT, San Marcos	Pedestrian/Bicycle: Install buffered bicycle lanes; Install crosswalks at S Guadalupe St and S LBJ Dr, Consider installation of Rectangular Rapid Flashing Beacons. Other: Improve lighting, update worn pavement markings.
INT-17	IH 35 Southbound Frontage Road at Cabelas Drive	N/A	N/A	TxDOT, Buda	Signal: Install protected left-tun phase on FM 2001 northbound. Access Management: Consider revision to access control/consolidation of driveways adjacent to this intersection. Other: Improve lighting.
INT-18	Redwood Rd at S Old Bastrop Highway	N/A	N/A	San Marcos	Other: Improve lighting, update worn pavement markings, upgrade to LED stop signs on all approaches with red reflective strips.
INT-19	SL 82 at E Sessom Drive	N/A	N/A	TxDOT	Pedestrian/Bicycle: Install sharrows, install raised crosswalks. Signal: Install leading pedestrian intervals, prohibit turns when ped signal is activated, upgrade to audible pedestrian signals.
INT-20	IH 35 Northbound Frontage Road at Windy Hill Road	N/A	N/A	TxDOT	Other: Improve lighting, install Signal Ahead sign on Windy Hill Rd approach, consider rumble strips to prevent lane departure. Intersection Improvement: Consider future realignment of Windy Hill Road approach, reduce curb radii, install raised median.
INT-21	RM 150 at Lehman Road	N/A	N/A	TxDOT	Signal: Consider coordination with signal at intersection at IH 35 NB FTRG Rd; Other: Consider posted speed reduction to 40-45 mph, Implement lighting improvements.

Hays County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
INT-22	SL 82 at Aquarena Springs Drive/Mill Street	N/A	N/A	TxDOT, San Marcos	Pedestrian/Bicycle: Install high visibility midblock crosswalk with pedestrian hybrid beacons, in-ground lighting, advanced warning signs, and yield markings. Other: Update signage on minor street approaches with a right-turn only plaque, improve lighting.
INT-23	RM 12 at Sadler Drive	N/A	N/A	TxDOT	Other: Consider posted speed reduction to 35 mph, replace two way left-turn lane with raised median, update worn signal markings.
INT-24	FM 621 at FM 110	N/A	N/A	TxDOT	Intersection Improvement: Tighten intersection/reduce curb radii, add reflective red panels and supplemental All-Way plaques to stop signs, add rumble strips on all four approaches.
INT-25	FM 1626 at SH 45 SW	N/A	N/A	TxDOT	Signal: Install retro-reflective back plates, add pavement markings/shields to clarify turn-movements on ramps to SH 45 SW.
INT-26	SL 82 at W. Grove Street	N/A	N/A	TxDOT	Other: Improve lighting, update worn pavement markings, and add pavement markings to clarify permitted turn movements.
INT-27	RM 150 at N Old Stagecoach Road	N/A	N/A	TxDOT	Other: Update worn pavement markings, restripe crosswalks to high-visibility crosswalks.
INT-28	US 290 at Hargraves Drive	N/A	N/A	TxDOT	Pedestrian/Bicycle: Upgrade crosswalk markings, add pedestrian landing, add bicycle lane signage, and refresh pavement markings for the eastbound right-turn.
INT-29	US 290 at Sunset Canyon Drive S.	N/A	N/A	TxDOT	Other: Improve lighting, reduce speed on approach to intersection, update worn pavement markings.
INT-30	Old Ranch Road 12/Oscar Smith Street. at Blanco Street	N/A	N/A	San Marcos	Other: Improve lighting, update worn lane markings, add stop bar on Blanco St, trim vegetation, add reflective red panel to stop sign, add intersection ahead signage to approaches on Old RR 12.
INT-31	Old Ranch Road 12 at Country Estates Drive	N/A	N/A	San Marcos	Other: Improve lighting, add reflective signage to minor street approach, consider reducing speed limit on Old RR 12.
INT-32	SL 82 at N Edward Gary Street	N/A	N/A	TxDOT	Signal: Install leading pedestrian intervals, prohibit turns when pedestrian signal is activated.
INT-33	W Hutchison Street at Moore Street	N/A	N/A	San Marcos	Pedestrian/Bicycle: Install sharrows to indicate full lane sharing for bicyclists. Signal: Install leading pedestrian intervals, prohibit turns when ped signal is activated, upgrade to audible pedestrian signals.

Hays County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
INT-34	RM 12 at Champions Circle	N/A	N/A	TxDOT	Signal: Prohibit turns when ped signal is activated. Pedestrian/Bicycle: Install sidewalk on north side of intersection and crosswalk, restripe to high visibility crosswalks, improve lighting. Other: Conduct roundabout feasibility study.
INT-35	SL 82 at Thorpe Lane	N/A	N/A	TxDOT	Signal: Install leading pedestrian interval, prohibit turns when ped signal is activated, prohibit right-turns on red. Pedestrian/Bicycle: Update worn pavement markings.
INT-36	RM 12 at S Stagecoach Trail	N/A	N/A	TxDOT	Intersection Improvement: Consider intersection reconstruction and tightening. Signal: Prohibit permissive/un-protected left turns on RM 12 approaches, install leading pedestrian intervals.
INT-37	IH 35 Southbound Frontage Road at FM 1626	N/A	N/A	TxDOT	Intersection Improvement: Consider intersection reconstruction and tightening with extension of median nose into crosswalk; Signal: Install leading pedestrian intervals.

