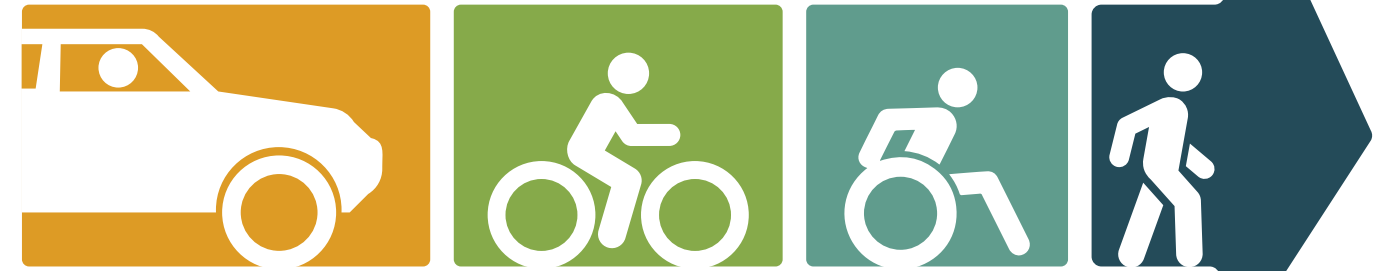




TRAVIS COUNTY



SAFETY ACTION PLAN

SAFE STREETS AND ROADS FOR ALL (SS4A)
JUNE 2025



Transportation and Natural Resources Department

Our Commitment:

TRAVIS COUNTY COMMITS TO REDUCING ROADWAY FATALITIES AND SERIOUS INJURIES BY 50% BY 2035 AND BY 100% BY 2050.

**ZERO
BY 50**

Rollingwood, TX

**COMMISSIONERS
COURT MEMBERS**

- COUNTY JUDGE - ANDY BROWN
- PRECINCT ONE - JEFF TRAVILLION
- PRECINCT TWO - BRIGID SHEA
- PRECINCT THREE - ANN HOWARD
- PRECINCT FOUR - MARGARET GÓMEZ

PARTNER JURISDICTIONS

- JONESTOWN
- LAGO VISTA
- LAKEWAY
- MANOR
- PFLUGERVILLE
- ROLLINGWOOD
- SAN LEANNA
- VOLENTE
- WEST LAKE HILLS
- DEL VALLE INDEPENDENT SCHOOL DISTRICT
- UNINCORPORATED TRAVIS COUNTY

PARTICIPATING AGENCIES

- CITY OF AUSTIN
- CAMPO
- TxDOT
- CapMetro
- CARTS
- CTRMA
- Travis Co. Sheriff's Office
- Office of Emergency Management
- TNR Public Works

**A Resolution Committing to Zero Roadway Fatalities and Serious Injuries
and Adopting the Safe Streets and Roads for All (SS4A)
Travis County Safety Action Plan**

WHEREAS, the Commissioners Court of Travis County recognizes that traffic fatalities and serious injuries are preventable and that no loss of life on our roadways is acceptable; and

WHEREAS, the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program supports local initiatives aimed at eliminating roadway fatalities and serious injuries through a Safe System Approach; and

WHEREAS, Travis County staff and regional partners participated in development of the Travis County Safety Action Plan that identified high-risk areas, analyzed crash data, engaged stakeholders, and outlined strategies to enhance transportation safety; and

THEREFORE, BE IT RESOLVED, that the Commissioners Court commits to reducing fatalities and serious injury crashes by 50% by 2035 and by 100% by 2050, aligning with the objectives of the SS4A program and Texas Road to Zero; and

BE IT FURTHER RESOLVED, that the Commissioners Court will monitor and periodically report on progress toward the road to zero goal; and

BE IT FURTHER RESOLVED, that the Commissioners Court adopts the Travis County Safety Action Plan and intends to implement projects, strategies, and policies from the plan.

Resolution adopted on this 10th day of June 2025.

Judge Andy Brown
Travis County

Commissioner Jeffrey W. Travillion
Precinct One

Commissioner Brigid Shea
Precinct Two

Commissioner Ann Howard
Precinct Three

Commissioner Margaret J. Gomez
Precinct Four

**ON JUNE 10TH, 2025 THE TRAVIS COUNTY
COMMISSIONERS COURT PASSED A
RESOLUTION COMMITTING TO ZERO
ROADWAY FATALITIES AND SERIOUS
INJURIES AND ADOPTING THE SAFE
STREETS AND ROADS FOR ALL (SS4A)
TRAVIS COUNTY SAFETY ACTION PLAN.**

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Please Note: The Travis County SS4A Safety Action Plan Appendices are a separate PDF document

DISCLAIMER | 23 United States Code Section 407

Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or 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.



LIST OF ABBREVIATIONS

COA	City of Austin
CRIS	Crash Records Information System
FHWA	Federal Highway Administration
HIN	High Injury Network
ISD	Independent School District
KABCO*	Injury Severity Scale K – Fatal Injury A – Suspected Serious Injury B – Suspected Minor Injury C – Possible Injury O/N – No Apparent Injury
NHTSA	National Highway Traffic Safety Administration
PHB	Pedestrian Hybrid Beacon
RRFB	Rectangular Rapid Flashing Beacon
RSA	Road Safety Audit
SHSP	Strategic Highway Safety Plan
SS4A	Safe Streets and Roads for All
TWLT	Two Way Left Turn
USDOT	US Department of Transportation
VMT	Vehicle Miles Traveled
VSL	Variable Speed Limit

**Note: Some crash recording systems, including CRIS, use the N notation for No Apparent Injury crashes..*

TxDOT - The Texas Department of Transportation is responsible for the planning, construction, and maintenance of state roads.

CAMPO - The Capital Area Metropolitan Planning Organization is responsible for coordinating regional transportation and funding.

CapMetro - The Capital Metropolitan Transportation Authority is the public transit agency serving Austin and Central Texas.

CTRMA - The Central Texas Regional Mobility Authority is an independent government agency responsible for planning, financing, constructing, and operating toll roads in Travis and Williamson County.

CARTS - The Capital Area Rural Transportation System is the regional public transit agency providing services to rural areas across Central Texas.

INTRODUCTION

In early 2025, Travis County Commissioners Court formally committed to significantly reducing the number of deaths and serious injuries on roadways throughout Travis County, with the goal of eliminating them entirely by 2050. The Travis County Safety Action Plan identifies and evaluates road safety problem areas and proposes proven safety solutions that the County and its partners can implement.

The United States Department of Transportation (USDOT) Safe Streets and Roads for All Grant Program (SS4A) discretionary program provided a grant that helped fund the creation and development of this plan. The Bipartisan Infrastructure Law established the SS4A discretionary grant program in 2022. The program provides \$1 billion annually in grants to support regional, local, and tribal initiatives to eliminate roadway fatalities and serious injuries.

Roadway safety planning through the SS4A program prioritizes safety for all users of the transportation network. In 2024, the program also emphasizes the prioritization of roadway safety needs and projects for underserved communities whose transportation needs have historically been overlooked.

The Travis County Safety Action Plan is consistent with the 2024 SS4A Safety Action Plan required components listed below.



LEADERSHIP COMMITMENT
AND GOAL SETTING



PLANNING STRUCTURE



SAFETY ANALYSIS



ENGAGEMENT AND
COLLABORATION



EQUITY



POLICY AND
PROCESS CHANGES



STRATEGY AND
PROJECT SELECTIONS



PROGRESS AND
TRANSPARENCY



Volente, TX

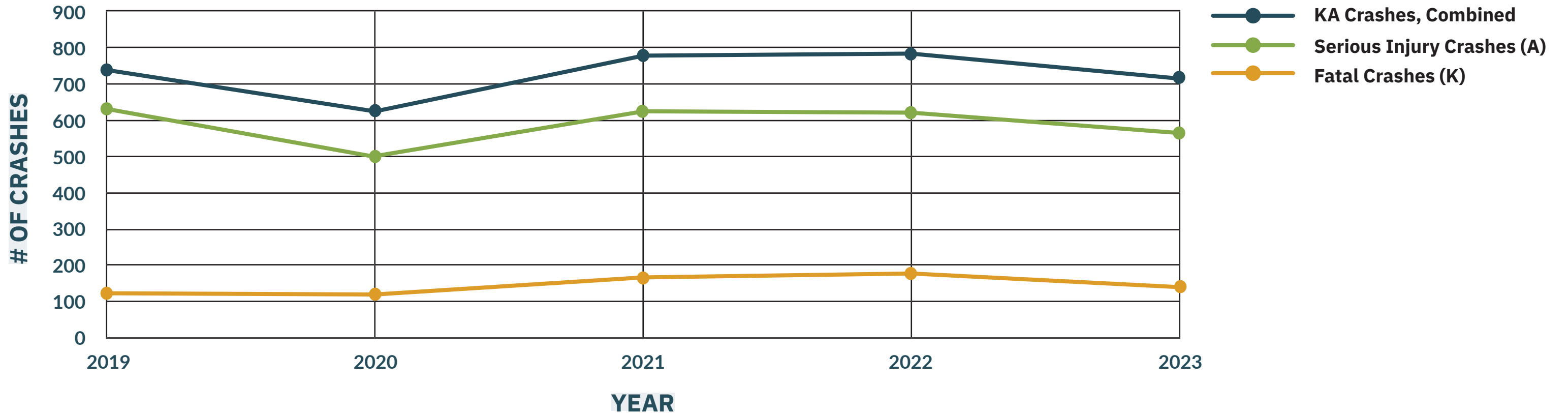
ROADWAY SAFETY IN TRAVIS COUNTY

About 1.34 million people live in Travis County, with many thousands more traveling through the County each day. The Travis County Safety Action Plan focuses on roadways in all parts of Travis County that are not within the City of Austin limits. The City of Austin has a city-wide Vision Zero road safety action plan and implementation program that is incorporated into the Travis County Safety Action Plan by reference. For more information visit the City of Austin Vision Zero webpage [here](#). It is important to note that crash accounting methodology may vary from City of Austin methodology resulting in slight differences in crash counts shown.

From 2019 through 2023, 701 fatal crashes occurred in Travis County. In addition to those fatal crashes, another 2,974 crashes resulted in one or more serious injuries. Of these 3,675 fatal and serious injury crashes, about 69 percent of them occurred within the City of Austin. The remaining 31 percent occurred on roadways in unincorporated portions of Travis County or in one of its other municipal jurisdictions.

Area	Year	Total Number of No Injury Crashes (N/O)	Total Number of Non-Serious Injury Crashes (B, C)	Total Number of Serious Injury Crashes (A)	Total Number of Fatal Crashes (K)	Total Number of Crashes, Combined
Travis County Excluding City of Austin	2019	3,407	1,466	160	31	5,064
	2020	2,855	1,257	147	43	4,302
	2021	3,049	1,379	191	45	4,664
	2022	3,452	1,558	182	53	5,245
	2023	3,604	1,735	170	65	5,574
	Total		16,367	7,395	850	237
City of Austin	2019	7,694	6,526	466	87	14,773
	2020	5,596	4,733	350	84	10,763
	2021	5,608	5,228	429	100	11,365
	2022	5,792	5,369	440	109	11,710
	2023	5,583	5,041	389	84	11,097
	Total		30,273	26,897	2,074	464

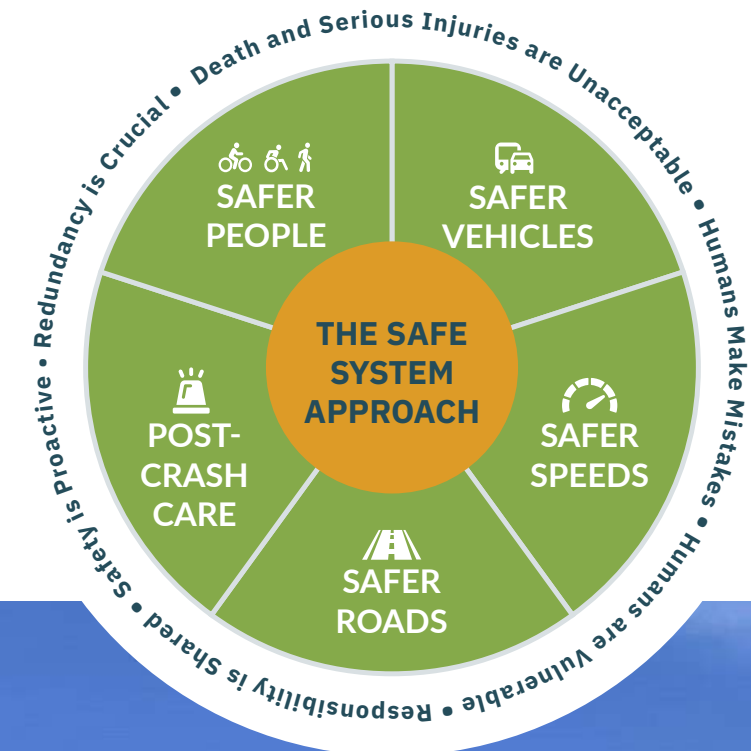
TRAVIS COUNTY KA CRASH TOTALS BY YEAR



PLAN DEVELOPMENT APPROACH

The Travis County Safety Action Plan was developed with the Safe System Approach in mind. As part of its National Roadway Safety Strategy released in January 2022, USDOT adopted the Safe System Approach as its guiding paradigm to address roadway safety challenges nationwide. This approach acknowledges both human mistakes and human vulnerability and is designed to protect all roadway users.

