



Technical Advisory Committee

August 25, 2025

Item 1: Certification of Quorum



Item 2: Approval of May 19, 2025 Meeting Summary





Recommendation



Staff recommends TAC approval of the May 19, 2025 meeting summary.



Item 3: Update on Interchange Bottlenecks Study





Outline



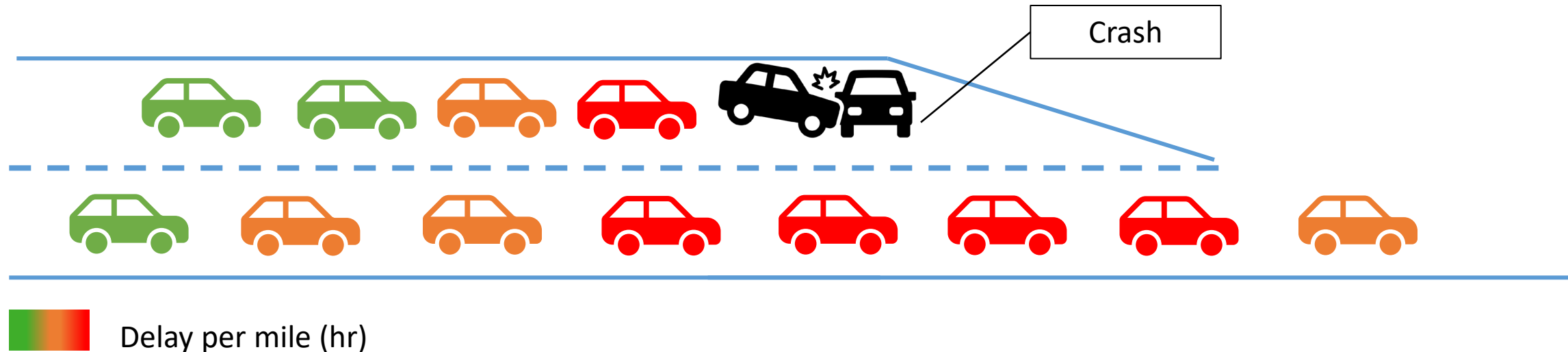
- **Project Goals**
- **Bottleneck Definition**
- **Interchange Selection and Prioritization**
- **Results**
- **Next Steps**



Bottleneck Definition

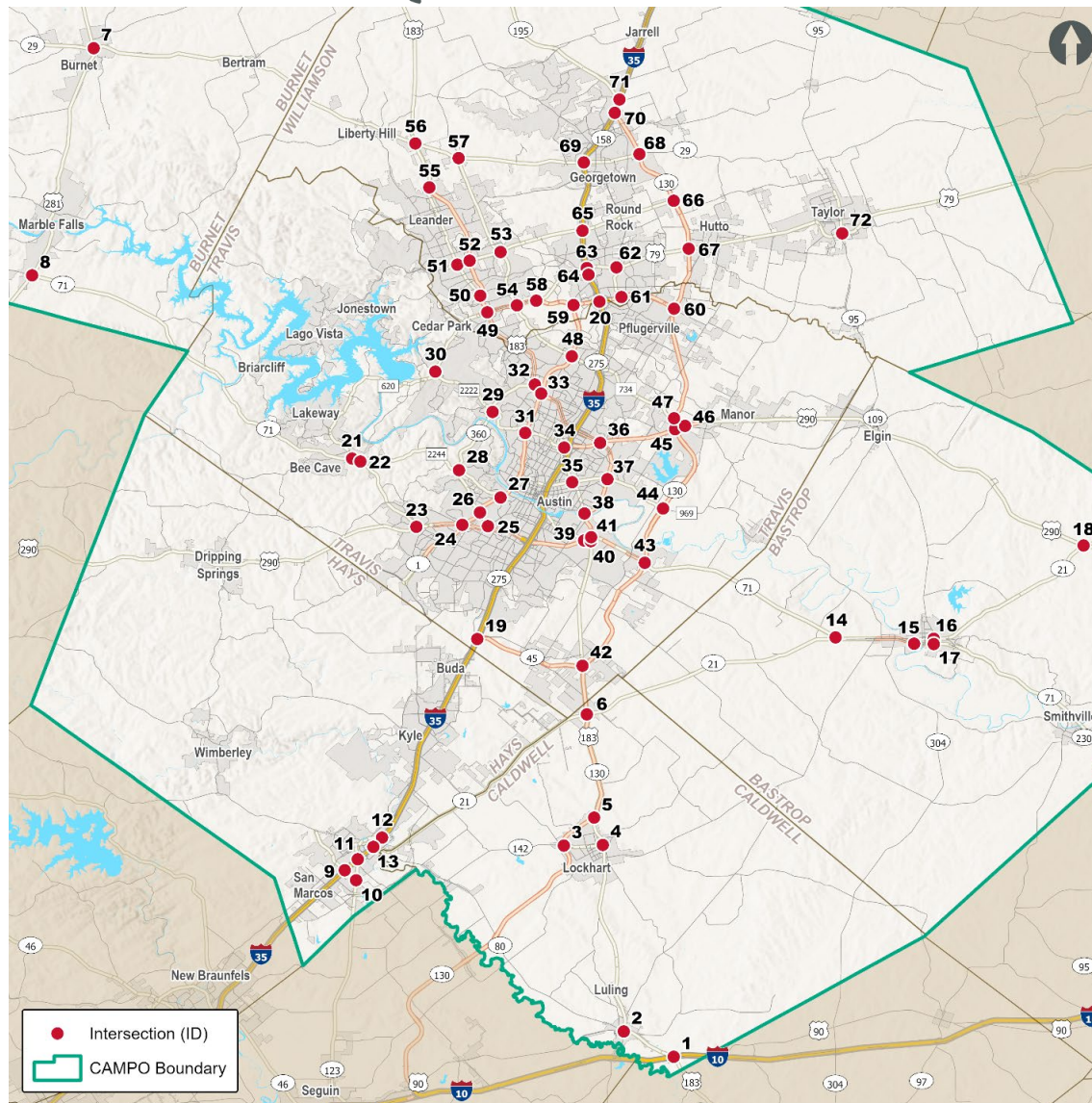
A bottleneck is a physical condition in the transportation infrastructure that causes recurring disruptions in traffic flow which leads to localized congestion, vehicular queueing, and/or delays.

These disruptions can result from temporary obstructions—such as crashes or construction work zones—or permanent capacity constraints, like insufficient numbers of lanes.