Travis County Project List

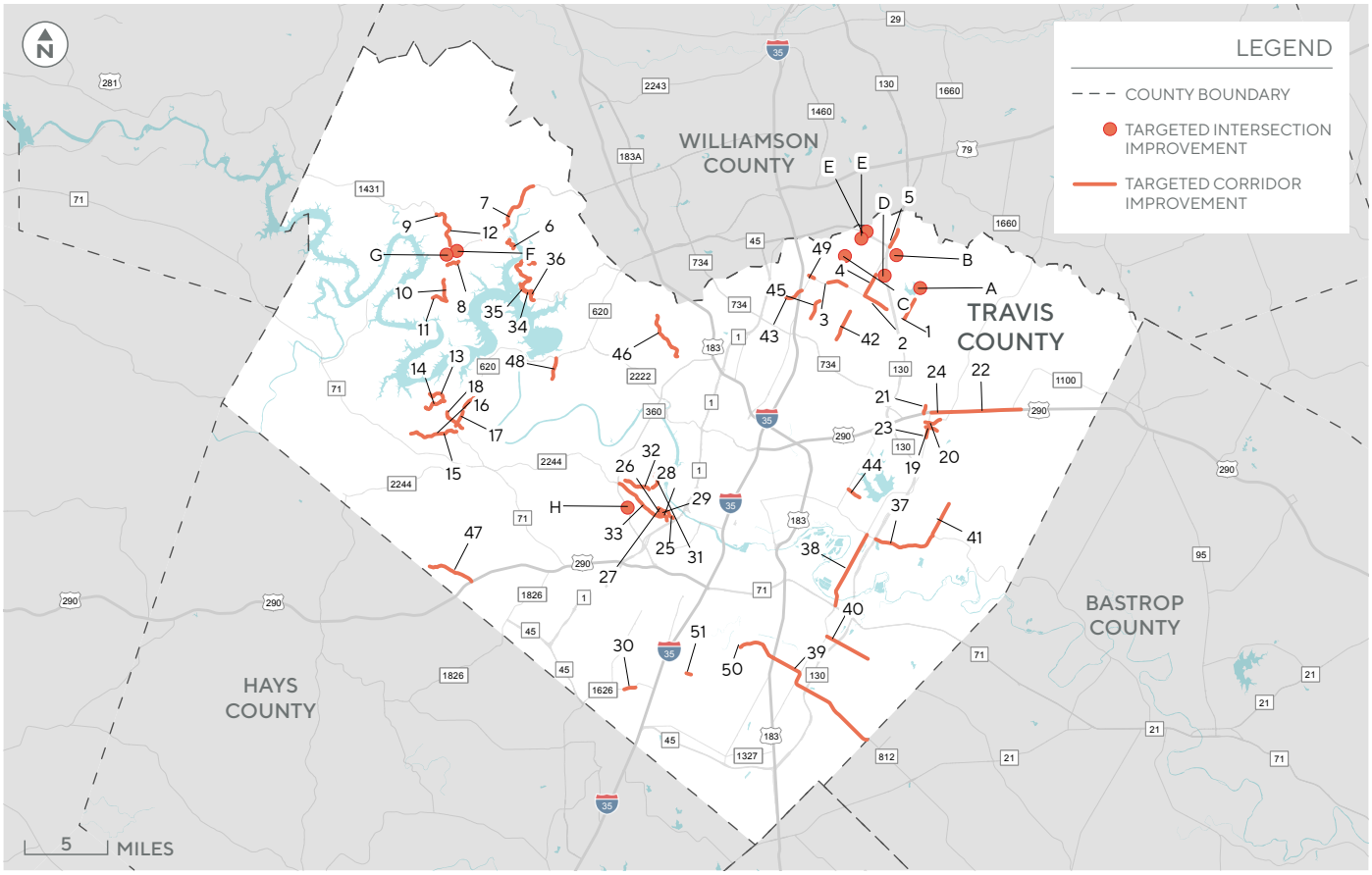

FIGURE A-8: TRAVIS COUNTY TARGETED IMPROVEMENT LOCATIONS (EXCLUDING THE CITY OF AUSTIN)

TABLE A-5: TRAVIS COUNTY (EXCLUDING CITY OF AUSTIN) TARGETED IMPROVEMENT

Travis County (Excluding City of Austin) Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Bicycle/Pedestrian Safety Countermeasure(s)	Curve Treatment Countermeasure(s)	Roadway/Lane Departure Countermeasure(s)	Intersection Safety Countermeasure(s)	Other Countermeasure(s)
1	Weiss Ln	Wolf Pack Dr	Pecan St	Pflugerville	Crosswalk Visibility Enhancements, Leading Ped Interval	None	Longitudinal Rumble Strips and Stripes on Two-Lane Roads	Backplates with Retroreflective Borders	Local Road Safety Plan, Road Safety Audit
2	Pecan St	FM 685	Biltmore Ave	Pflugerville	Crosswalk Visibility Enhancements, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, Walkways	None	Wider Edge Lines	Backplates with Retroreflective Borders, Corridor Access Management	Local Road Safety Plan, Road Safety Audit
3	Pecan St	Parkway Dr	12th St	Pflugerville	Crosswalk Visibility Enhancements, Leading Ped Interval, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, Walkways	Roadside Design Improvements at Curves, Speed Reduction Pavement Markings	Wider Edge Lines	Backplates with Retroreflective Borders, Corridor Access Management, Dedicated Left- and Right-Turn Lanes at Intersections	Pavement Friction Management, Road Safety Audit
4	FM 685	Walmart	HEB	Pflugerville	Crosswalk Visibility Enhancements, Walkways	None	Wider Edge Lines	Backplates with Retroreflective Borders	None
5	SH 130	Rowe Ln	SH 45	Pflugerville	None	None	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines	None	None
6	E Reed Park Rd	Clearwater Dr	Lighthouse Ln	Jonestown	None	Enhanced Curve Delineation for Horizontal Curves, Roadside Design Improvements at Curves	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines	None	Lighting, Local Road Safety Plan
7	FM 1431	W Reed Parks Rd	Travisso Pkwy/Lonesome Creek Trl	Jonestown	Crosswalk Visibility Enhancements, Leading Ped Interval, Pedestrian Bridge	Enhanced Curve Delineation for Horizontal Curves, Roadside Design Improvements at Curves, Speed Reduction Pavement Markings	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines, Raised Median	Backplates with Retroreflective Borders, Corridor Access Management, Dedicated Left- and Right-Turn Lanes at Intersections	Lighting
8	Ming Trl	Entire Limits	N/A	Lago Vista	None	Enhanced Curve Delineation for Horizontal Curves	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines, Raised Median	None	Lighting, Local Road Safety Plan