The Safe System Approach is built around six guiding principles that summarize the mentality that the Travis County Roadway Safety Action Plan has adopted. The Safe System Approach also has five core objectives that correspond to each element of the roadway system, and this plan's recommendations are directed toward one or more of these objectives.



Guiding Principles

DEATH AND SERIOUS INJURIES ARE UNACCEPTABLE.
 The Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries on roadways.

HUMANS MAKE MISTAKES.
 People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, and avoid death and serious injuries when a crash occurs.

HUMANS ARE VULNERABLE.
 People have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.

RESPONSIBILITY IS SHARED.
 All stakeholders – including government at all levels, industry, nonprofit/advocacy, researchers, and the public – share responsibility in preventing fatalities and serious injuries on our roadways.

SAFETY IS PROACTIVE.
 Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

REDUNDANCY IS CRUCIAL.
 Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.



The Plan includes an analysis of all Travis County crash data, excluding City of Austin, from 2019 through 2023. This data is used to establish both county-wide and municipality-level High Injury Networks (HINs) that identifies roadway locations with the greatest density of fatal and serious injury crashes. The analysis also establishes systemic focus areas based upon specific crash types and their occurrence throughout the County. In addition to the crash data analysis, the Plan includes a data-driven equity analysis that highlights the locations of underserved populations and the trips they take on roadways across Travis County.

Extensive public and partner agency engagement informed the development of the Travis County Safety Action Plan and its priorities. The Travis County Safety Task Force, comprised of more than 40 stakeholders, guided the Plan's development. The Project Team met with partner agency representatives in individual meetings and safety field reviews to identify needs and develop recommendations. Staff also gathered input from the public through both in-person events and an interactive project website where visitors contributed more than 2,000 survey responses and map-based comments.

The Travis County Safety Action Plan synthesizes this data analysis and engagement input into needs and opportunities for transportation safety improvements across the County. The Plan identifies potential implementation projects as well as potential policy changes both county-wide and for participating jurisdictions.

Objectives

SAFER PEOPLE.

Encourage safe, responsible behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

SAFER ROADS.

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

SAFER VEHICLES.

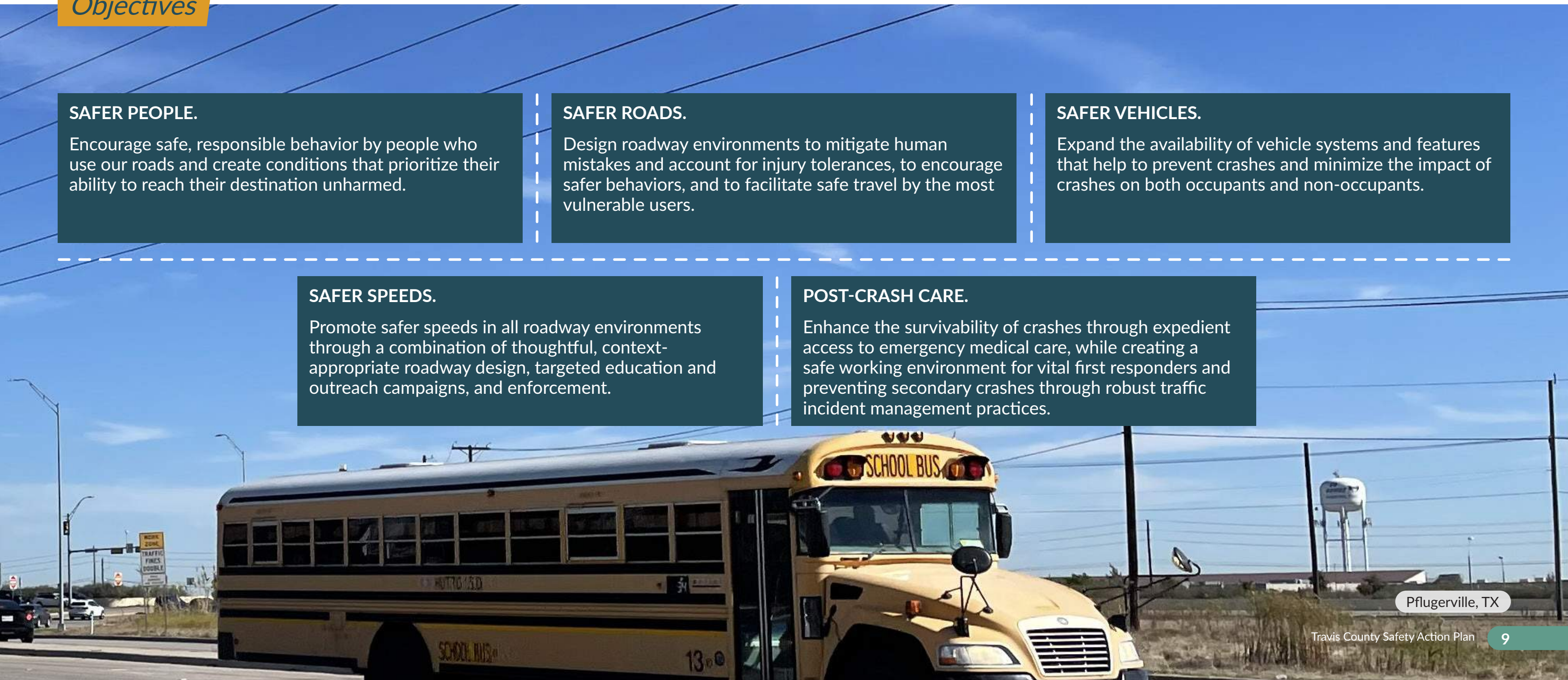
Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

SAFER SPEEDS.

Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.

POST-CRASH CARE.

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.





*Travis County
commits to
Reducing Roadway
Fatalities and
Serious Injuries by
50% by 2035 and
by 100% by 2050.*



TRAVIS COUNTY

Austin, TX

LEADERSHIP COMMITMENT AND GOAL SETTING

The Travis County Safety Action Plan outlines strategies to achieve an ambitious roadway safety commitment. On March 11, 2025, the Travis County Commissioners Court adopted a commitment to reduce and eventually eliminate roadway fatalities and serious injuries in Travis County.

This commitment is consistent with the Texas Department of Transportation (TxDOT) Road to Zero policy commitment for the State of Texas. The Travis County Safety Action Plan establishes an approach to achieving this safety commitment, guided by a roadway safety vision and six roadway safety goals that describe what Travis County and other partner jurisdictions and participating agencies intend to accomplish through implementing this Plan.



TRAVIS COUNTY'S ROADWAY SAFETY VISION

We commit to eliminating deaths and serious injuries on our roadways through a data driven, equitable, multi-modal, and community-based approach to safety.

Travis County Roadway Safety Goals

1

ENHANCE SAFETY FOR ALL ROAD USERS

Ensure the safety of drivers, passengers, and vulnerable users such as pedestrians, cyclists, disabled populations, transit riders, and students by accounting for systemic risk factors and applying effective countermeasures.

2

IMPLEMENT A DATA-DRIVEN APPROACH

Utilize quantitative and qualitative data to prioritize projects that will have the greatest impact on reducing fatal and serious injury crashes.

3

PROMOTE EQUITY IN SAFETY

Ensure that all safety projects consider equity, focusing on the needs of historically underserved users and providing comprehensive and multilingual outreach to engage all community members.

4

ENSURE THE PROTECTION OF TRAFFIC INCIDENT AND ROADWAY WORKERS

Ensure the safety of emergency services, law enforcement, and roadway workers by promoting public awareness and utilizing robust safety protocols.

5

PROVIDE TIMELY AND EFFICIENT IMPROVEMENTS

Implement quick and low-cost improvements such as demonstration projects to ensure prompt and cost-effective implementation, as well as larger improvements that allow for sustained and significant safety benefits.

6

IMPROVE QUALITY OF LIFE

Enhance the quality of life for all residents by improving health outcomes, ensuring peace of mind for road users, and creating a safer, more connected community through implementation of thoughtful and inclusive transportation safety plans.

SAFETY PLANNING STRUCTURE

The study area for this plan includes all of Travis County, focusing on the unincorporated areas of Travis County as well as nine partner jurisdictions within the County: Pflugerville, Jonestown, Rollingwood, San Leanna, Volente, Lago Vista, Lakeway, West Lake Hills, and Manor. The City of Austin’s Vision Zero safety plan and ongoing safety planning efforts are included in the Travis County Safety Action Plan by reference. Once complete, the Travis County Safety Action Plan will be incorporated into the Capital Area Metropolitan Planning Organization’s (CAMPO’s) Regional Safety Action Plan, which has the similar goal of eliminating roadway fatalities and serious injuries across the CAMPO planning area. More information on the City of Austin Vision Zero program can be found [here](#), while more information on CAMPO’s Regional Safety Action Plan can be found [here](#).

TRAVIS COUNTY SAFETY TASK FORCE

The planning structure for the development of the Travis County Safety Action Plan is the Travis County Safety Task Force. The Task Force includes representatives from the County and its member cities and villages, as well as key transportation partners such as TxDOT, CAMPO, the Central Texas Regional Mobility Authority (CTRMA), CapMetro, and Capital Area Rural Transportation System (CARTS). The table on the right includes the members of the Travis County Safety Task Force.

TRAVIS COUNTY SAFETY TASK FORCE

Name	Agency	Role
Charlie Watts	Travis County Transportation & Natural Resources	Planning Project Manager
Cathy Stephens	Travis County Transportation & Natural Resources	Senior Planner
Scheleen Walker	Travis County Transportation & Natural Resources	Long Range Planning Manager
Brian Burk	Travis County Public Works	Senior Engineer
David Greear	Travis County Public Works	Public Works Director
Eric Carter	Travis County Office of Emergency Management	Chief Emergency Management Coordinator
Blake Clampffer	Travis County Office of Emergency Management	Chief Deputy Emergency Management Coordinator
Thomas Szimanski	Travis County Sheriff’s Office	West Command Captain
David Milewski	Travis County Sheriff’s Office	West Special Operations Lieutenant
Donnie Norman	Travis County ESD 1 Fire Department	Fire Chief
Steven Alves	Del Valle ISD	Assistant Superintendent for Operations
Robert Vela	Del Valle ISD	Police Department Chief
Veronica Anguiano	Del Valle ISD	Administrative Assistant of Maintenance
Margaret Bohannon	Del Valle ISD	Executive Assistant of Construction & Planning, Maintenance, Transportation, Facilities
Tracie Hlavinka	City of Jonestown	City Administrator
Paul Taylor	City of Jonestown	Police Chief
Charlie Sullivan	City of Lakeway	Senior Planner
Andrew Wanees	City of Lago Vista	City Engineer
Kevin Sullivan	City of Lago Vista	Mayor
Taylor Whichard	City of Lago Vista	Public Works Director/Interim City Manager
Gary Boshears	City of Lago Vista	Police Chief
Lance Zeplin	City of Manor	Parks and Streets Superintendent
Scott Dunlop	City of Manor	Manor Development Services Assistant Director
Michael Patroski	City of Pflugerville	Senior Planner
Kristol Munoz	City of Rollingwood	Police Chief
Rebecca Howe	Village of San Leanna	Village Administrator
Molly Quirk	Village of San Leanna	Mayor
Danny Villereal	Village of San Leanna	Road Commissioner
Lacie Hale	Village of Volente	City Administrator
Trey Fletcher	City of West Lake Hills	City Administrator
Scott Gerdes	City of West Lake Hills	Police Chief
Jennifer Bills	City of West Lake Hills	Building and Development Service Director

“...the planning structure guiding the Plan’s development is the Travis County Safety Task Force.”