72 Study Interchanges & Intersections



Requirements:

- Freeway interchanges
- Intersections of two or more Principal Arterials (as defined by FHWA)
- Not within Capital Express North, Central, and South project limits



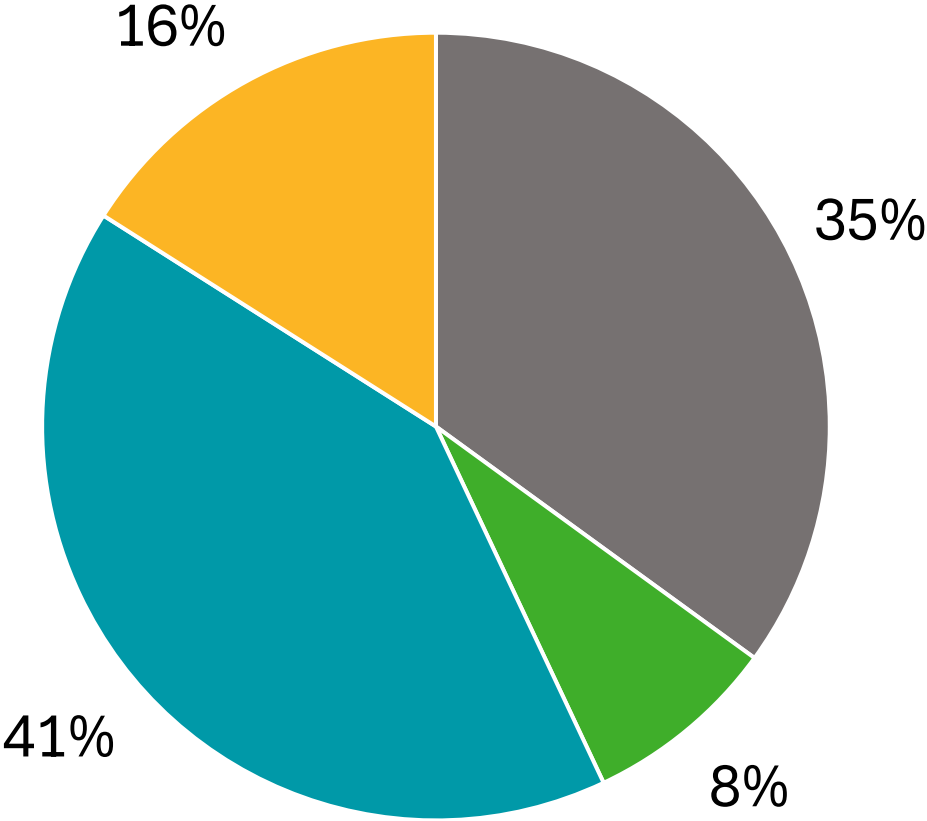
Prioritization Criteria



Criteria	Prioritization Goal	Sub-Criteria	Data Source
Traffic Operations	Prioritize intersections with high levels of congestion	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	Prioritize major roadway networks that serve multiple modes of transportation	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	Prioritize intersections with high crash rates and severity	Crashes: number, rates, severity, multimodal	TxDOT CRIS
Economic & Demographic	Prioritize socially vulnerable and/or economically vital areas	Income, Employment, Housing Units, Population, Poverty, Vulnerable Populations	ACS 2023 and CAMPO 2050 Travel Demand Model



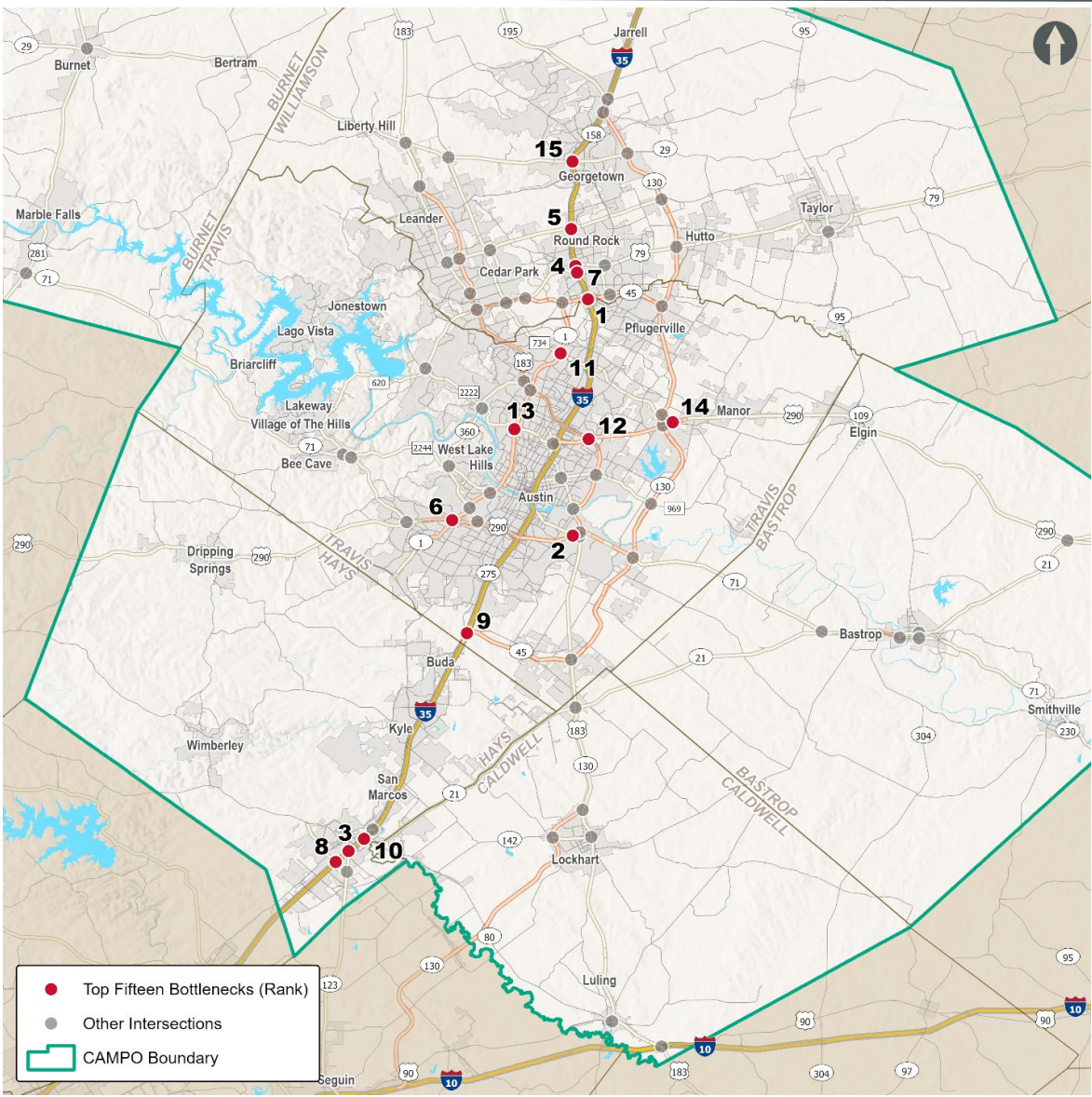
- Traffic Operations
- Built Environment
- Safety
- Economic & Demographic



Results



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 (MoPac)	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 (MoPac) / FM 734	Austin	Travis
12	51.28	US 183 / US 290	Austin	Travis
13	50.22	Loop 1 (MoPac) / RM 2222	Austin	Travis
14	50.00	US 290 / FM 734	Austin	Travis
15	48.55	IH-35 / SH 29	Georgetown	Williamson