Travis County (Excluding City of Austin) Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Bicycle/Pedestrian Safety Countermeasure(s)	Curve Treatment Countermeasure(s)	Roadway/Lane Departure Countermeasure(s)	Intersection Safety Countermeasure(s)	Other Countermeasure(s)
9	FM 1431	Tessera Pkwy	Cactus Bend Cv	Lago Vista	None	Enhanced Curve Delineation for Horizontal Curves, Speed Reduction Pavement Markings	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines, Raised Median	Roundabouts	Lighting
10	Lohmans Ford Rd	Travis Dr	Austin Blvd	Lago Vista	Walkways	None	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines	None	Lighting, Local Road Safety Plan
11	Boggy Ford Rd	Lindberg Ln	Lohmans Ford Rd	Lago Vista	Walkways	Enhanced Curve Delineation for Horizontal Curves, Roadside Design Improvements at Curves	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines	Backplates with Retroreflective Borders, Roundabouts	Lighting, Local Road Safety Plan
12	FM 1431	Cactus Bend Cv	Dodge Trl	Lago Vista	None	Enhanced Curve Delineation for Horizontal Curves, Roadside Design Improvements at Curves, Speed Reduction Pavement Markings	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines, Raised Median	Backplates with Retroreflective Borders, Dedicated Left- and Right-Turn Lanes at Intersections	Appropriate Speed Limits for All Road Users, Lighting
13	Lakeway Dr	Seawind St	Lakeway Blvd	Lakeway	Rectangular Rapid Flashing Beacons, Walkways	Enhanced Curve Delineation for Horizontal Curves, Roadside Design Improvements at Curves, Speed Reduction Pavement Markings	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines, Raised Median	Backplates with Retroreflective Borders, Corridor Access Management, Dedicated Left- and Right-Turn Lanes at Intersections, Roundabouts	Lighting, Pavement Friction Management, Local Road Safety Plan
14	Lakeway Blvd	World Of Tennis Sq	Lohmans Crossing Rd	Lakeway	Rectangular Rapid Flashing Beacons, Walkways	Enhanced Curve Delineation for Horizontal Curves	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines	Backplates with Retroreflective Borders, Roundabouts	Lighting, Local Road Safety Plan

Travis County (Excluding City of Austin) Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Bicycle/Pedestrian Safety Countermeasure(s)	Curve Treatment Countermeasure(s)	Roadway/Lane Departure Countermeasure(s)	Intersection Safety Countermeasure(s)	Other Countermeasure(s)
15	Flintrock Rd	Flintrock Rd From RM 620	N/A	Lakeway	Crosswalk Visibility Enhancements	Enhanced Curve Delineation for Horizontal Curves, Speed Reduction Pavement Markings	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines, Raised Median	Backplates with Retroreflective Borders, Corridor Access Management, Dedicated Left- and Right-Turn Lanes at Intersections, Roundabouts	Pavement Friction Management, Local Road Safety Plan
16	RR 620	Pheasant Ln	Dave Dr	Lakeway	Crosswalk Visibility Enhancements, Leading Ped Interval, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, Shared Use Path	None	Median Barriers, Wider Edge Lines	Backplates with Retroreflective Borders, Corridor Access Management	Road Safety Audit
17	RR 620	Gebron Dr	Lohmans Spur	Lakeway	Crosswalk Visibility Enhancements, Leading Ped Interval, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, Shared Use Path	None	Median Barriers, Wider Edge Lines	Backplates with Retroreflective Borders, Corridor Access Management	Road Safety Audit
18	Lohmans Crossing Rd/Ameno Dr	Wingreen Loop	Far Vela Ln	Lakeway	Bicycle Lanes, Leading Ped Interval, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, Rectangular Rapid Flashing Beacons, Walkways	None	Longitudinal Rumble Strips and Stripes on Two-Lane Roads	Backplates with Retroreflective Borders	Road Diet (Roadway Reconfiguration), Lighting, Local Road Safety Plan, Road Safety Audit
19	W Brenham St	S Bastrop St	Lagos Grandes Way	Manor	Crosswalk Visibility Enhancements, Walkways	Enhanced Curve Delineation for Horizontal Curves, Roadside Design Improvements at Curves	Wider Edge Lines	Dedicated Left- and Right-Turn Lanes at Intersections, Roundabouts	Local Road Safety Plan
20	Old Hwy 20	Lexington St	Manor City Boundary On Old Hwy 20	Manor	Bicycle Lanes, Crosswalk Visibility Enhancements, Leading Ped Interval, Walkways	None	Wider Edge Lines	Corridor Access Management, Dedicated Left- and Right-Turn Lanes at Intersections	None
21	Gregg Manor Rd	Manor High School to Hill Ln to Manor Downs Rd to US 290	N/A	Manor	Crosswalk Visibility Enhancements, Leading Ped Interval, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, Rectangular Rapid Flashing Beacons, Walkways, Pedestrian Bridge	None	Wider Edge Lines	Roundabouts	Local Road Safety Plan
22	US 290	FM 973	City Limits	Manor	Crosswalk Visibility Enhancements, Leading Ped Interval, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, Pedestrian Bridge, Shared Use Path	None	None	Corridor Access Management	Appropriate Speed Limits for All Road Users, Road Safety Audit

Travis County (Excluding City of Austin) Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Bicycle/Pedestrian Safety Countermeasure(s)	Curve Treatment Countermeasure(s)	Roadway/Lane Departure Countermeasure(s)	Intersection Safety Countermeasure(s)	Other Countermeasure(s)
23	FM 973/S Lexington St	W Parsons St/Old Hwy 20	Lagos Elementary	Manor	Crosswalk Visibility Enhancements, Leading Ped Interval, Walkways	None	None	Dedicated Left- and Right-Turn Lanes at Intersections	Lighting, Road Safety Audit
24	US 290	FM 973	S Lexington St	Manor	Crosswalk Visibility Enhancements, Leading Ped Interval, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, Pedestrian Bridge, Shared Use Path	None	None	Corridor Access Management	Appropriate Speed Limits for All Road Users, Road Safety Audit
25	Rollingwood Dr	Ewing Cir	Vale St	Rollingwood	None	None	Wider Edge Lines	None	Local Road Safety Plan
26	Ewing Cir	Gentry Dr	End	Rollingwood	None	None	None	Roundabouts	Local Road Safety Plan
27	Gentry Dr	Sugar Creek Dr	Rollingwood Dr	Rollingwood	None	None	Wider Edge Lines	Roundabouts	Local Road Safety Plan
28	RM 2244	Rollingwood Dr	Dellana Ln	Rollingwood	Crosswalk Visibility Enhancements	Enhanced Curve Delineation for Horizontal Curves, Speed Reduction Pavement Markings	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines, Raised Median	Backplates with Retroreflective Borders, Corridor Access Management, Dedicated Left- and Right-Turn Lanes at Intersections	Pavement Friction Management
29	Edgegrove Dr	Rollingwood Dr	RM 2244	Rollingwood	Crosswalk Visibility Enhancements	None	None	Backplates with Retroreflective Borders	Local Road Safety Plan
30	FM 1626	Bethel Church Rd	Katy Ln	San Leanna	Walkways	Roadside Design Improvements at Curves	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines, Raised Median	Dedicated Left- and Right-Turn Lanes at Intersections	Local Road Safety Plan
31	Westlake Dr	City Limits	Redbud Trl	West Lake Hills	None	Enhanced Curve Delineation for Horizontal Curves, Roadside Design Improvements at Curves, Speed Reduction Pavement Markings	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines	None	Lighting, Pavement Friction Management, Local Road Safety Plan