TRAVIS COUNTY SAFETY TASK FORCE (CONTINUED)

Name	Agency	Role
Joel Meyer	City of Austin	Austin Transportation Safety Officer
Mary Vo	City of Austin	Vision Zero Program Manager
William Lisska	CAMPO	Regional Planning Manager
Nicholas Samuel	CAMPO	Senior Regional Planner
Josh Peterman	CAMPO	Consultant Liaison
Christopher Metzbower	CapMetro	Field Safety Officer
Ed Collins	CARTS	Special projects Manager
Tina Schneider	CARTS	Assistant General Manager of Safety and Training
Michael Sexton	CTRMA	Director of Engineering
Brenda Guerra	TxDOT	Austin District Director of Transportation Operations
Amanda Martinez	TxDOT	Austin District Transportation Specialist
Cory Jucius	TxDOT	Austin District Transportation Engineer
Raju Thapa	TxDOT	Austin District Transportation Engineer
Daniel Fleishman	TxDOT	Travis North Area Office Engineer
Matthew Kelly	TxDOT	Travis North Area Office Transportation Engineer
William Semora	TxDOT	Travis South Area Office Engineer
Adam Ramirez	TxDOT	Travis South Area Office Transportation Engineer
Tanli Sun	TxDOT	Travis South Area Office Transportation Engineer
Kyle Russell	TxDOT	Georgetown Area Office Engineer
Masoud Moradian	TxDOT	Georgetown Area Transportation Engineer

CONNECTIONS TO OTHER SAFETY PLANNING EFFORTS

The Travis County Safety Action Plan includes recommendations and guidance from several other concurrent safety planning efforts from the City of Austin, CAMPO, and the TxDOT Austin District.

CITY OF AUSTIN VISION ZERO: Vision Zero is Austin's goal to reduce people hurt or killed by crashes to zero with street improvements, policy changes, enforcement and education. Austin's City Council adopted Vision Zero as a part of the Imagine Austin Comprehensive Plan in October 2015. Austin's Vision Zero program is a member of the Vision Zero Network, which is a growing coalition of cities across the United States committed to eliminating all traffic fatalities. The program is guided by safety policies and actions in the Austin Strategic Mobility Plan, which was first adopted in 2019 and later updated in 2023.

CAMPO REGIONAL SAFETY ACTION PLAN: CAMPO received an SS4A Action Plan grant in 2022, the same year that Travis County did. CAMPO is using its grant to develop a Regional Safety Action Plan (RSAP) for the full six-county CAMPO service region, as well as county-specific plans for the other five counties in the CAMPO region: Bastrop, Burnet, Caldwell, Hays, and Williamson counties. Each of these plans will be integrated into the overarching RSAP,

promoting a coordinated approach to safety across the region. Members of the CAMPO RSAP team participated in the Travis County Safety Task Force to facilitate coordination between plan development efforts. Once the Travis County Safety Action Plan is complete, it will be incorporated into the CAMPO RSAP.

TXDOT AUSTIN DISTRICT ANNUAL SAFETY PLAN: The TxDOT Austin District includes Travis County, the rest of the CAMPO region, and five other rural counties in Central Texas. Like other TxDOT districts, the TxDOT Austin District prepares an Annual Safety Plan. The Plan details the processes and procedures that the District follows as part of project delivery to support TxDOT's Road to Zero, a goal of reducing the number of deaths on Texas roadways in half by 2035 and to zero by 2050. The Plan also details proposed safety projects and safety project elements. Finally, the Plan includes the safety efforts being performed by local agency partners, TxDOT Traffic Safety Division behavioral specialists, and local non-profits. Since TxDOT operates roadways throughout Travis County, many of the recommendations and project listings included in the Austin District Annual Safety Plan are also incorporated into the Travis County Safety Action Plan.



SAFETY ANALYSIS

The analysis methodology used in this Safety Action Plan includes two main aspects. The first aspect involves establishing a High Injury Network (HIN) of high crash locations on roadways and intersections. This network will be the primary focus for implementing targeted safety countermeasures, projects, and strategies. The second aspect involves reviewing county-wide trends for different types of crashes and their causes. This analysis aims to identify systemic safety issues that can be effectively addressed through broad policy and process changes. Additionally, these trend analysis results can guide the identification and widespread implementation of low-cost countermeasures across the entire roadway network in Travis County.

The full safety analysis, included in the Travis County Hot Spot Report, is included in Appendix A.

Travis County used a method for quantifying road safety need that is based on state and federal data and is consistent with previous local best practices. The safety analysis is based upon crash data from the Texas Crash Records Information System (CRIS) maintained by TxDOT for all traffic crashes reported in Travis County from 2019 to 2023. This dataset contains information for all public roadways, including county, city, and state roadways. The Travis County Safety Action Plan analysis uses both the CRIS dataset for the entire County and a subset of the County CRIS dataset that excludes the City of Austin. Analyses of these datasets provide a comprehensive assessment of county-wide roadway safety conditions.

These datasets also include crash information such as location, severity, contributing factors, date and time, and manner of collision, among other information. Since these datasets are reliant on law enforcement reporting, they may not include all roadway crashes and may underrepresent certain crash types that often do not receive a law enforcement response (such as run-off-the-road crashes where the driver is able to drive away from the scene).

The full crash dataset is also examined as a whole to assess systemic safety by looking at geography and chosen safety analysis focus areas. The analysis evaluates the frequency of crashes relating to each of the focus areas included in the Texas Strategic Highway Safety Plan (SHSP) as well as additional focus areas identified by Travis County staff to identify any patterns of interest. The project team conducts the same analysis for all crash severities together, as well as exclusively focusing on KA crashes. From this initial analysis,

1

Fatal (K) and Serious Injury (A) crashes, with a comprehensive cost of \$6,745,000 per crash

2

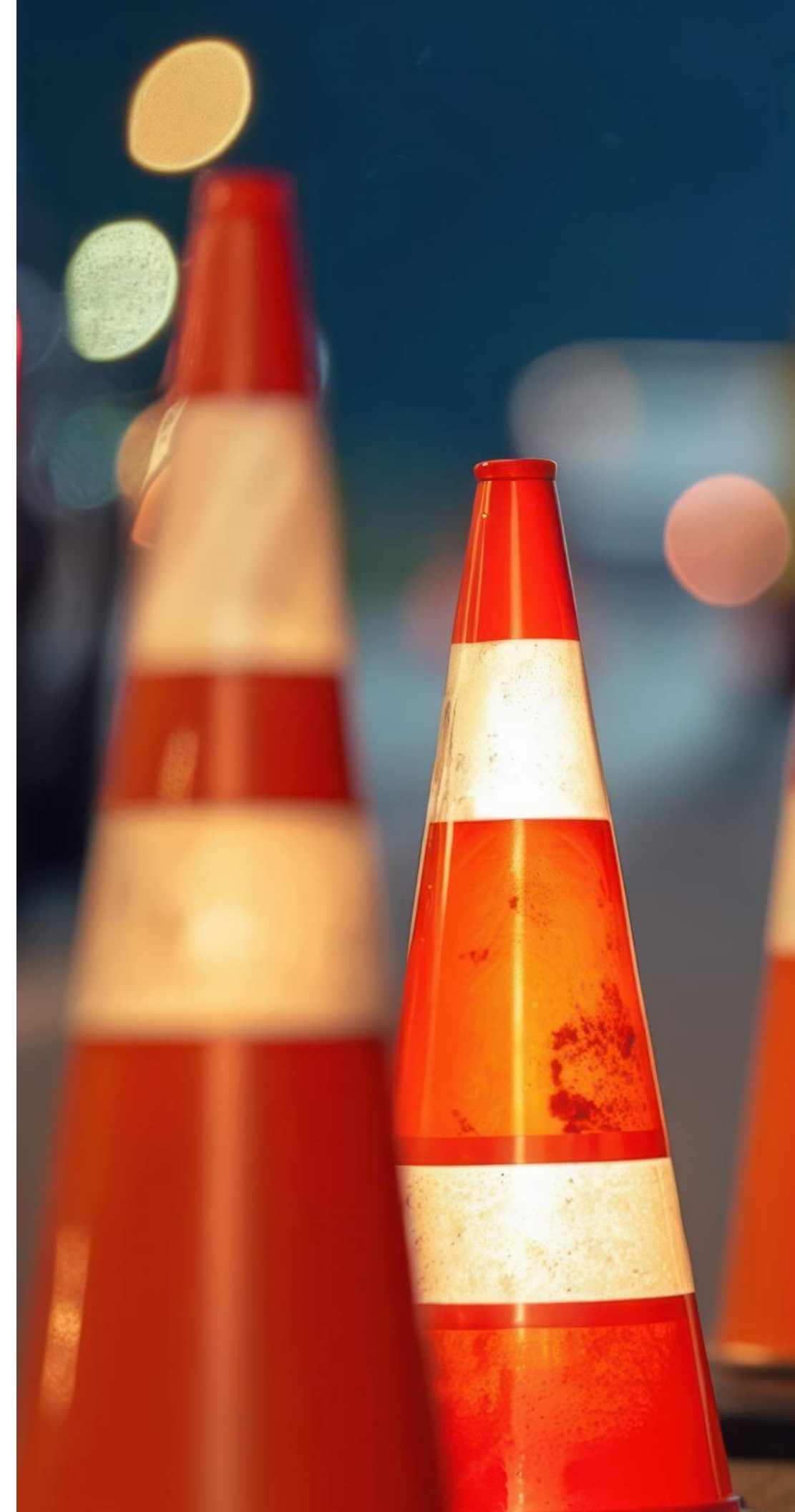
Minor injury (B) and Non-serious Injury (C) crashes, with a comprehensive cost of \$170,500 per crash

3

No Injury/Property Damage Only (N/O) crashes, with a comprehensive cost of \$17,000 per crash

the project team identifies prioritized focus areas and segments for Travis County and Travis County excluding the City of Austin.

Using a methodology that aligns with the City of Austin's approach in establishing a HIN in 2019, the analysis groups crashes into categories for the purposes of assigning comprehensive crash costs to each crash location based upon the severity of each crash. The National Safety Council (NSC) and the U.S. Department of Transportation's Federal Highway Administration (FHWA) provide nationally recognized guidance regarding comprehensive crash cost calculation. To measure the total societal cost of a traffic crash, we combine its associated economic cost and quality of life cost. The resulting total figure represents the comprehensive crash cost. Economic costs resulting from traffic crashes can be quantified in financial terms (e.g., medical bills, lost wages). Quality of life costs resulting from traffic crashes (e.g., physical pain, emotional suffering) are inherently immeasurable. However, national guidance exists to help local transportation agencies quantify the estimated quality of life impacts of a crash in financial terms.





TRAVIS COUNTY HIGH INJURY NETWORK

One of the key aspects of the safety analysis is the establishment of an HIN that identifies locations with the greatest need for future safety investment. This analysis consists of two parts: identifying High Injury Intersections and identifying High Injury Segments. Together, the results of the intersection and segmentation analysis create the Travis County HIN.

The analysis includes all roads within the County (with the exception of those in the City of Austin since the City is conducting its own safety analysis) so that all stakeholders can utilize the results. County-wide (excluding the City of Austin) HIN results are provided in this section.

The map and table on pages 16 and 17 show the Travis County (excluding City of Austin) Intersection HIN. The map and table on pages 18 and 19 show the Travis County (excluding City of Austin) Segment HIN.