Planning-Level Concept Development

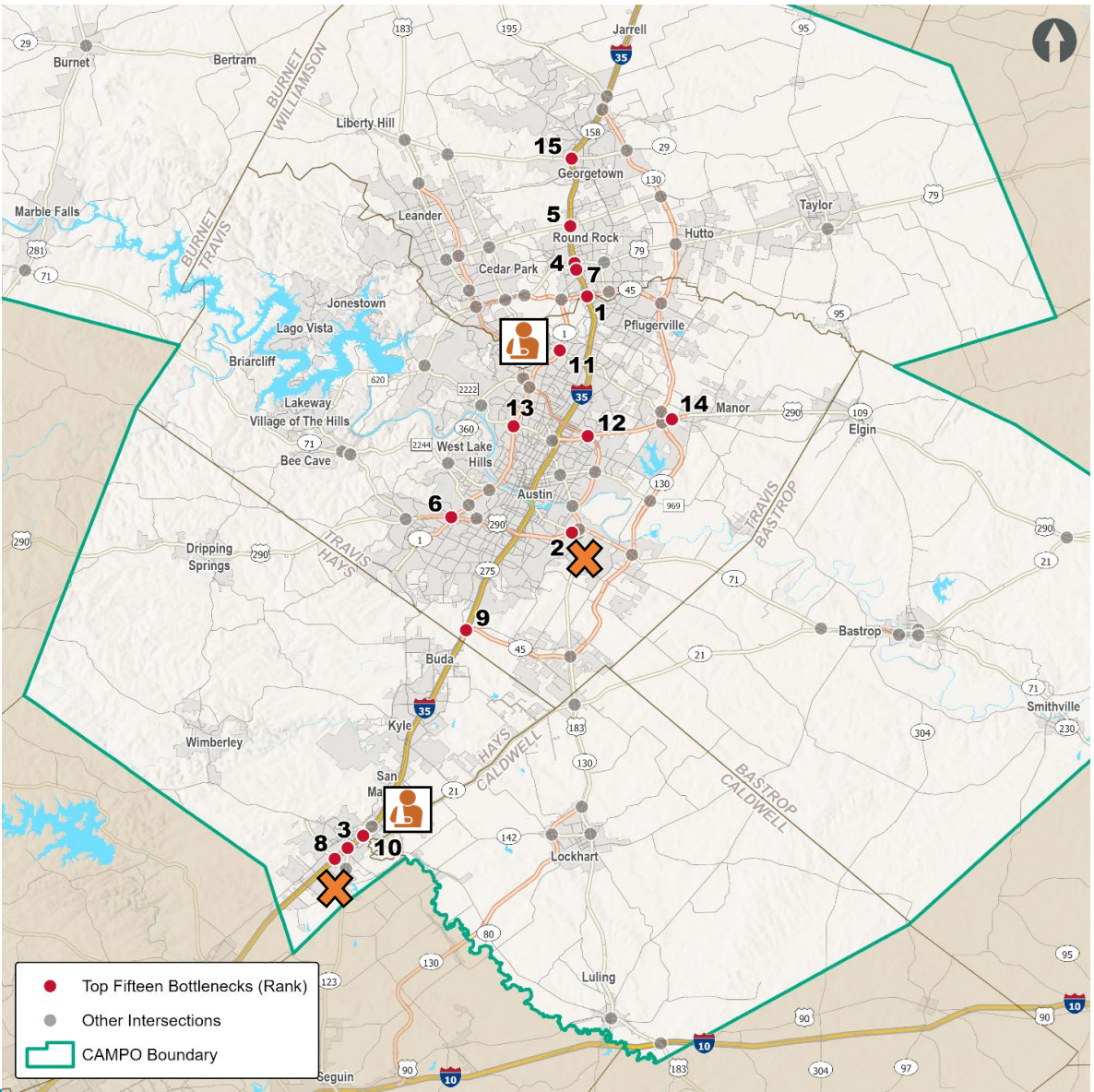


Rank	Final Weighted Score	Intersection/ Interchange Name	City	County	Driving Sub-Criteria		
2	64.20	SH 71 / Riverside Dr	Austin	Travis	Fatal Crashes	Serious Injuries	Maximum Volume-Over-Capacity
8	56.31	IH-35 / Wonder World Dr	San Marcos	Hays	Fatal Crashes	Serious Injuries	Maximum AADT 19-year % change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

Top Driving Sub-Criteria:

 = Fatal Crashes

 = Serious Injuries





Stakeholder Engagement

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- **Pre-Prioritization Questionnaire**

- » **8 Respondents**

- » **Response Themes:**

**Bottleneck
Locations**

**Bottleneck
Specifics**

**Innovative
Intersections**

- **Post-Prioritization Meetings**

- » **4 Stakeholder Meetings**

- » **Shortlisted 4 Locations from Top 15**



Next Steps

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- **Planning-level Concept Development**
 - Data collection
 - Alternatives analysis
 - Concept plan development
- **Additional stakeholder feedback**

Item 4: Presentation and Discussion on the 2015-2024 State of Safety Report





State of Safety Report Update 2015-2024



Jeff Kaufman, AICP

Research Scientist
Texas A&M
Transportation Institute

August 25, 2025



- Update from last year's official report
- TTI reviewed crash data from 2015-2024
- Crash data from crash reports submitted to TxDOT by law enforcement agencies
- Report assessed 17 different areas of safety