Travis County (Excluding City of Austin) Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Bicycle/Pedestrian Safety Countermeasure(s)	Curve Treatment Countermeasure(s)	Roadway/Lane Departure Countermeasure(s)	Intersection Safety Countermeasure(s)	Other Countermeasure(s)
32	Yaupon Valley Rd	Redbud Trl	Westlake Dr	West Lake Hills	None	Enhanced Curve Delineation for Horizontal Curves, Roadside Design Improvements at Curves	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines	None	Lighting, Local Road Safety Plan
33	Bee Cave Rd	SL 360	Camp Craft Rd	West Lake Hills	Bicycle Lanes, Crosswalk Visibility Enhancements, Leading Ped Interval, Walkways	None	Raised Median	Backplates with Retroreflective Borders, Corridor Access Management, Dedicated Left- and Right-Turn Lanes at Intersections	None
34	Dodd St/Mary St	Lakeview St	End Of Road	Volente	Crosswalk Visibility Enhancements, Walkways	None	Wider Edge Lines	None	Local Road Safety Plan
35	Lime Creek Rd	FM 2769	City Limits	Volente	Crosswalk Visibility Enhancements	Enhanced Curve Delineation for Horizontal Curves, Speed Reduction Pavement Markings	Wider Edge Lines	None	Appropriate Speed Limits for All Road Users, Pavement Friction Management, Local Road Safety Plan
36	FM 2769	Booth Cir	Macks Canyon Rd	Volente	None	Enhanced Curve Delineation for Horizontal Curves, Roadside Design Improvements at Curves, Speed Reduction Pavement Markings	Wider Edge Lines	None	Appropriate Speed Limits for All Road Users
37	FM 969	SH 130	Taylor Ln	Del Valle ISD (Unincorporated Travis County)	Crosswalk Visibility Enhancements, Leading Ped Interval, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, Walkways	Enhanced Curve Delineation for Horizontal Curves	Longitudinal Rumble Strips and Stripes on Two-Lane Roads	Backplates with Retroreflective Borders, Corridor Access Management, Dedicated Left- and Right-Turn Lanes at Intersections	Appropriate Speed Limits for All Road Users
38	FM 973	FM 969	SH 71	Del Valle ISD (Unincorporated Travis County)	Crosswalk Visibility Enhancements, Leading Ped Interval, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, Walkways, Shared Use Path	None	None	Backplates with Retroreflective Borders, Dedicated Left- and Right-Turn Lanes at Intersections	Appropriate Speed Limits for All Road Users, Lighting

Travis County (Excluding City of Austin) Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Bicycle/Pedestrian Safety Countermeasure(s)	Curve Treatment Countermeasure(s)	Roadway/Lane Departure Countermeasure(s)	Intersection Safety Countermeasure(s)	Other Countermeasure(s)
39*	FM 812	US 183	Doyle Rd	Del Valle ISD (Unincorporated Travis County)	Bicycle Lanes, Crosswalk Visibility Enhancements, Leading Ped Interval, Walkways	Enhanced Curve Delineation for Horizontal Curves, Roadside Design Improvements at Curves, Speed Reduction Pavement Markings	Longitudinal Rumble Strips and Stripes on Two-Lane Roads	Backplates with Retroreflective Borders, Corridor Access Management, Dedicated Left- and Right-Turn Lanes at Intersections	Appropriate Speed Limits for All Road Users, Road Safety Audit
40	Pearce Ln	FM 973	Kellam Rd/Circuit Of The Americas Blvd	Del Valle ISD (Unincorporated Travis County)	Bicycle Lanes, Crosswalk Visibility Enhancements, Leading Ped Interval, Pedestrian Hybrid Beacons, Rectangular Rapid Flashing Beacons, Walkways, Shared Use Path	None	Longitudinal Rumble Strips and Stripes on Two-Lane Roads	Backplates with Retroreflective Borders, Corridor Access Management, Dedicated Left- and Right-Turn Lanes at Intersections	Lighting, Local Road Safety Plan
41	Taylor Ln	Braker Ln	FM 969	Del Valle ISD (Unincorporated Travis County)	Bicycle Lanes, Crosswalk Visibility Enhancements, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, Pedestrian Hybrid Beacons, Rectangular Rapid Flashing Beacons, Walkways, Shared Use Path	Enhanced Curve Delineation for Horizontal Curves, Roadside Design Improvements at Curves	None	Dedicated Left- and Right-Turn Lanes at Intersections	Appropriate Speed Limits for All Road Users, Local Road Safety Plan, Road Safety Audit
42	Dessau Rd	Wells Branch Pkwy	Howard Ln	Unincorporated Travis County	Crosswalk Visibility Enhancements, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, Walkways	None	Raised Median	Dedicated Left- and Right-Turn Lanes at Intersections	Appropriate Speed Limits for All Road Users, Lighting
43	Wells Branch Pkwy	Mopac Service Rd	IH 35 Service Rd	Unincorporated Travis County	Crosswalk Visibility Enhancements, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas	None	Raised Median	Backplates with Retroreflective Borders, Dedicated Left- and Right-Turn Lanes at Intersections	Appropriate Speed Limits for All Road Users, Road Diet (Roadway Reconfiguration), Lighting
44	Decker Lake Rd	FM 3177/Decker Ln	North Imperial Dr	Unincorporated Travis County	Crosswalk Visibility Enhancements, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, Shared Use Path	None	Raised Median	None	Lighting
45	Heatherwilde Blvd	Wells Branch Pkwy	West Howard Ln	Unincorporated Travis County	Crosswalk Visibility Enhancements	None	Raised Median	Backplates with Retroreflective Borders, Corridor Access Management	Appropriate Speed Limits for All Road Users, Lighting
46	Spicewood Springs Rd	Old Lampasas Trl	Yaupon Dr	Unincorporated Travis County	None	Enhanced Curve Delineation for Horizontal Curves	None	None	Lighting

***Note:** This improvement is located near county boundaries or connects with other improvement(s) in adjacent counties. Regional coordination is encouraged to support seamless planning and implementation.