The comprehensive cost of all intersections in this analysis (with at least 2 crashes during the five-year period) is \$2,608,972,000. The 47 intersections included in the County-wide (excluding City of Austin) Intersection HIN accounted for \$1,359,146,000 of that total, or just over 50%. The comprehensive cost of crashes along all segments within Travis County (excluding City of Austin) over the five-year period is \$5,411,689,500. The County Segment HIN includes 140 miles of roadway segments that made up \$3,359,433,500 (60%) of this total.

Additionally, specific HINs were developed for each partner jurisdiction. These separate HINs identify up to five roadway segments and five intersections within each jurisdictional boundary with the highest comprehensive crash costs.

Partner Jurisdiction HINs are available in Appendix D.

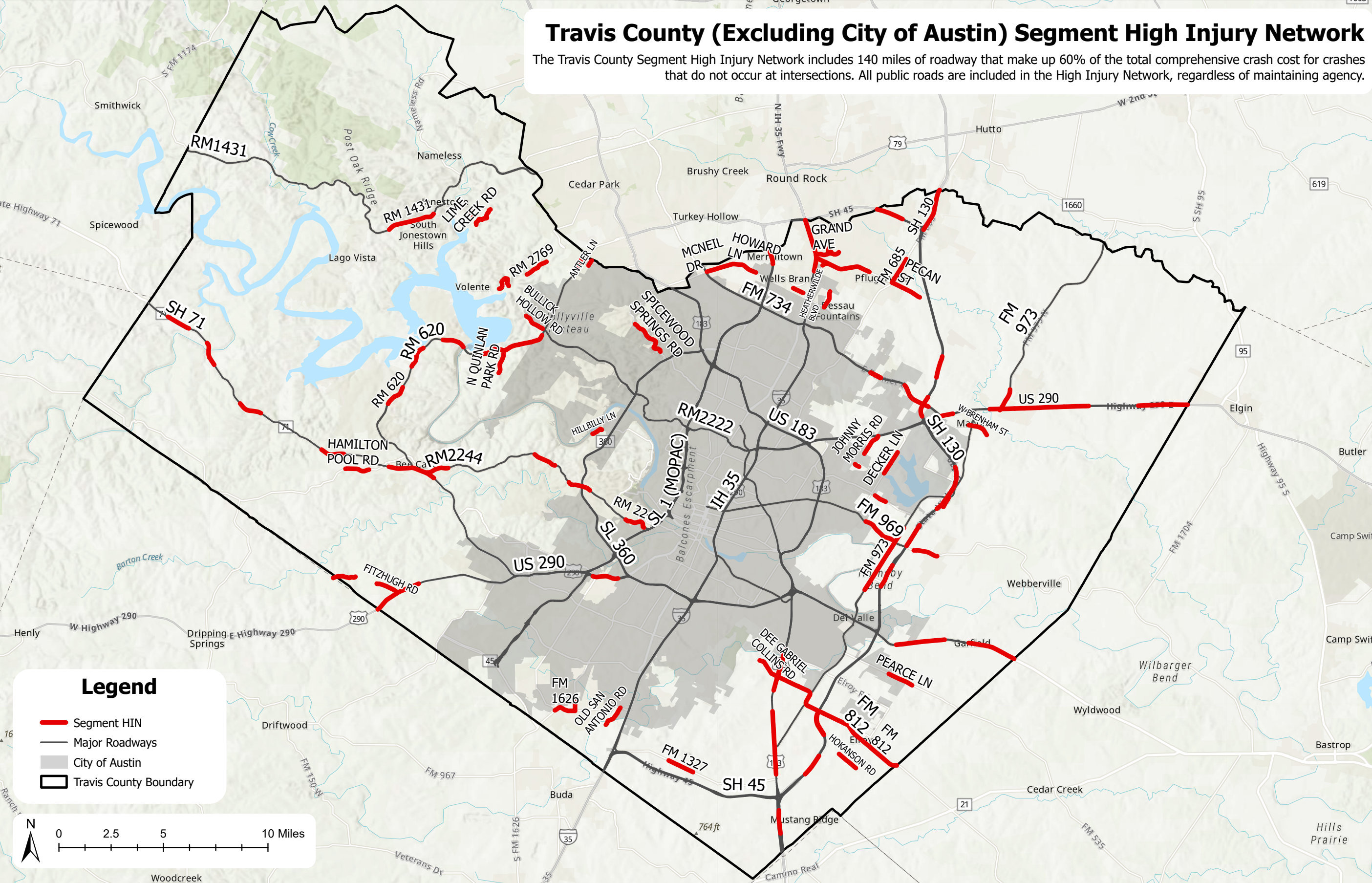
Precinct	Intersections included in the Intersection HIN	
1	FM 685/Kelly Ln (Wilke Ln) SH 130/E Pflugerville Pkwy W Pflugerville Pkwy/N Heatherwilde Blvd SH 130/FM 973/Gilbert Rd US 290 E/FM 973 US 290 E/Old Kimbro Rd FM 973/Platt Ln IH 35/Cheddar Loop SH 45 N/Heatherwilde Blvd SH 130/FM 969	US 290 E/Greenbury Dr US 290 E/Paseo De Presidente Dr US 290 E/Lexington St SH 130/E Parmer Ln Dessau Rd/Tudor House Rd Dessau Rd/St Patricks Pl IH 35/Greenlawn Blvd Springdale Rd/Tuscany Way IH 35/Grand Avenue Pkwy FM 685/E Pfenning Ln FM 969/N FM 973
2	FM 1325 (Burnet Rd)/Shoreline Dr	RM 620 N/FM 2222 SH 71/Bee Caves Rd (RM 2244)
3	RM 1431/Main St Bee Caves Rd (RM 2244)/ Barton Creek Blvd Bee Caves Rd (RM 2244)/Montebello Rd	W SH 71/Bob Wire Rd US 290 W/Circle Dr (Spring Valley Rd) RM 620 S/Lohmans Crossing Rd (Ameno Dr)
4	FM 812/Creedmoor Rd SH 130/Laws Rd SH 130/Maha Loop Rd US 183 S/Old Lockhart Rd US 183 S/FM 973/Shively Ln US 183 S/Mckenzie Dr FM 812/Piland Triangle FM 812/FM 973	SH 71/Buck Ln (Wolf Ln) SH 71/Ross Rd FM 812/Elroy Rd SH 130/Pearce Ln US 183 S/Maha Loop Rd/Maha Cir US 183 S/FM 812 SH 45/SH 130/US 183 S FM 969/Hunters Bend Rd (Delta Post Dr) SH 130/SH 71



Precinct	Roadways Included in The Segment HIN	
1	Johnny Morris Rd Breezy Hill Dr Decker Lake Rd Pecan St FM 685 SH 45 Blake Manor Rd SH 130 US 290 Parmer Ln	FM 973 Gilbert Rd FM 969 Grand Ave Pkwy Three Points Rd Heatherwilde Blvd Bench Mark Dr Viki Lynn Pl IH 35 Decker Ln
2	Loop 1 (Mopac) Parmer Ln Howard Ln Mcneil Dr Pecan St	Hillbilly Ln Bullick Hollow Rd RM 620 SH 71 Quilan Park Rd
3	US 290 RM 620 FM 2769 Spicewood Springs Rd Lime Creek Rd Antler Ln Trails End Rd	FM 1626 SH 71 RM 1431 RM 2244/Bee Caves Rd Fitzhugh Rd Hamilton Pool Rd Old San Antonio Rd
4	SH 71 SH 130 US 183 FM 812 Dee Gabriel Collins US 290	Manchaca Rd FM 969 FM 1327 Pearce Ln Hokanson Rd

Travis County (Excluding City of Austin) Segment High Injury Network

The Travis County Segment High Injury Network includes 140 miles of roadway that make up 60% of the total comprehensive crash cost for crashes that do not occur at intersections. All public roads are included in the High Injury Network, regardless of maintaining agency.





LAND CLEARING
737-253-8878

50

Del Valle, TX

SAFETY FOCUS AREA ANALYSIS

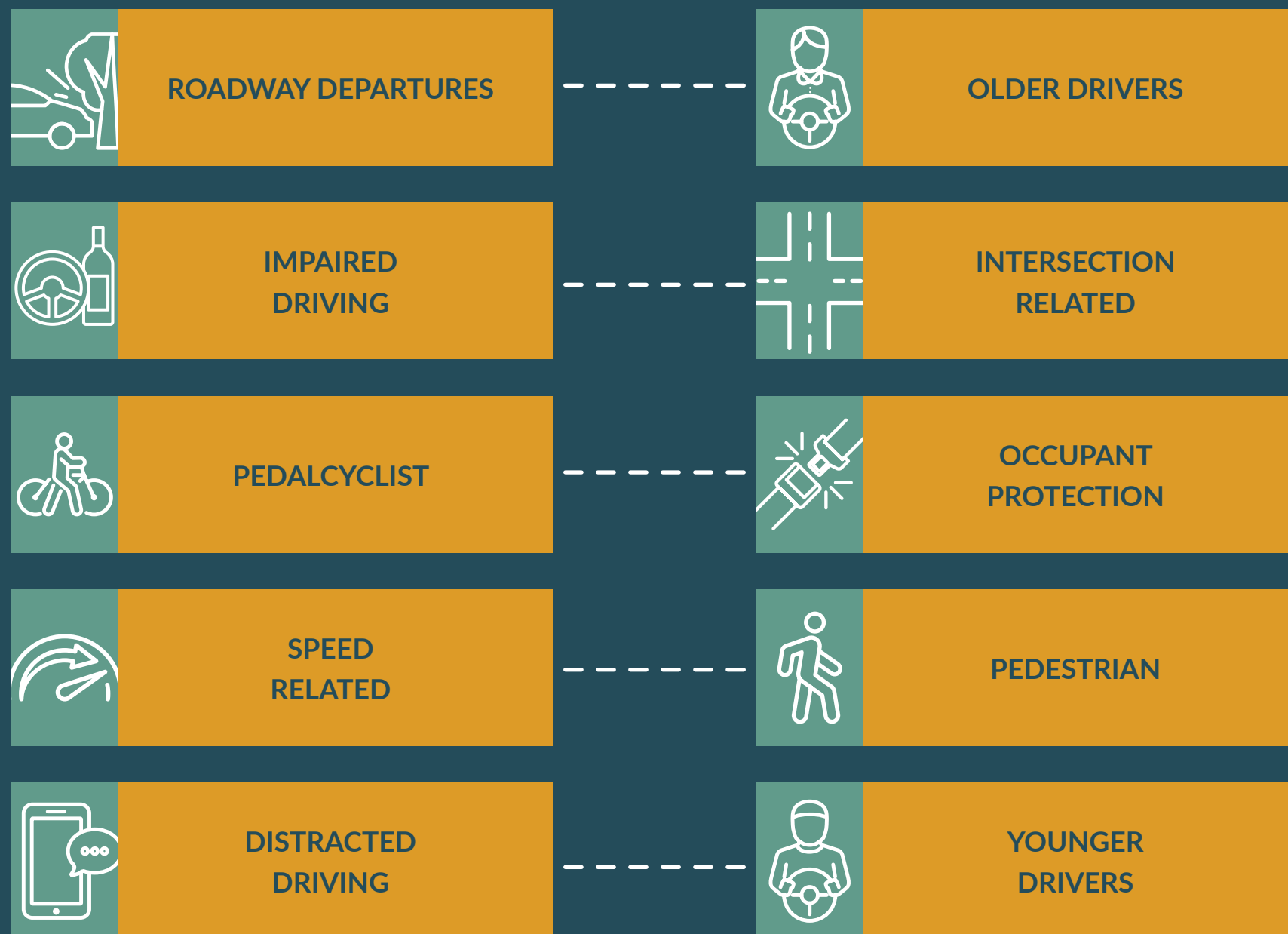
The systemic safety analysis reviews the crash data by looking at geography and chosen safety analysis focus areas. Crash data from Travis County is analyzed as a whole, and a subset of crash data excluding crashes in the City of Austin is analyzed separately. In both cases, the frequency of crashes relating to each of the focus areas included in the Texas Strategic Highway Safety Plan as well as additional focus areas identified by Travis County staff is analyzed

to identify any patterns of interest. The analysis is conducted for all crash severities as well as exclusively focusing on fatal and serious injury crashes.