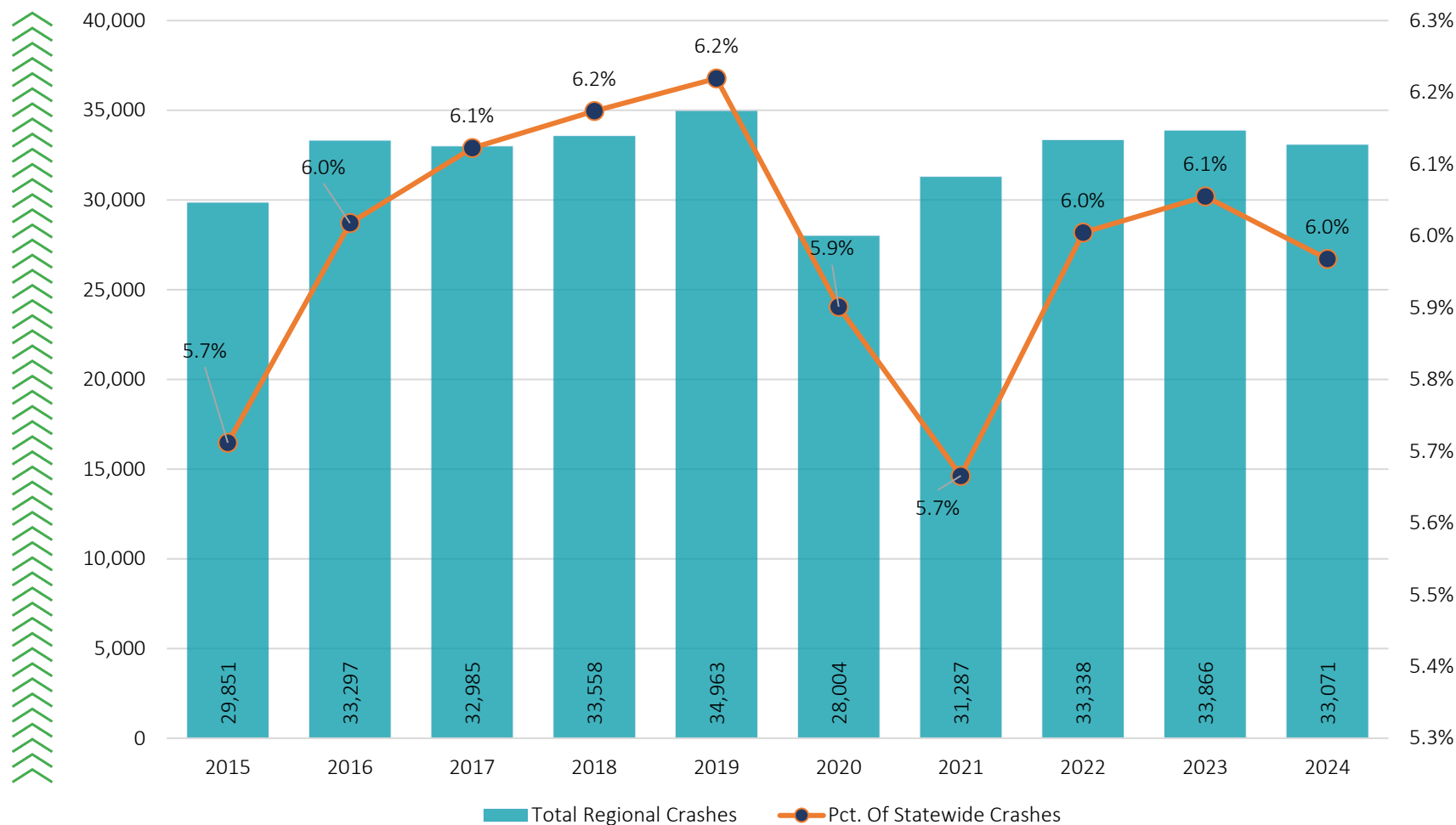




Regional Crashes

- Down 2.4 percent from 2023
- Statewide crashes down only 0.9 percent.

REGIONAL CRASHES, 2015-2024

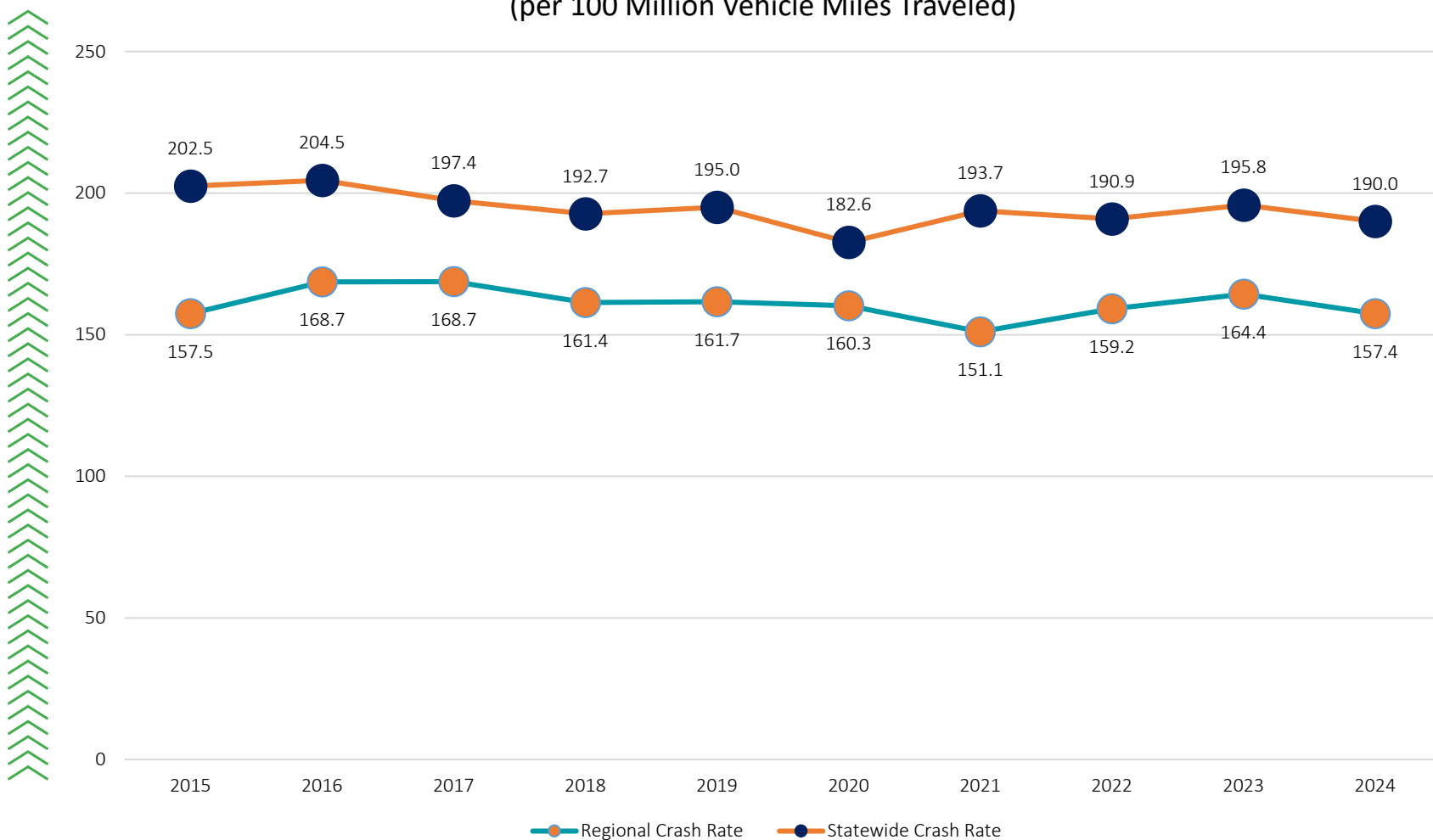




Regional Crashes Rates

- Per 100 Million Vehicle Miles Traveled (VMT)
- Regional crash rate continues to register below the state's rate

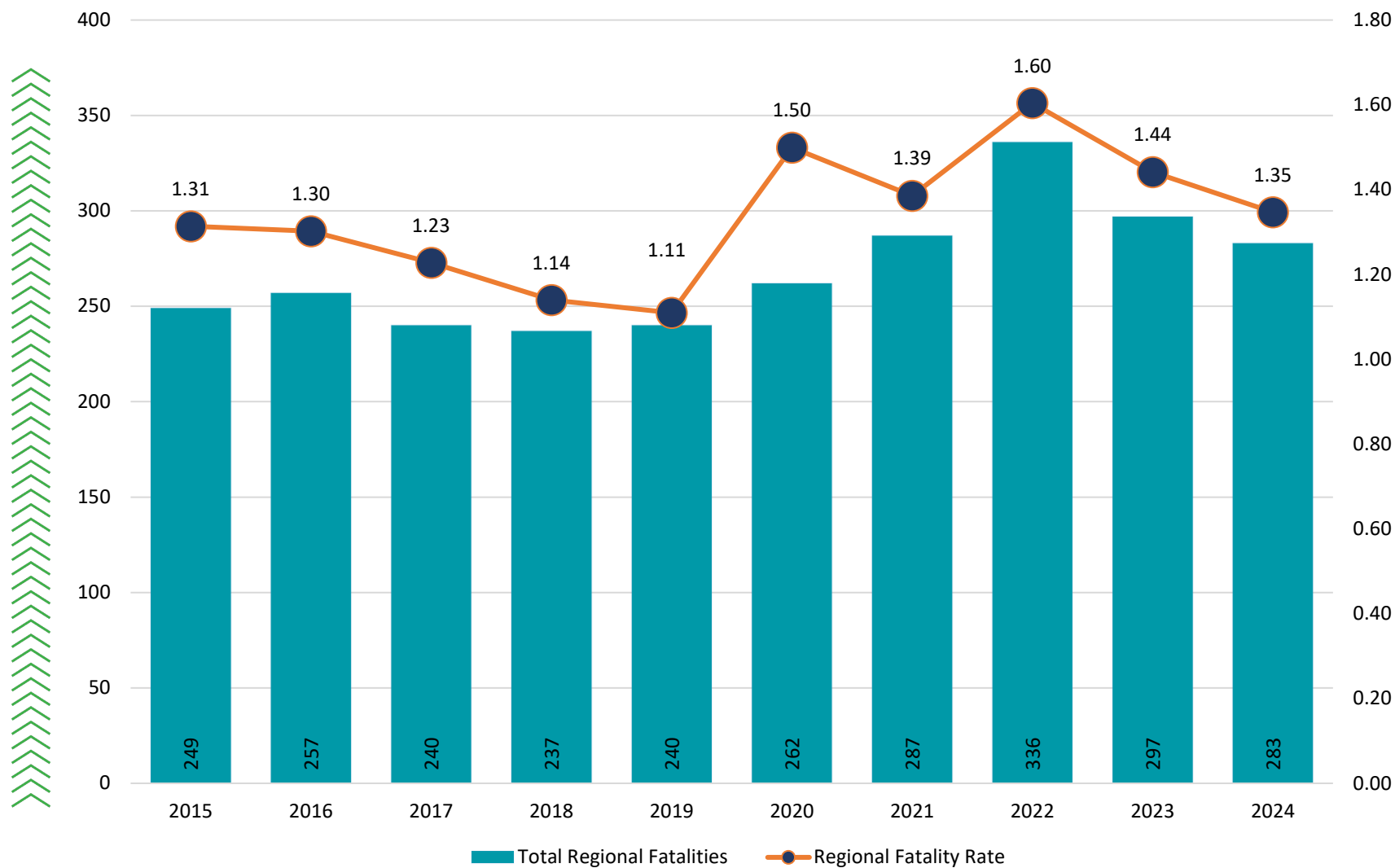
REGIONAL CRASH RATE
(per 100 Million Vehicle Miles Traveled)