Travis County (Excluding City of Austin) Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Bicycle/Pedestrian Safety Countermeasure(s)	Curve Treatment Countermeasure(s)	Roadway/Lane Departure Countermeasure(s)	Intersection Safety Countermeasure(s)	Other Countermeasure(s)
47	Fitzhugh Rd	Long Branch Dr	US 290	Unincorporated Travis County	None	Enhanced Curve Delineation for Horizontal Curves, Roadside Design Improvements at Curves	None	Dedicated Left- and Right-Turn Lanes at Intersections	Lighting
48	N Quinlan Park Rd	RM 620	Portabella Dr	Unincorporated Travis County	Crosswalk Visibility Enhancements	None	Raised Median	Backplates with Retroreflective Borders, Dedicated Left- and Right-Turn Lanes at Intersections	None
49	Three Points Rd	FS 1825/Vision Dr	FM 1825/West Pecan St	Unincorporated Travis County	Shared Use Path	None	None	Corridor Access Management, Dedicated Left- and Right-Turn Lanes at Intersections, Roundabouts	Appropriate Speed Limits for All Road Users
50	Dee Gabriel Collins Rd	Mckinney Falls Pkwy	US 183	Unincorporated Travis County	None	Enhanced Curve Delineation for Horizontal Curves, Roadside Design Improvements at Curves	None	Dedicated Left- and Right-Turn Lanes at Intersections	Appropriate Speed Limits for All Road Users
51	Slaughter Ln	Orchard Rdg	Old Lockhart Rd	Unincorporated Travis County	Bicycle Lanes, Walkways	None	Raised Median	None	Appropriate Speed Limits for All Road Users, Road Diet (Roadway Reconfiguration), Lighting
A	Weiss Ln at Via Sorento Way	N/A	N/A	Pflugerville	Crosswalk Visibility Enhancements, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas	None	None	Roundabouts, Traffic Signal	Appropriate Speed Limits for All Road Users, Lighting, Local Road Safety Plan
B	Kelly Ln at Kennemer Dr	N/A	N/A	Pflugerville	Crosswalk Visibility Enhancements, Leading Ped Interval, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas	None	None	Backplates with Retroreflective Borders, Corridor Access Management	Lighting, Local Road Safety Plan, Road Safety Audit

Travis County (Excluding City of Austin) Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Bicycle/Pedestrian Safety Countermeasure(s)	Curve Treatment Countermeasure(s)	Roadway/Lane Departure Countermeasure(s)	Intersection Safety Countermeasure(s)	Other Countermeasure(s)
C	Heatherwilde Blvd at Pflugerville Pkwy	N/A	N/A	Pflugerville	Crosswalk Visibility Enhancements, Leading Ped Interval, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas	None	Raised Median	Backplates with Retroreflective Borders, Corridor Access Management, Dedicated Left- and Right-Turn Lanes at Intersections	Local Road Safety Plan, Road Safety Audit
D	SG 130 at E Pflugerville Pkwy	N/A	N/A	Pflugerville	None	None	None	Backplates with Retroreflective Borders	Local Road Safety Plan, Lengthen EB Left Turn Turn Bay
E	SH 45 N at Heatherwilde Blvd	N/A	N/A	Pflugerville	Leading Ped Interval	None	None	Backplates with Retroreflective Borders	Local Road Safety Plan, Road Safety Audit
F	FM 1431 at Destination Way	N/A	N/A	Lago Vista	None	Enhanced Curve Delineation for Horizontal Curves, Roadside Design Improvements at Curves, Speed Reduction Pavement Markings	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines, Raised Median	Corridor Access Management, Traffic Signal	Appropriate Speed Limits for All Road Users, Lighting, Local Road Safety Plan, Lengthen and convert the yellow hatched striping area to an acceleration lane to receive northbound left turn vehicles from Destination Way.
G	Lohmans Ford Rd at Ridgeview Rd	N/A	N/A	Lago Vista	None	None	Wider Edge Lines, Raised Median	Corridor Access Management, Dedicated Left- and Right-Turn Lanes at Intersections	Local Road Safety Plan, Road Safety Audit, Flashing LED Stop Signs
H	Scottish Woods Trl at Westbank Dr at TX-360	N/A	N/A	West Lake Hills	Crosswalk Visibility Enhancements, Leading Ped Interval, Walkways	Roadside Design Improvements at Curves	Wider Edge Lines	Backplates with Retroreflective Borders, Dedicated Left- and Right-Turn Lanes at Intersections	Appropriate Speed Limits for All Road Users, Local Road Safety Plan, Lengthen WB Right Turn Turn Bay

City of Austin Targeted Improvements

The City of Austin's Vision Zero program is fully embedded within its transportation planning, design, and construction efforts, ensuring a coordinated approach to delivering critical safety improvements. Hundreds of safety-related infrastructure projects have recently been completed, are currently in design, or are in the planning stages. These include major intersection projects, new pedestrian crossings, new All-Ages-and-Abilities bicycle facilites, new or upgraded sidewalks, speed management projects, and low-cost, systemic safety improvements such as access management and street lighting. More information about these improvements can be found on the city's website:

https://www.austintexas.gov/department/vision-zero

https://data.austintexas.gov/stories/s/Transportation-Safety-Projects/smw6-wzhe/

Williamson County Project List

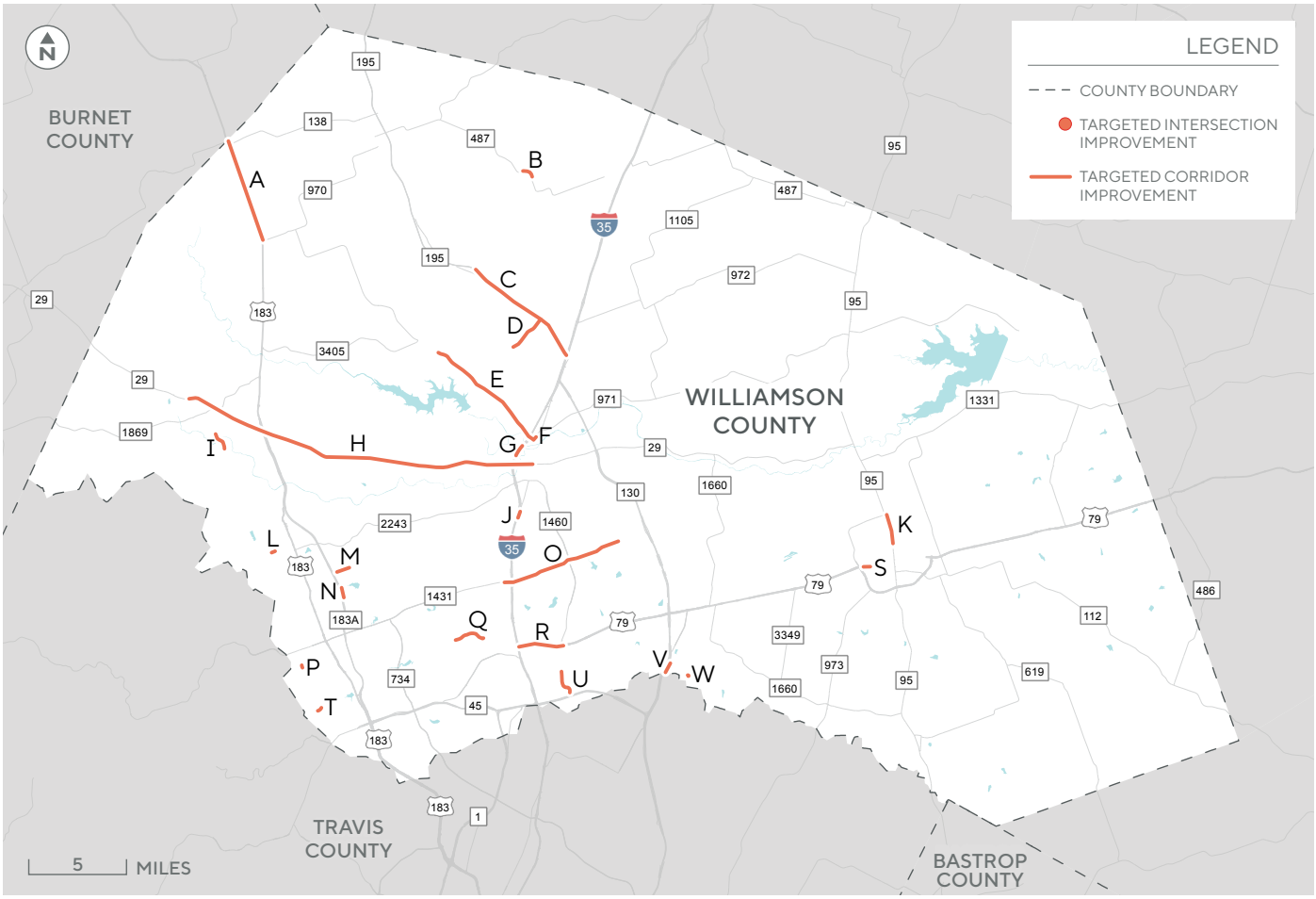

FIGURE A-9: WILLIAMSON COUNTY TARGETED IMPROVEMENT LOCATIONS (CORRIDORS)