The Texas Strategic Highway Safety Plan (SHSP) is a document that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads in Texas. The following focus areas are identified in the Texas SHSP:

Travis County staff expressed interest in additional focus areas beyond the ones outlined in the Texas SHSP. The additional focus areas are meant to embody specific issues and interests in the County. The following focus areas identified by Travis County were also analyzed as part of the systemic safety analysis:

TEXAS SHSP SAFETY FOCUS AREAS



ADDITIONAL FOCUS AREAS STUDIED



COUNTY-WIDE CRASH TREND ANALYSIS

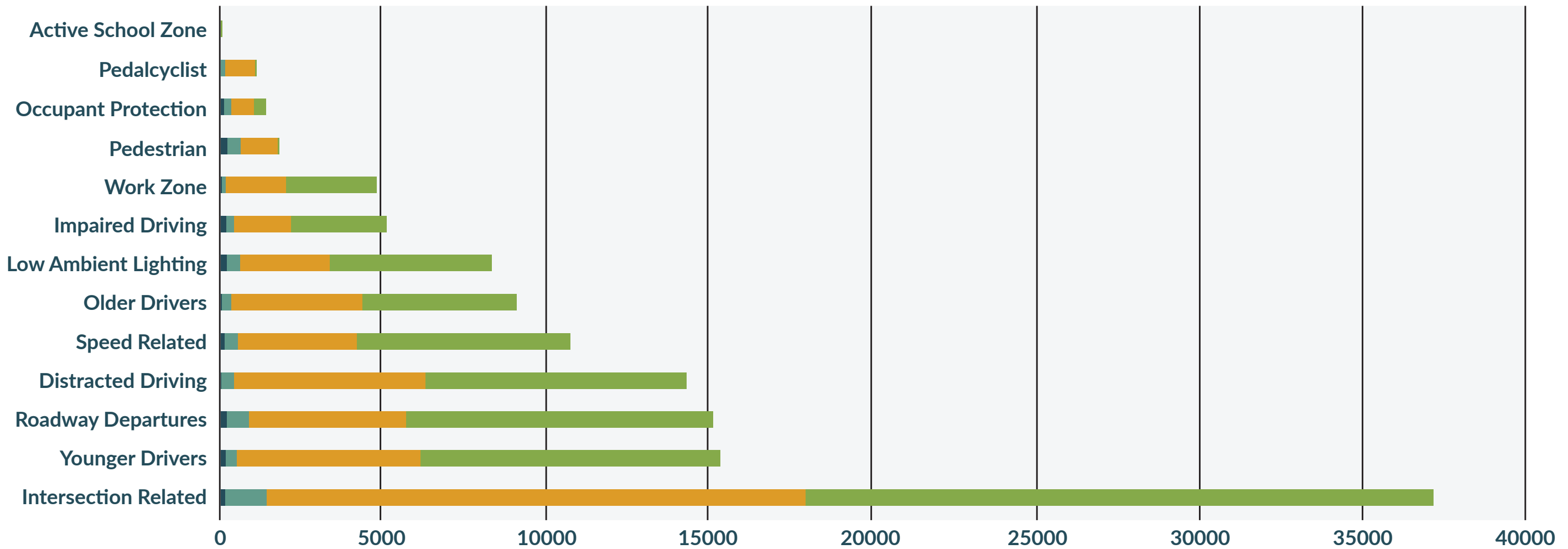
A summary of the crash data from 2019 to 2023 for crashes in Travis County including the City of Austin for each of the systemic safety focus areas is shown below. The figure shows the breakdown of crashes in Travis County by focus area and severity.

Crash data from 2019 through 2023 was filtered to analyze crashes related to each focus area. Of the focus areas, crashes at

intersections, crashes involving younger drivers, roadway departure crashes, and distracted driving crashes are the most common crash types over the past five years in Travis County. The three crash types that had the highest rate of increase in number of crashes from 2019 to 2023 were crashes involving distracted driving, lack of occupant protection, and speed related crashes. Crashes involving lack of occupant protection have been increasing since 2020.

Distracted driving crashes have increased each year from 2020 to 2023, with a 12.1% increase from 2019 to 2023. Work zone crashes have decreased by 31.8% from 2019 to 2023, the most significant decrease by percentage.

TRAVIS COUNTY CRASH TOTALS BY FOCUS AREA AND SEVERITY



	Intersections Related	Younger Drivers	Roadway Departures	Distracted Driving	Speed Related	Older Drivers	Low Ambient Lighting	Impaired Driving	Work Zone	Pedestrian	Occupant Protection	Pedalcyclist	Active School Zone
Fatal Crashes (K)	166	81	199	36	132	58	192	186	52	232	117	18	0
Serious Injury Crashes (A)	1257	433	678	380	410	283	411	232	121	384	226	142	2
Non Serious Injury Crashes (B, C)	16458	5612	4796	5851	3639	4019	2740	1746	1852	1151	689	902	26
No Injury Crashes (N/O)	19227	91373	9390	7985	6516	4698	4964	2916	2753	34	356	34	30
Total Crashes	37108	15299	15063	14252	10697	9058	8307	5080	4778	1801	1388	1096	58

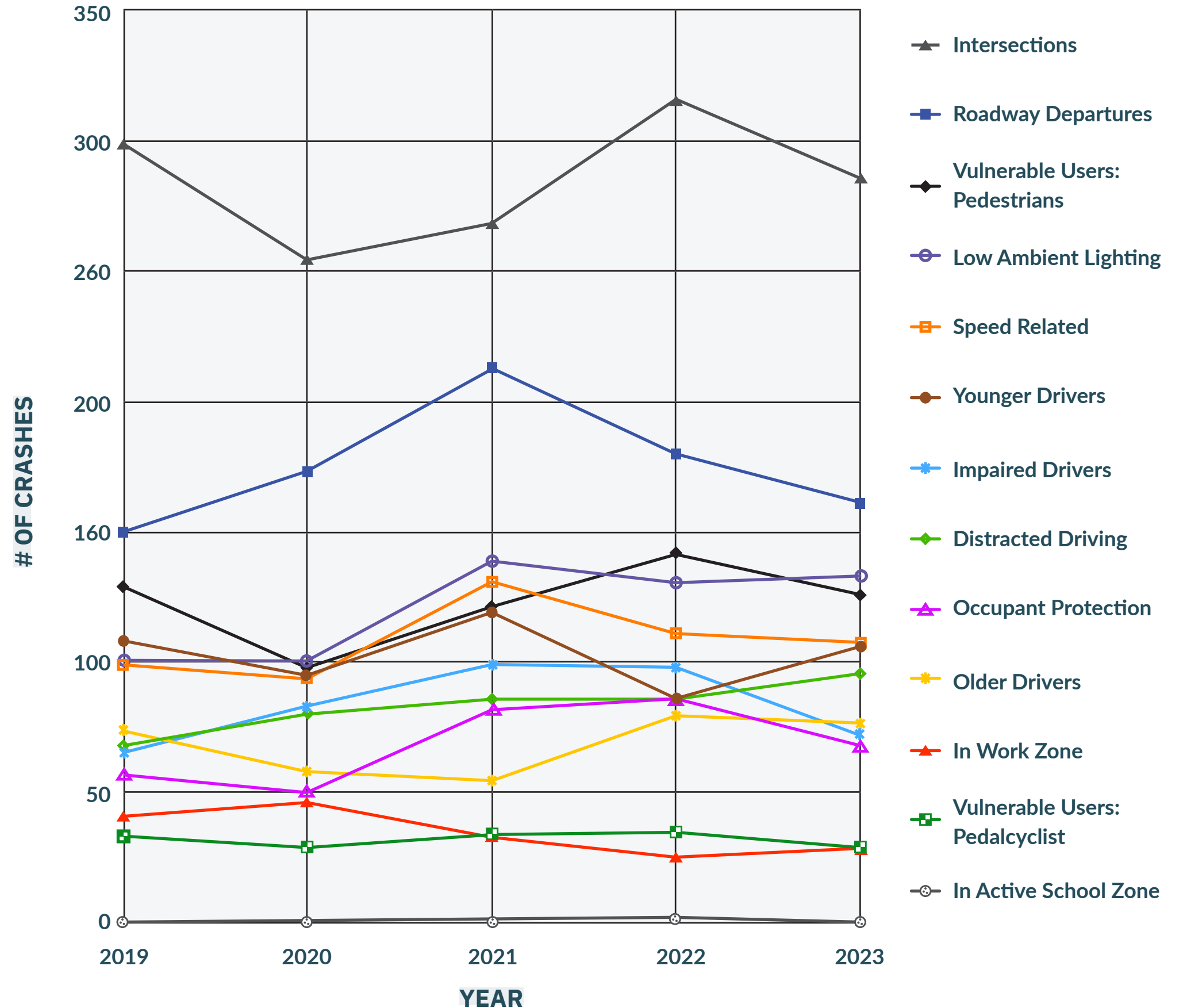
■ Fatal Crashes (K)
 ■ Serious Injury Crashes (A)
 ■ Non Serious Injury Crashes (B, C)
 ■ No Injury Crashes (O/N)

When narrowing down the analysis to only KA crashes in Travis County, there are several notable differences compared to the analysis that includes all crash severities.

- 1 34.2% of pedestrian crashes in Travis County are KA crashes, causing pedestrian crashes to move from the 10th highest number of crashes overall to the 3rd highest when looking at KA only.
- 2 Low Ambient Lighting crashes moved from 6th highest to 4th highest when looking at KA only.
- 3 Only 3.7% of older driver crashes are KA crashes, causing older driver crashes to drop from 5th to 9th highest when focusing only on KA crashes.
- 4 Only 3.4% of younger driver crashes are KA crashes, causing younger driver crashes to drop from 2nd to 5th highest when focusing only on KA crashes.

Isolating the fatal and serious injury crashes within the dataset reveals more about which crash types and contributing factors have the highest incidence of severe outcomes. Of the focus areas, crashes at intersections, roadway departure, and crashes involving pedestrians are the most common KA crash types over the past five years in Travis County. Low ambient lighting, occupant protection, and distracted driving were the three crash types that had the highest rate of increase in number of KA crashes from 2019 to 2023.