Regional Fatalities and Fatality Rates

- Fatalities dropped 4.7 percent from 2023
- 15.8 percent down from 20-year high recorded in 2022
- Still 13.7 percent higher than 10 years ago.

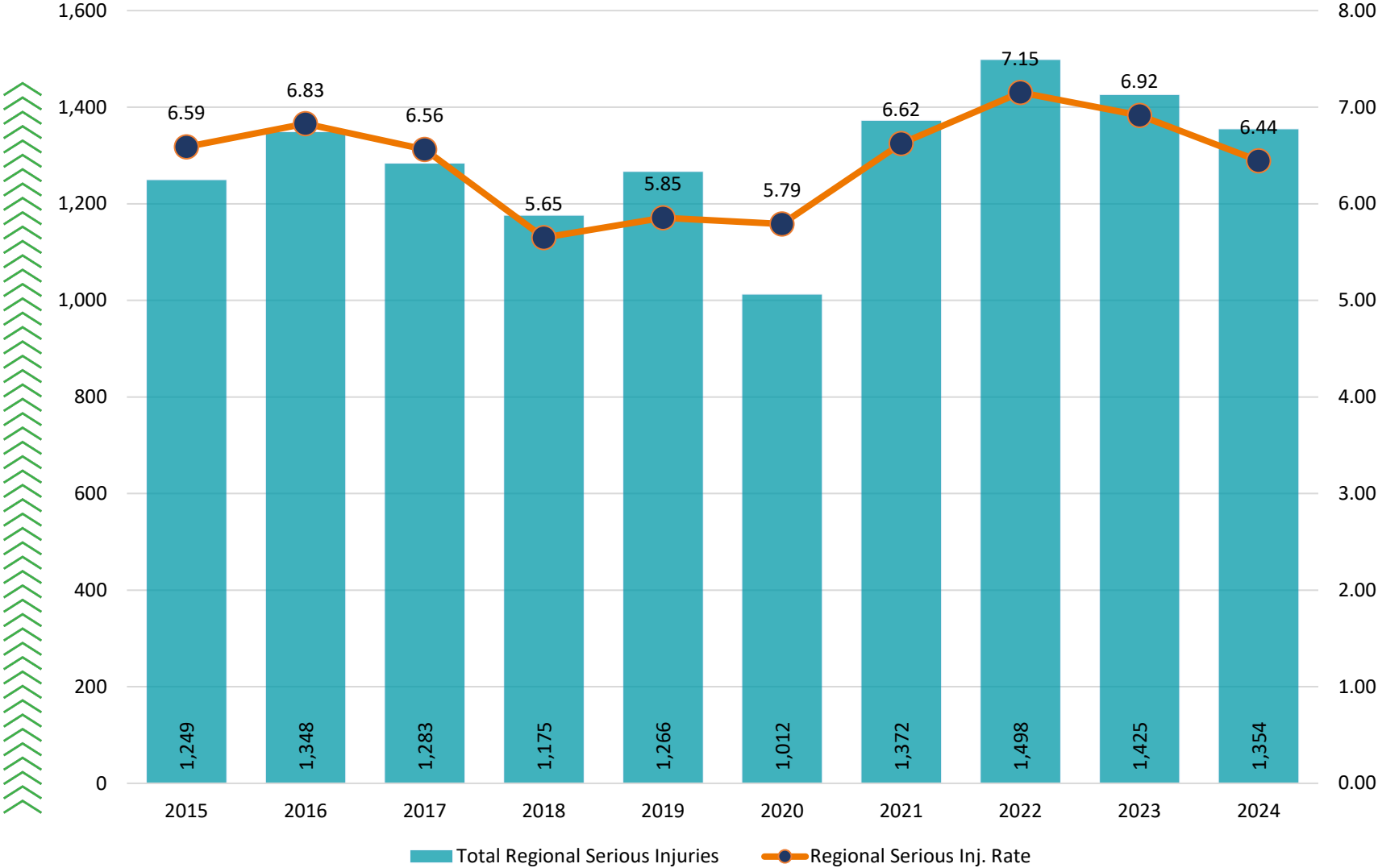




Regional Serious Injuries and Injury Rates

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- 5.2 percent drop from 2023
- Still nearly 33.8 percent higher than 2020 lows