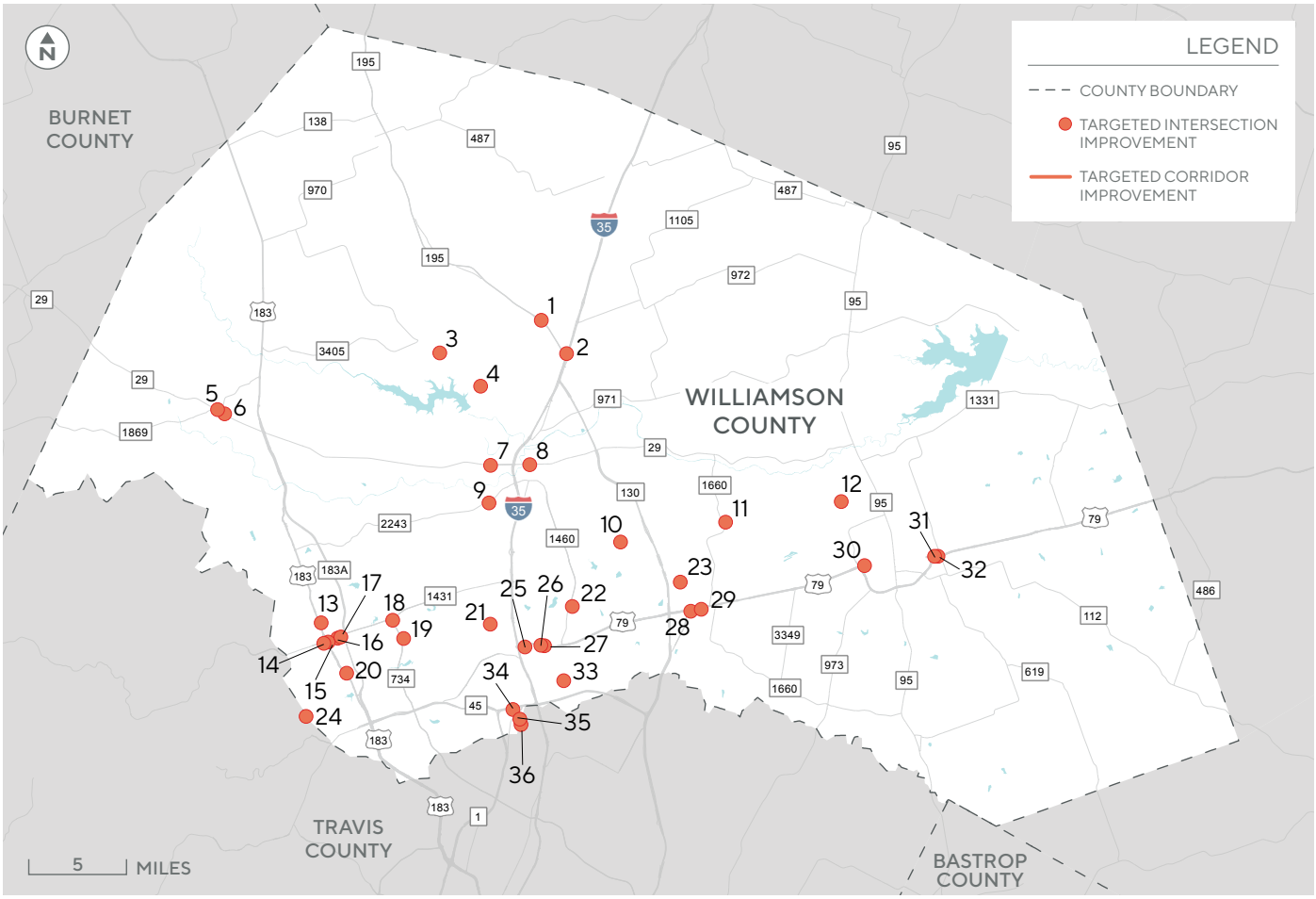

FIGURE A-10: WILLIAMSON COUNTY TARGETED IMPROVEMENT LOCATIONS (INTERSECTIONS)

TABLE A-6: WILLIAMSON COUNTY TARGETED IMPROVEMENTS

Williamson County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
A	US 183	FM 970	Williamson County Line	TxDOT	Add centerline rumble strips and refresh edgeline rumble strips, add roadway safety lighting, widen shoulder.
B	FM 487	Spears Ranch Road	CR 234	TxDOT	Add curve advisory signs and chevrons.
C	SH 195	Ronald Reagan Boulevard	IH 35	TxDOT	Add rumble strips and roadway lighting. Install wrong-way detection system. Replace Signal Ahead warning sign with roadside flashing beacon and Signal Ahead warning sign at IH 35.
D	Shell Road	Shell Spur	SH 195	Williamson County	Add edge line and center line rumble strips. Widen paved shoulder.
E	Williams Drive	Jim Hogg Road	Austin Avenue	Georgetown	Add raised median with strategically placed hooded lefts, raised profile lane line markings, raised profile markers, safety treat fixed objects, and roadway lighting.
F	Austin Avenue	Williams Drive	Approximately 0.2 miles north of Williams Drive	Georgetown	Add a raised median with hooded lefts.
G	IH 35 Southbound Frontage Road	Rivery Boulevard	River Hills Drive	TxDOT	Add roadway lighting.
H	SH 29/University Avenue	CR 200/LP 332	S Austin Avenue	TxDOT	Add raised median at strategic locations. Add rumble strips. Fill sidewalk gaps at strategic locations. Add chevrons, curve ahead/speed advisory signs. Widen shoulder and extend the guardrail around curve (safety treat fixed objects).
I	County Road 279	S-curve on either side of the bridge crossing the South Fork San Gabriel River	N/A	Williamson County	Add curve advisory signs and chevrons. Add rumble strips where they do not exist. Widen paved shoulder.
J	IH 35 Southbound	Southwest Bypass entrance ramp	Approximately 0.5 miles south of entrance ramp	TxDOT	Add raised median barrier. Relocate southbound entrance ramp farther from Southwest Bypass or reverse ramp with downstream exit ramp.
K	Main Street	Carlos G Parker Boulevard	Lake Drive	TxDOT	Relocate southbound entrance ramp farther from Southwest Bypass or reverse ramp with downstream exit ramp.
L	Hero Way	Bagdad Rd	Approximately 0.3 miles east of Bagdad Rd	Leander	Fill sidewalk gap.
M	Crystal Falls Parkway	US 183A	Ridgmar Road	Leander	Extend raised median.

Williamson County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
N	US 183A northbound frontage road	Volta Drive	North of Scottsdale Drive	TxDOT	Add a speed limit sign near the exit ramp. Add guardrail on the east side of the roadway.
O	FM 1431/University Boulevard	Railroad tracks west of IH-35	CR 110	TxDOT	Add rumble strips and median cable barrier at strategic locations.
P	Lakeline Boulevard	Cedar Park Drive	West Park Street	Cedar Park	Add raised profile markings.
Q	Hairy Man Road	Great Oaks Drive	Creek Bend Boulevard	Williamson County	Add additional guardrail and remove trees from clear zone where applicable.
R	US 79	IH 35	AW Grimes Boulevard	TxDOT	Fill sidewalk gaps.
S	2nd Street	Carlos G Parker Boulevard	Sloan Street	Taylor	Add raised median with strategically placed hooded lefts.
T	Cypress Creek Road	Sun Chase Boulevard	Lakeline Boulevard	Cedar Park	Add edgeline delineators. Evaluate speed limit using USLIMITS2.
U	AW Grimes Boulevard	Thompson Trail	SH 45N	Round Rock	Add chevrons and curve ahead/speed advisory signs. Extend median to create hooded lefts.
V	SH 130 northbound frontage road	CR 138	FM 685	TxDOT	Add rumble strips. Add channelization at driveways to prevent wrong-way turns.
W	CR 138	West of Spring Valley Street	N/A	Williamson County	Add/replace curve advisory signs and chevrons.
1	SH 195 at Shell Rd	N/A	N/A	TxDOT	Add signal head backplates. Install additional intersection signage. Install signal head improvements.
2	South of SH 195 at IH 35 SBFR	N/A	N/A	TxDOT	Replace Signal Ahead warning sign with roadside flashing beacon with Signal Ahead warning sign.
3	Williams Dr at Jim Hogg Dr	N/A	N/A	Georgetown	Install signal head backplates and pavement marking improvements. Conduct signal timing evaluation
4	DB Wood Rd at Williams Dr	N/A	N/A	Georgetown	Install supplemental signal heads, additional intersection signage, intersection lighting, signal head backplates.
5	SH 29 at Ranch Road 1869	N/A	N/A	TxDOT, Liberty Hill	Install pedestrian signals and crosswalks to existing signal, pavement marking improvements, signal head backplates. Conduct signal timing evaluation.
6	SH 29 at Main St	N/A	N/A	TxDOT, Liberty Hill	Evaluate a pedestrian hybrid beacon.
7	University Ave at DB Wood Rd	N/A	N/A	TxDOT, Georgetown	Install signal head backplates and additional intersection signage.
8	W University Ave at Hart St	N/A	N/A	TxDOT, Georgetown	Evaluate a pedestrian hybrid beacon.