TRAVIS COUNTY FOCUS AREA KA CRASH TOTALS BY YEAR



COUNTY-WIDE CRASH TREND EXCLUDING AUSTIN

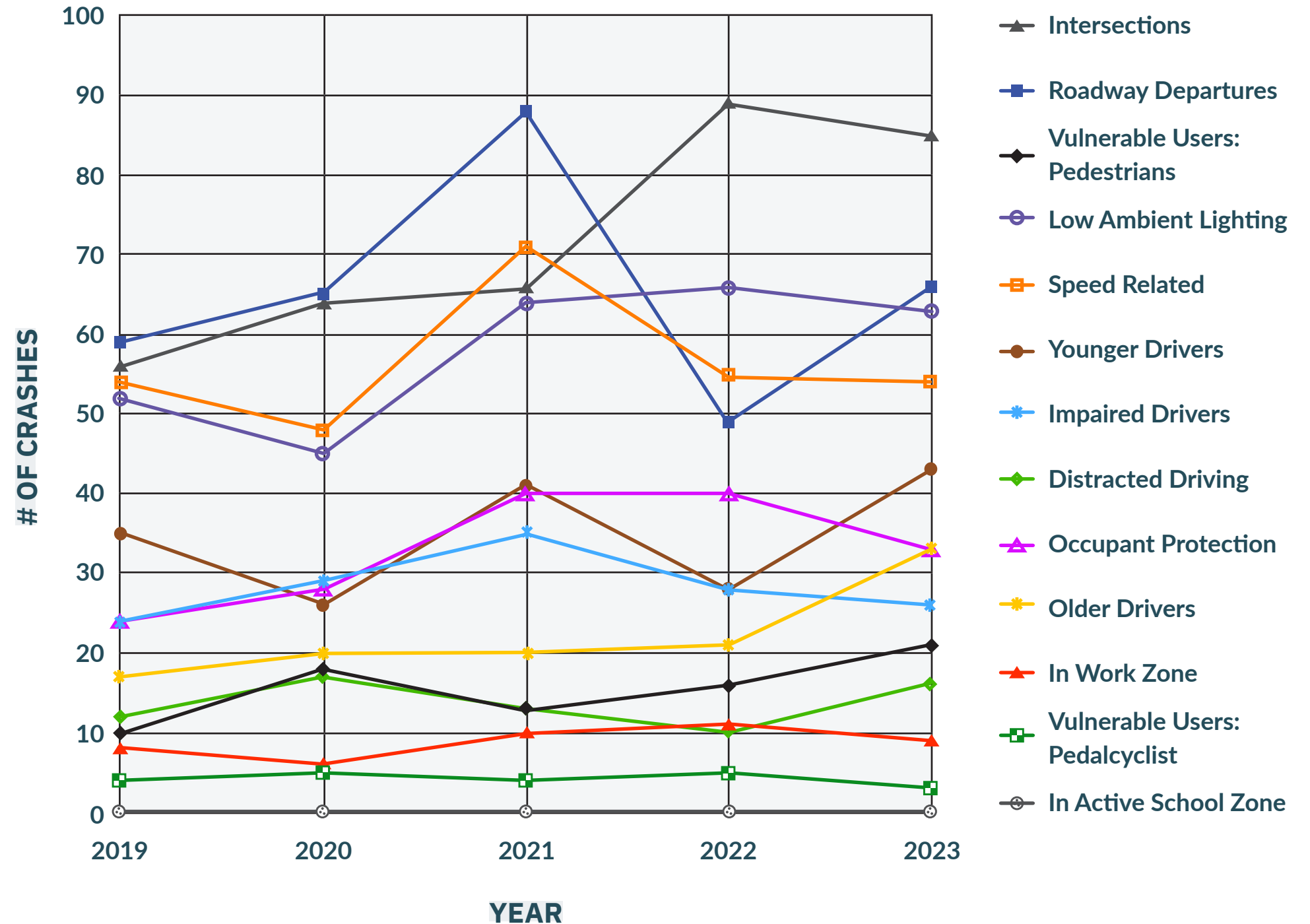
As a comparison to county-wide KA crash trends, an analysis of the KA crash data over the last five years for crashes in Travis County excluding the City of Austin for each of the focus areas was also conducted. In this analysis, the trendline of crashes from 2019 to 2023 increased in every focus area except roadway departures and crashes involving pedalcyclists.

Of the focus areas, intersection related, roadway departures, and low ambient lighting crashes are the most common KA crash types over the past five years in Travis County excluding the City of Austin. Intersection related, low ambient lighting, and older drivers had the top three highest rates of increase in number of KA crashes from 2019 to 2023 in that area. There were no reported crashes in active school zones in Travis County when excluding the City of Austin from 2019 to 2023.

When narrowing down the analysis to only KA crashes in Travis County excluding the City of Austin, there are several notable differences compared to the analysis of all KA crashes in all of Travis County:




- 1 Younger driver KA crashes show a declining trendline in all Travis County but an increasing trendline when excluding the City of Austin.
- 2 Occupant protection is 8th highest in terms of number of KA crashes in all Travis County, but this ranking moves to 6th highest when excluding the City of Austin.


TRAVIS COUNTY EXCLUDING COA FOCUS AREA KA CRASH TOTALS BY YEAR



Based upon this systemic analysis, several focus areas should be prioritized for consideration of systemic safety countermeasures. Prioritized focus areas were determined by considering areas with the highest number of fatal and serious injury crashes, the highest trendline rate of increase of crashes

from 2019 to 2023, and the highest percent of the likelihood for a fatal or serious injury to occur in crashes of that particular focus area. The table to the right outlines the prioritized focus areas for the area of Travis County excluding the City of Austin.

Prioritized Focus Area		Reason for Prioritization
	Low Ambient Lighting	<ul style="list-style-type: none"> • This focus area had the 3rd highest total number of KA crashes with 290 KA crashes. • This focus area had the 2nd highest trendline rate of increase with an average increase of 4 crashes per year. • This focus area experienced the highest number of fatal crashes.
	Occupant Protection	<ul style="list-style-type: none"> • This focus area had the 6th highest total number of KA crashes with 165 crashes. • This focus area had the 4th highest trendline rate of increase with an average increase of 3 crashes per year. • 33.3% of all occupant protection crashes from 2019 to 2023 in Travis County Excluding City of Austin are KA crashes.
	Pedestrian	<ul style="list-style-type: none"> • This focus area has more than doubled in number of crashes from 2019 to 2023. • 48.8% of all pedestrian crashes from 2019 to 2023 in Travis County Excluding City of Austin are KA crashes. • This focus area had an average increase of 2 crashes per year.

Prioritized Focus Area (All Travis County)		Reason for Prioritization
	Intersection Related	<ul style="list-style-type: none"> • This focus area experienced the highest total number of crashes, surpassing the next highest focus area by more than twice the amount. • This focus area has shown a county-wide increase in the number of KA crashes from 2019 to 2023.



**Plan Safer Roads Now
Tell Us How !**

Travis County
Safety Action
Plan

TRAVIS COUNTY
Transportation & Natural Resources

Travis County
Transportation &
Natural Resources

ENGAGEMENT AND COLLABORATION

Effective public engagement is a cornerstone of the SS4A program. Engaging with the community ensures that the voices of those who live and work in Travis County and other stakeholders are heard and considered in the decision-making process. This collaborative approach not only fosters trust and transparency but also helps to identify and address the unique safety needs and concerns of different communities.

This section outlines the methods used to engage the public and the themes heard throughout the development of the Travis County SS4A Safety Action Plan. From pop-up booths and workshops to surveys and digital platforms, the project team’s goal was to create inclusive and accessible opportunities for all community members to participate. By leveraging in-person and online engagement techniques, the project team was able to gather more comprehensive insights with the goal of creating safer, more equitable streets for everyone.



EVENT



LOCATION



DATE

EVENT	LOCATION	DATE
Manor Night Out	Manor	October 25th, 2024
Lake Travis Public Safety Day	Lakeway	October 26th, 2024
West Lake Public Safety Day	West Lake Hills	October 27th, 2024
Del Valle Turkey Trot	Del Valle	November 9th, 2024
Lake Travis Brews and Balloons	Lago Vista	November 9th, 2024

PUBLIC ENGAGEMENT ACTIVITIES

To facilitate transparent communication and foster community involvement, a comprehensive project website available in English and Spanish was developed: [tctxsafeststreets4all.com](https://www.tctxsafeststreets4all.com). The website, as well as direct links to surveys to gather feedback on safety needs and projects, were shared using social media, in-person events, and other channels by Travis County and its partner agencies. This online platform served as a hub for all project-related information, including project background information and schedule, opportunities for public feedback, and a safety data dashboard. The safety data dashboard allows users to view and analyze key safety outcomes in Travis County and included crash data from 2019 through 2023.

Public engagement was split into two phases, Phase 1 extended from September-November 2024 and focused on gathering the safety concerns of Travis County road users. Phase 1 included five in-person pop-up events. These events included a booth with project information, opportunities to give feedback, and materials directing attendees to the project website. Phase 2 extended from February-March 2025 and focused on gauging support for proposed safety project locations and details. *The full Public Engagement Summary for this plan is included in Appendix B.*

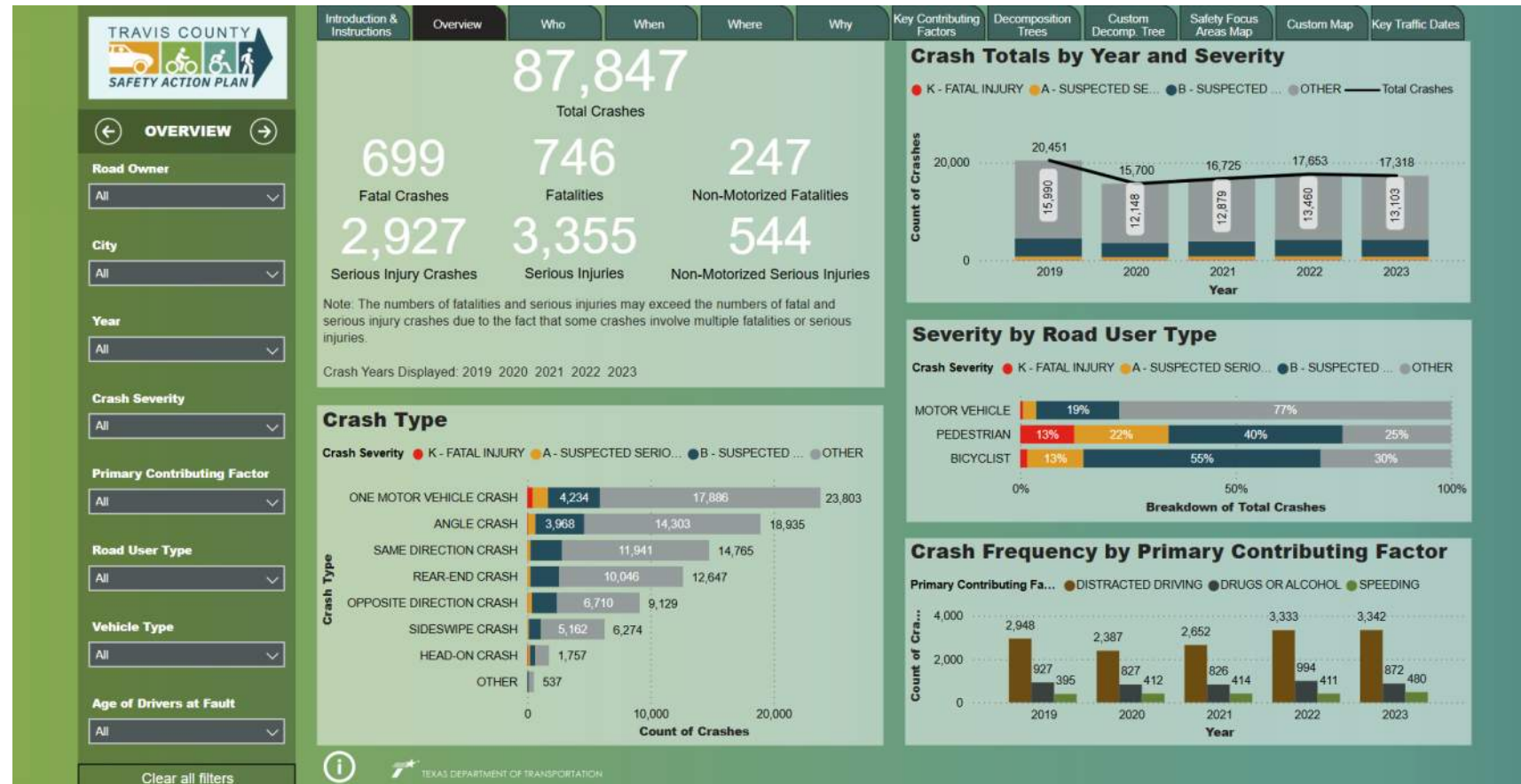


Phase 1 Public Engagement Themes

Phase 1 of public engagement began in September 2024 and ended in November. For this phase, respondents completed an online survey and pinned comments on an interactive map to share concerns over safety in Travis County and share preferred solutions.

The survey collected 1,177 responses. The survey indicated that a significant majority of respondents (92%) live in Travis County, with 46% working there and 42% traveling within or through the County for non-work purposes. Safety concerns were prominent, with over 43% of personal car users feeling unsafe or very unsafe on Travis County roads. For non-motorized transportation (primarily pedestrians, cyclists, and wheelchair users), 30% felt somewhat safe, but over 55% felt unsafe or very unsafe. When respondents were asked to list their top five roadway safety concerns, 83% cited speeding and aggressive driving, 55% cited road rage and reckless driving or walking, and 49% cited drunk or impaired driving and distracted driving. Other notable issues were road maintenance (47%), inadequate traffic law enforcement (43%), and narrow or hazardous roads and intersections (43%).