Bike/Ped Fatality and Serious Injuries

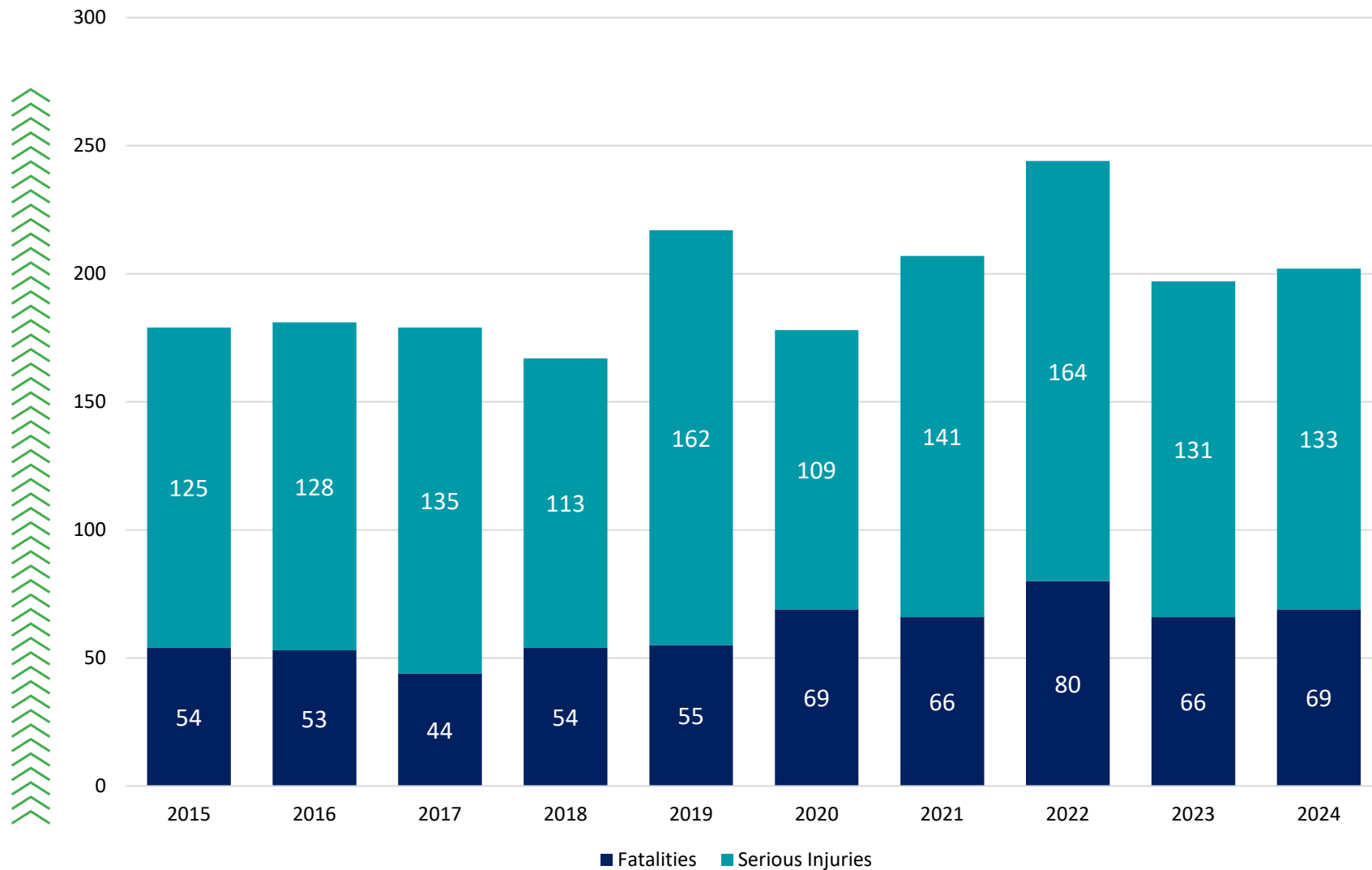
Combined federal performance measure

2024 Fatalities:

- 61 Pedestrians (88.4%)
- 8 Bicyclists (11.2%)

2024 Serious Injuries:

- 98 Pedestrians (73.7%)
- 35 Bicyclists (26.3%)





Road to Zero by 2050

CAMPO adopted state
performance measures

Targets based on five-year moving
averages

As of July 31, 2025 per CRIS

- 175 fatalities (143 as of 7/31/24)
- 640 serious injuries (791)
- 121 Bike/Ped Fatal & Ser. Inj. (112)

	Year	Fatalities	Serious Injuries	Bike-Ped FataIs/ 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	142	658	105	0.71	3.13
	2040	95	439	70	0.47	2.09
	2045	47	219	35	0.24	1.04
	2050	0	0	0	0.00	0.00





Safety Focus Areas

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Alcohol, Speeding, Motorcycles, Unrestrained, and Pedestrians – continued over-representation in fatalities & serious injuries

*NOTE: Crashes can involve multiple focus areas – table data should not be added together for cumulative result

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%



Item 5: Presentation of Draft CAMPO Regional Safety Action Plan (RSAP)





Regional Safety Action Plan (RSAP)



Study Purpose



8,945+ Consecutive Days of Fatalities

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

CAMPO Region (2019-2023)



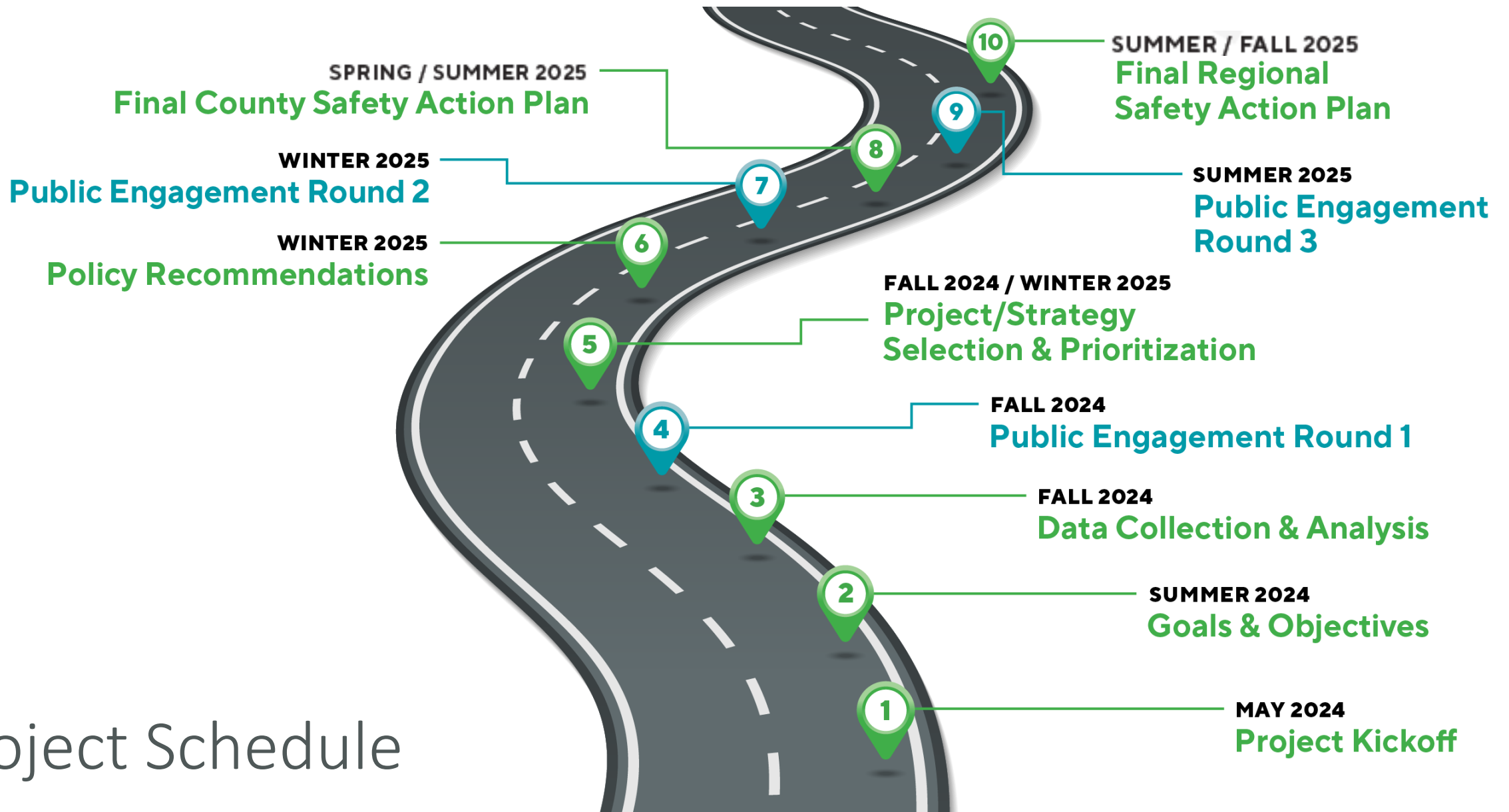
1,438 fatalities

Roughly
6 deaths per week

National Context (2023)