Williamson County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
9	Leander Rd at Southwest Bypass	N/A	N/A	TxDOT, Georgetown	Install signal head backplates and additional intersection signage. Replace Signal Ahead warning sign with roadside flashing beacon with Signal Ahead warning sign.
10	University Blvd at CR 110	N/A	N/A	Round Rock	Install signal head backplates and pavement marking improvements.
11	FM 1660 at Chandler Rd	N/A	N/A	TxDOT, Hutto	Install pavement marking improvements and roadside flashing beacons.
12	CR 366 at Chandler Rd	N/A	N/A	Taylor	Evaluate a new traffic signal.
13	New Hope Dr at Bell Blvd	N/A	N/A	Cedar Park	Install additional intersection signage and signal backplates. Conduct signal timing evaluation.
14	W Whitestone Blvd at Walton Way	N/A	N/A	TxDOT, Cedar Park	Conduct signal timing evaluation.
15	W Whitestone Blvd at US 183	N/A	N/A	TxDOT	Conduct signal timing evaluation. Evaluate Leading Pedestrian Interval (LPI). Additional signage at intersection.
16	E Whitestone Blvd at Quest Pkwy	N/A	N/A	TxDOT, Cedar Park	Realign left turn lanes to improve sight distance.
17	E Whitestone Blvd at Discovery Blvd	N/A	N/A	TxDOT, Cedar Park	Evaluate LPI.
18	Whitestone Blvd at Parmer Ln	N/A	N/A	TxDOT	Install supplemental signal heads.
19	Parmer Ln at Ranch Trails/Kenai Dr	N/A	N/A	Cedar Park	Install supplemental signal heads and intersection lighting.
20	Cypress Creek Rd at Bell Blvd	N/A	N/A	TxDOT, Cedar Park	Install supplemental signal heads and signal head backplates.
21	Old Settlers Blvd at Creek Bend Blvd	N/A	N/A	Round Rock	Conduct signal timing evaluation. Install signal head backplates and intersection lighting.
22	Grimes Blvd at Old Settlers Blvd	N/A	N/A	TxDOT, Round Rock	Install signal head backplates, pavement marking improvements, supplemental signal heads, and additional signage at intersection.
23	CR 108 at Limmer Loop	N/A	N/A	Hutto	Adjust pavement markings to create a left-turn lane. Install roadside flashing beacons and intersection lighting. Evaluate a new traffic signal.
24	Cypress Creek Rd at El Sol Dr	N/A	N/A	Cedar Park	Evaluate a roundabout.
25	US 79 (650 ft) west of Palm Valley at Mays St (At U-Turn)	N/A	N/A	TxDOT	Close median opening and facilitate u-turns at adjacent signalized intersections.

Williamson County Targeted Improvements

Project ID	Corridor/Intersection Name	From	To	Lead Agency	Improvement Description
26	US 79 at Egger Ave	N/A	N/A	TxDOT, Round Rock	Install pedestrian crosswalk.
27	US 79 at Georgetown St	N/A	N/A	TxDOT, Round Rock	Install pedestrian crosswalk, intersection lighting, and pavement marking improvements. Evaluate LPI.
28	US 79 at Chris Kelley Blvd / Ed Schmidt Blvd	N/A	N/A	TxDOT, Hutto	Install supplemental signal heads, signal timing improvements, intersection lighting, and additional signage at intersection. Evaluate LPI.
29	US 79 at Exchange Blvd	N/A	N/A	TxDOT, Hutto	Conduct signal timing evaluation.
30	Carlos G Parker Blvd Northbound to Westbound US 79 Loop	N/A	N/A	TxDOT	Add chevrons to curve.
31	Loop from US 79 to Carlos G Parker Blvd	N/A	N/A	TxDOT	Add chevrons to curve.
32	Loop from Carlos G Parker Blvd to US 79	N/A	N/A	TxDOT	Add chevrons to curve.
33	Gattis School Rd at AW Grimes Blvd	N/A	N/A	Round Rock	Install signal head backplates and pavement marking improvements.
34	SH 45 Toll at CR 172	N/A	N/A	TxDOT, Williamson County	Install signal head backplates, additional intersection signage, intersection lighting, signal ahead roadside flashing beacon, and pavement marking improvements.
35	600 ft North of Grand Avenue Pkwy at Quick Hill Rd on Quick Hill Rd	N/A	N/A	Williamson County	Evaluate a rectangular rapid flashing beacon.
36	Grand Avenue Pkwy at Quick Hill Rd	N/A	N/A	Williamson County	Install pedestrian crosswalk and additional intersection signage. Evaluate a roundabout.

CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

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Capital Area MPO

Photo sources: City of Austin, Project Team, Adobe Stock

Date: August 25, 2025
Continued From: N/A
Action Requested: Information

To:	Technical Advisory Committee
From:	Mr. Nirav Ved, Data and Operations Manager
Agenda Item:	6
Subject:	Discussion on Transportation Demand Management (TDM) Subcommittee

RECOMMENDATION

None. This item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

Formed in August 2021 by the Transportation Policy Board, the TDM Subcommittee had the mission of providing regional guidance in the implementation of a Regional TDM Program. The subcommittee met every other month through September 2023 until federal funding dedicated to TDM expired and the region awaited approval for the use of programmed funds to continue. Those funds were approved in March 2025.

This item will inform the TAC of the need to restart the TDM Subcommittee and staff will seek nominations which TAC will vote on at the September meeting.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Formed in August 2021, the TDM Subcommittee met every other month until its last meeting in September 2023. Due to a lapse in federal funding, the subcommittee has not met since then and staff will seek nominations to the subcommittee which will come up for action at TAC's September meeting.

Staff seeks between seven to nine people to serve on the subcommittee. Staff recognizes that not all TAC members are experts in TDM. Therefore, a nominee, who is not a TAC member but possesses expertise in TDM and is an employee of a TAC member's agency, will be eligible to serve on the subcommittee.

Additionally, no more than one member from each agency may serve on the subcommittee.

SUPPORTING DOCUMENTS

N/A