The interactive map allowed users to place points on a map indicating where they felt unsafe driving, walking, or biking, where they felt safe driving, walking, or biking, and ideas for how to improve specific locations. The interactive map received 1,284 comments across the County with some of the most common comments being about speeding and dangerous driving, pedestrian and cyclist safety, and road conditions. *Phase 1 response data is included in Appendix B.*



Travis County Safety Action Plan | x +

https://www.tctxsafestroads4all.com

Project Schedule

June 2024 – July 2024 October 2024 – November 2024 November 2024 – March 2025 February 2025 March 2025 – May 2025

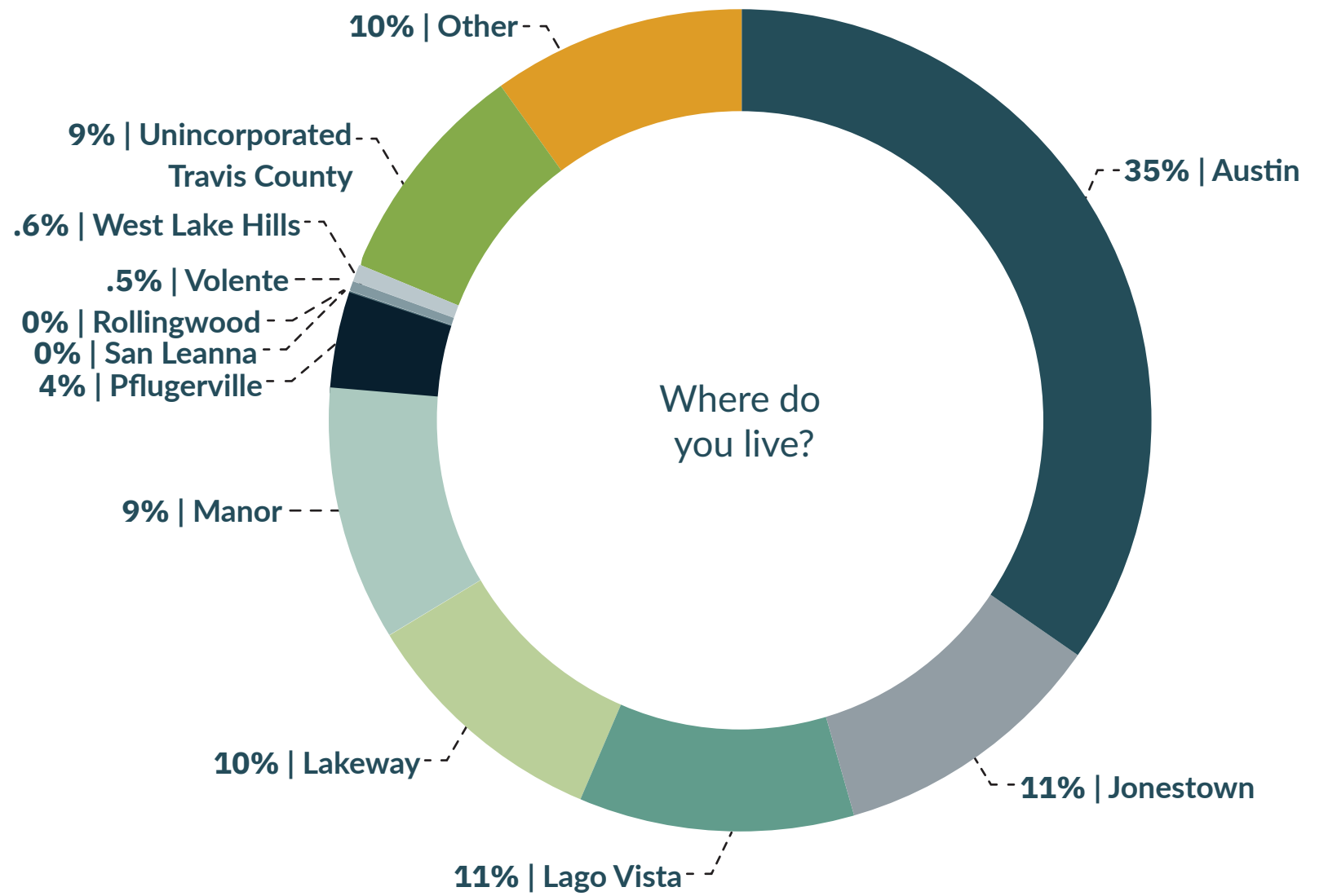
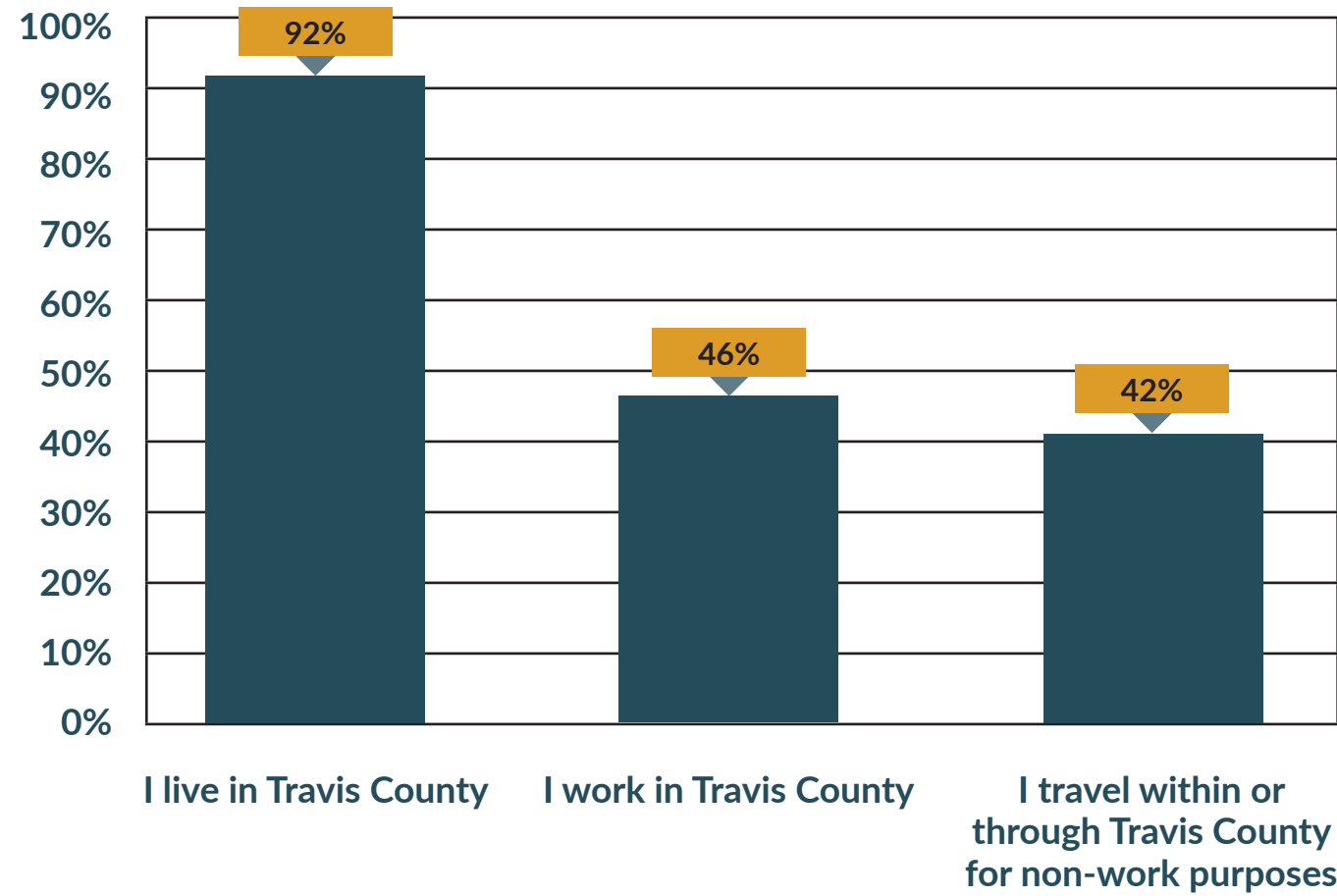
Safety Analysis Public Engagement Round 1 Draft Safety Action Plan Public Engagement Round 2 Final Safety Action Plan

How can I learn more?

Click on the links below to learn more about the Travis County Safety Action Plan, and to help us evaluate our draft project locations by taking our interactive map survey.

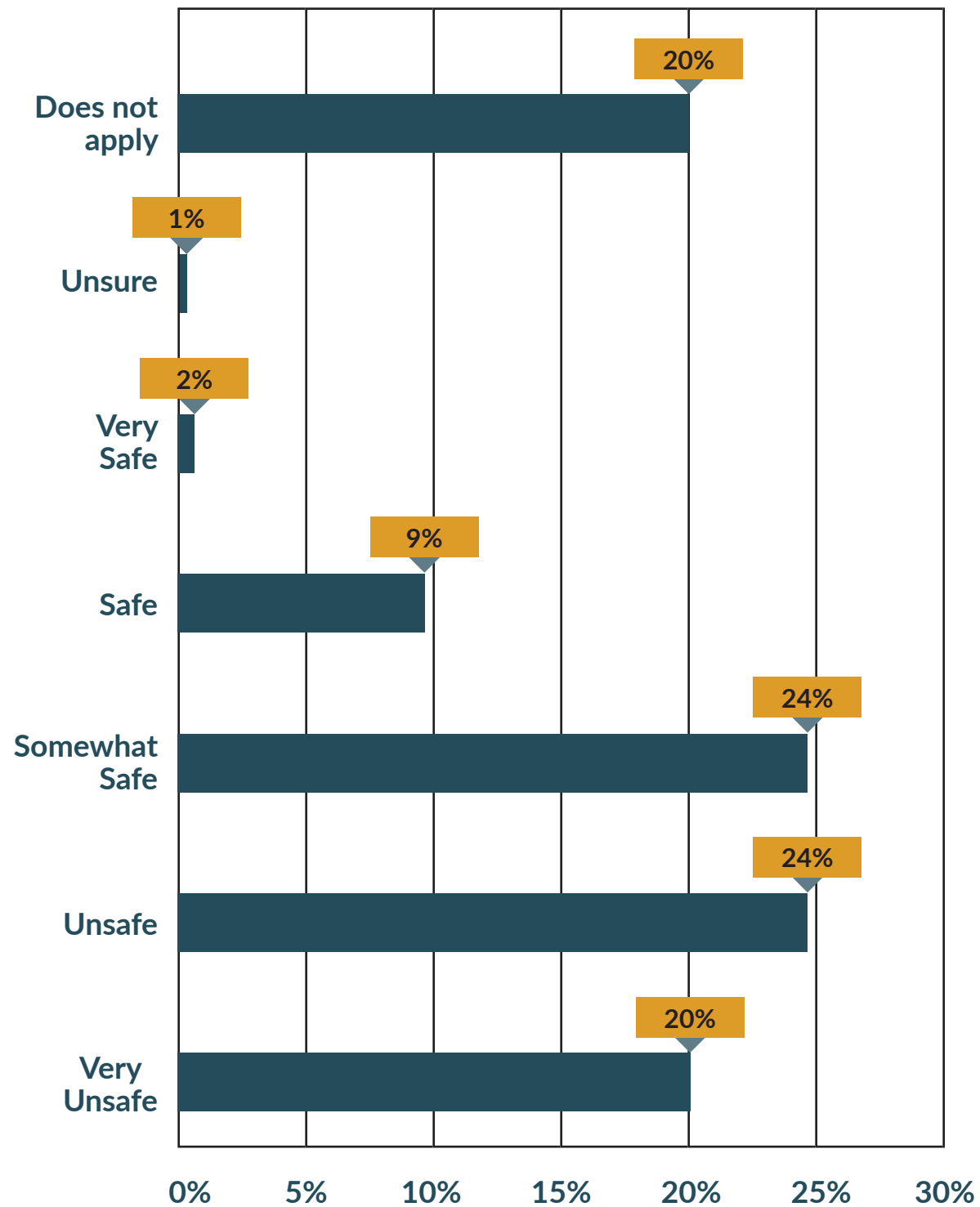
Get Involved Safety Dashboard Calendar of Events

Which of the following statement(s) describes you in Travis County?
Please select all that apply.