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





Project Schedule



Regional Safety Action Plan (RSAP)



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



Community Outreach Process



3 Rounds (Fall 2024,
Winter 2025,
Spring/Summer 2025)

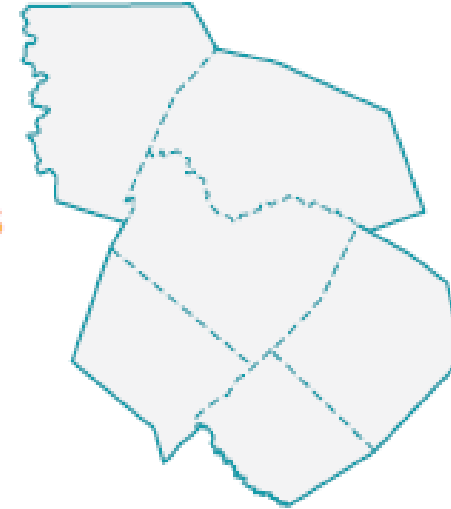


- In-person and remote participation made available online and by mail

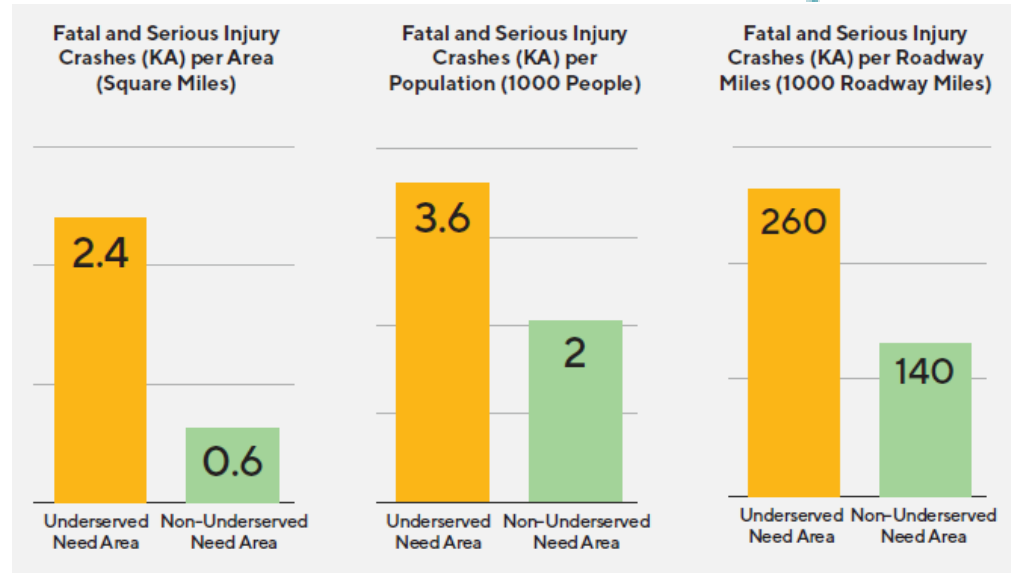


Underserved Communities Analysis

A total of
921 fatal crashes
and 3,660 serious injury crashes
occurred within the
underserved areas of the
CAMPO region.



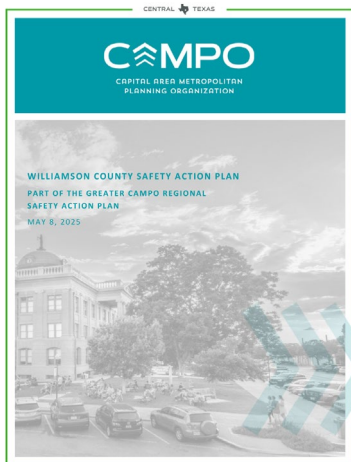
- 1. Areas of Persistent Poverty**, as designated by the USDOT, where at least 20% of the population lives below the poverty line
- 2. Title VI**, defined as census tracts where less than 50% of the population identify as "White, non-Hispanic" based on the latest American Community Survey data
- 3. Vulnerable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





County-Level Safety Action Plans

Components and Processes



- **Data analysis and existing conditions assessment**
 - » Prioritized locations exhibiting crash frequency and severity
 - High Injury Networks
 - » Identified Contributing factors
- **Infrastructure project identification and prioritization**
 - » Developed prioritization criteria
 - » Confirmed potential improvements with Task Forces
 - » Shared ideas with the public
- **Behavioral and policy strategies**
 - » Identified potential strategies
 - » Task Forces reviewed, prioritized





County-Level Safety Action Plans



Next Steps



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

- ✓ Fund the safety improvements (infrastructure investments and behavioral strategies)
- ✓ Champion the policy changes (within each agency and through cross-collaboration efforts)
- ✓ Measure and monitor progress; make adjustments to the plan as needed





Regional Safety Action Plan (RSAP)

Proposed Safety-Driven Infrastructure Improvements:

172

Corridor
Improvements



163

Intersection
Improvements

Infrastructure
Treatments



Policy & Program
Development



Behavioral
Strategies



SAFETY TOOLBOX

Plan Outcomes

Project List of Site-Specific
Improvements in Appendix

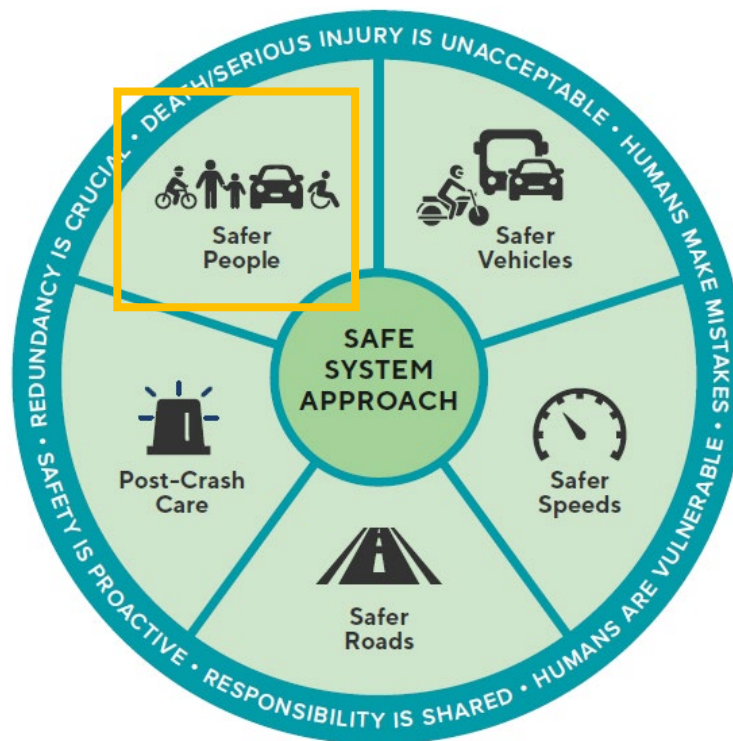
Safety Toolbox for use by
CAMPO and partners





Regional Safety Action Plan (RSAP)

Strategy Overview



- Education and public outreach
- Enforcement and accountability
- Design for human behavior
- Target populations (younger and older drivers)



Regional Safety Action Plan (RSAP)

Strategy Overview

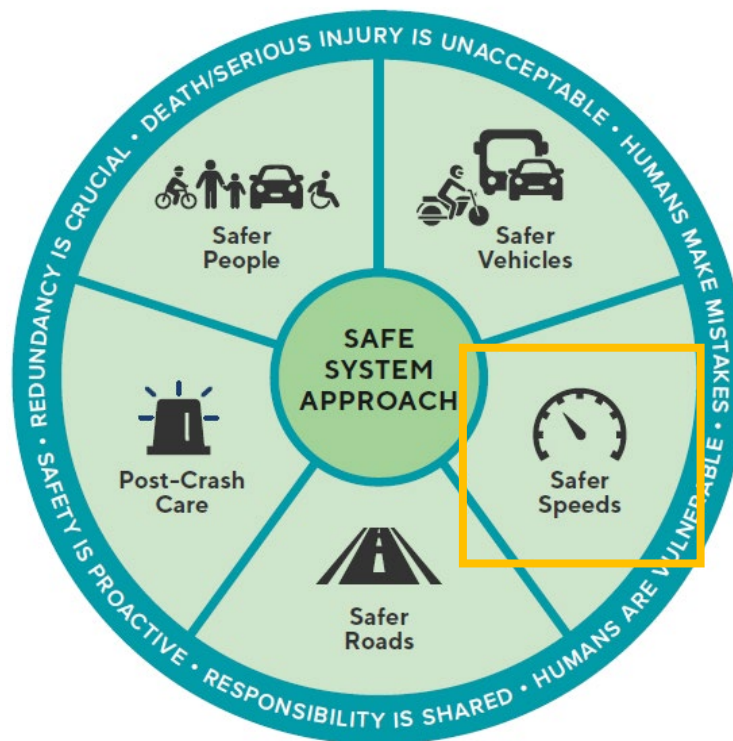


- Fleet modernization and procurement
- Advanced vehicle technology adoption
- Heavy and commercial vehicle safety
- Public awareness and consumer education



Regional Safety Action Plan (RSAP)

Strategy Overview

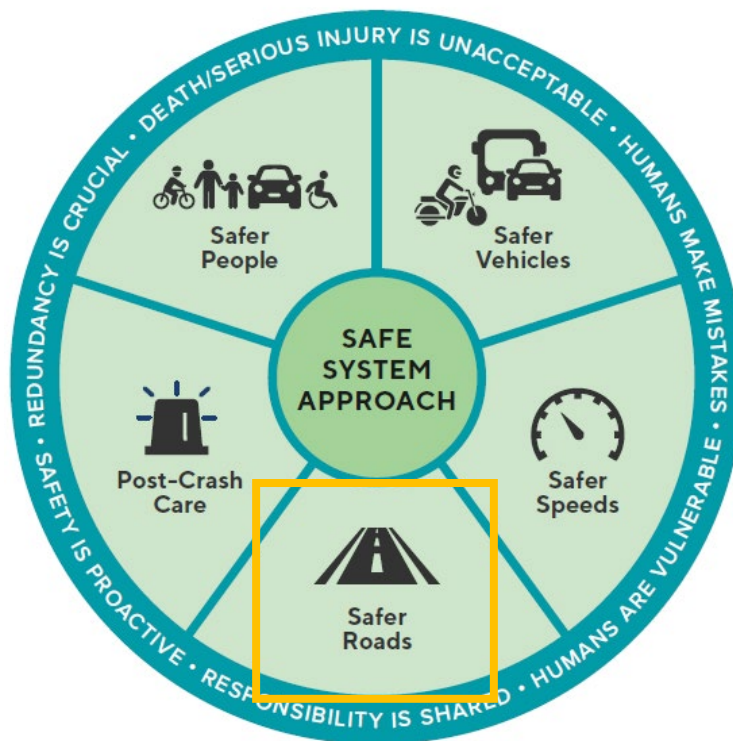


- Context-sensitive speed limit setting
- Speed management planning
- Speed feedback signs
- Engineering and design countermeasures
- Intelligent speed management and feedback



Regional Safety Action Plan (RSAP)

Strategy Overview

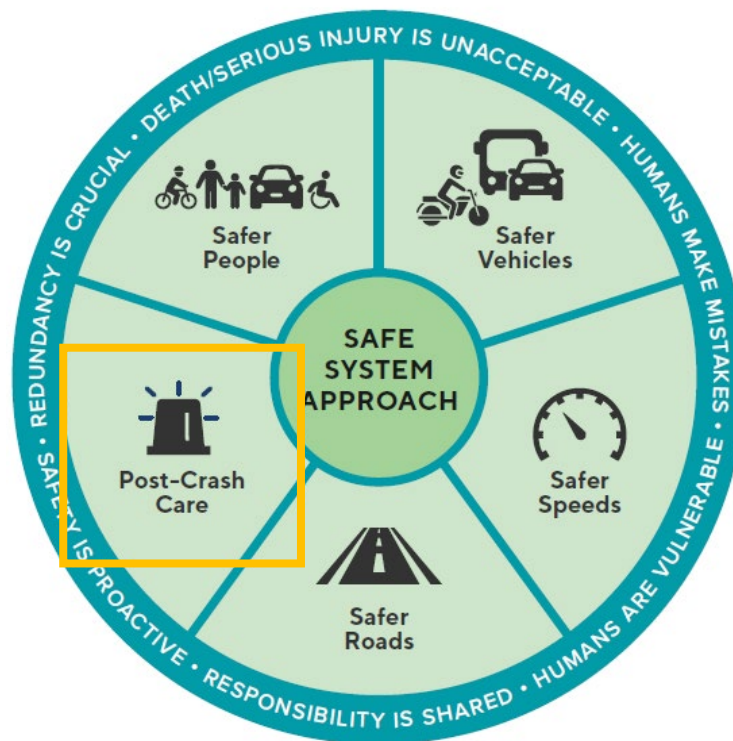


- Network screening and prioritization
- Systemic engineering countermeasures
- Multimodal design enhancements
- Capital projects
- Maintenance and operations



Regional Safety Action Plan (RSAP)

Strategy Overview



- Rapid detection and notification
- Optimized emergency response
- On-scene safety and clearance
- Trauma care and data integration
- Public empowerment (e.g., bystander training)



Regional Safety Action Plan (RSAP)



Implementation Framework

Roles for CAMPO TPB, TAC,
and staff, as well as
member agencies and
regional partners





Next Steps



Draft Plan Review and
Adoption Timeline



- TAC comments due September 5
 - » Send to nicholas.samuel@campotexas.org
- TPB RSAP information item on September 8
- TAC RSAP action item on September 22
- TPB comments due September 26
- TPB RSAP action item on October 6



Item 6: Discussion on Transportation Demand Management (TDM) Subcommittee



Item 7: Report on Transportation Planning Activities



Item 8: TAC Chair Announcements





Upcoming Meetings



- TPB → September 8, 2025
- TAC → September 22, 2025



Adjournment