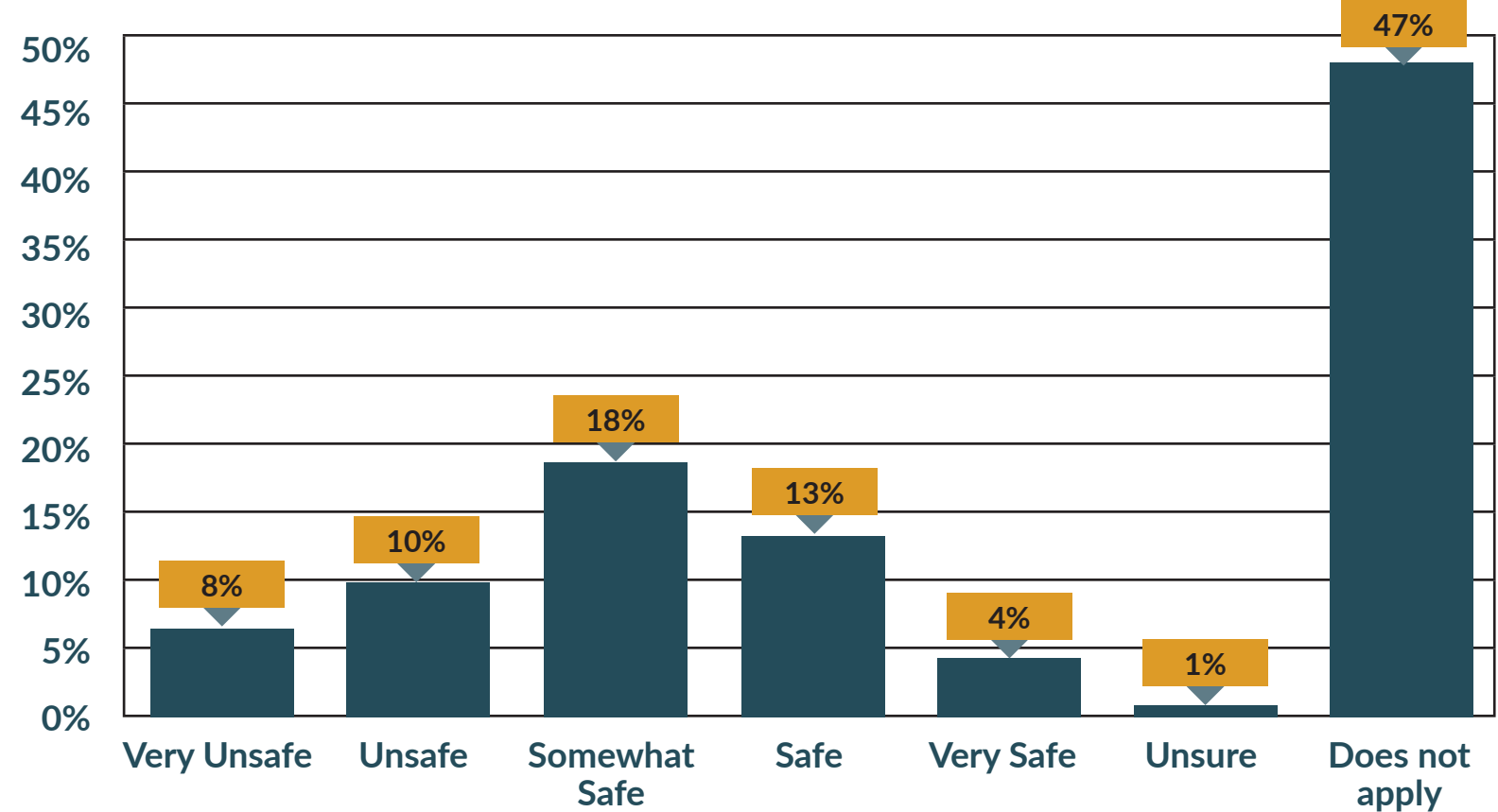


Jonestown, TX

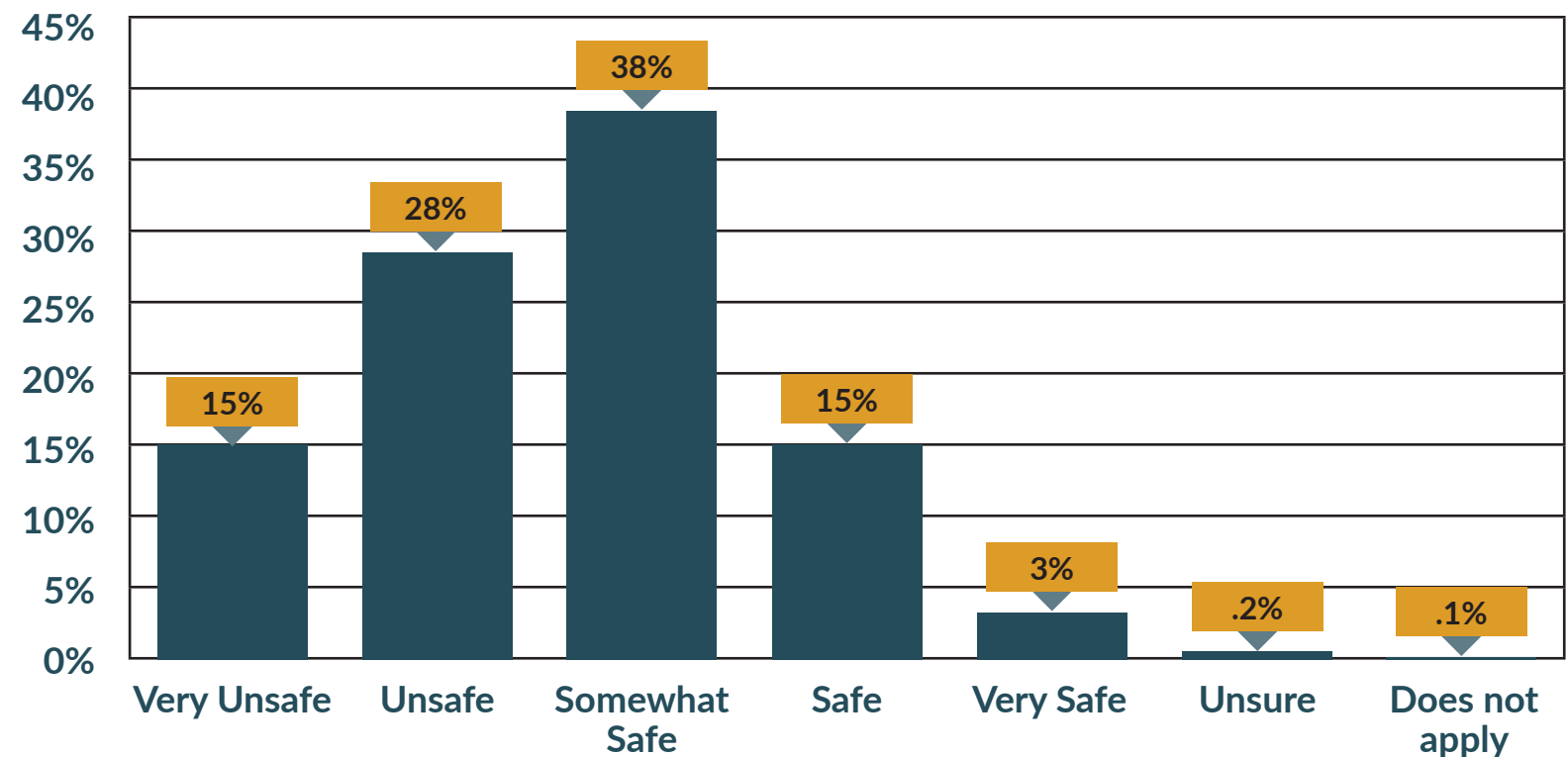
In general, how safe do you feel walking, biking, using a wheelchair or other non-motorized travel modes in Travis County?



In general, how safe do you feel when being a passenger in a public transit bus or train, school bus, or a commercial personal motor vehicle (Uber, taxi, etc.) in Travis County?



In general, how safe do you feel when driving or being a passenger in a personal motor vehicle in Travis County?



Considering your experiences, please identify your top five transportation safety concerns in Travis County from the following list.



- 1. SPEEDING AND AGGRESSIVE DRIVING**
- 2. ROAD RAGE AND RECKLESS DRIVING OR WALKING**
- 3. DRUNK OR IMPAIRED DRIVING & DISTRACTED BEHAVIOR**
- 4. ROAD MAINTENANCE**
- 5. INADEQUATE TRAFFIC LAW ENFORCEMENT**

Please identify your top five solutions to address your concerns.

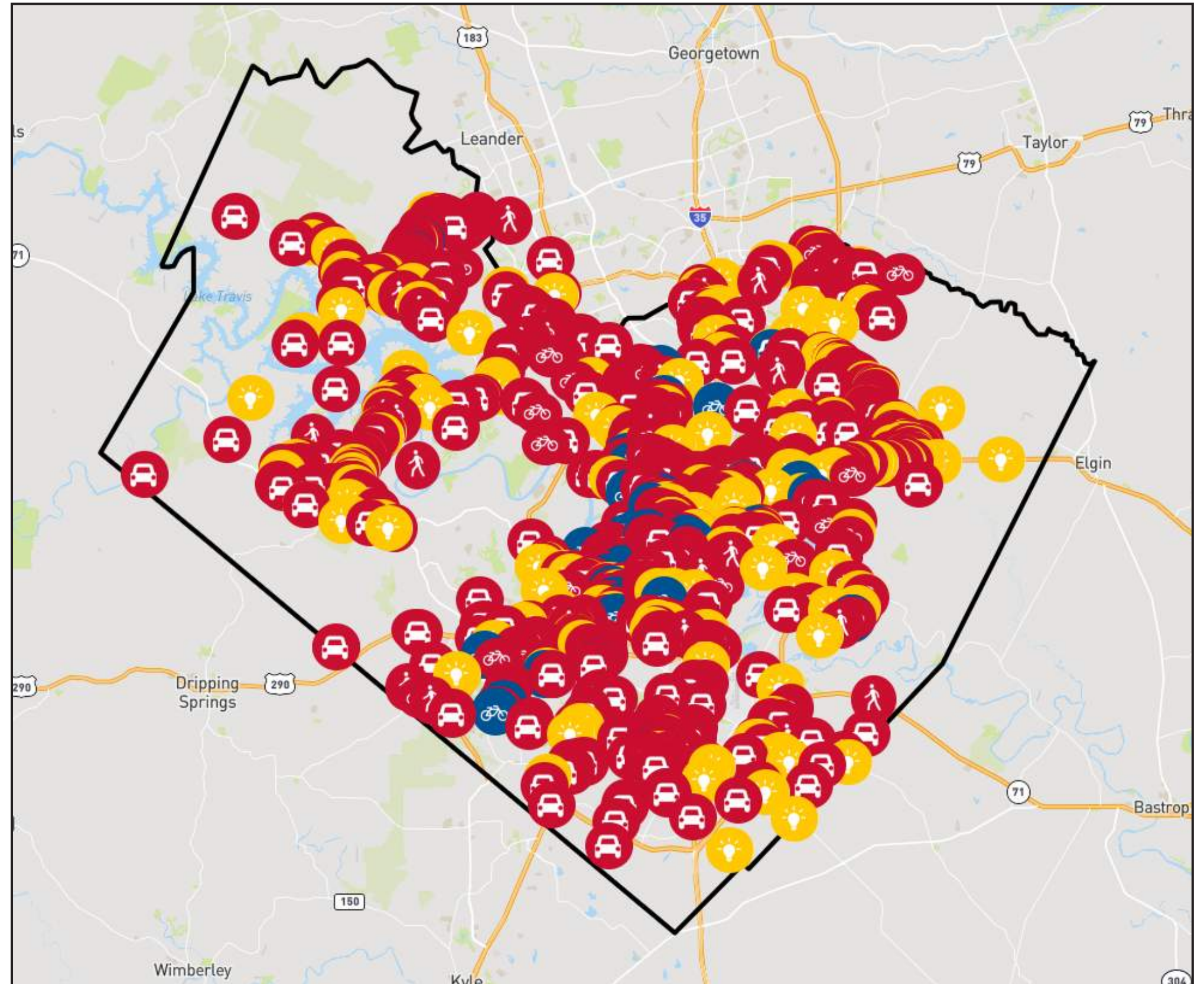


- 1. WIDEN ROADS AND INSTALL MEDIANS**
 - 2. REDESIGNING DANGEROUS CURVES AND ADDING TURNING LANES**
 - 3. IMPROVE ROAD MAINTENANCE AND DRAINAGE**
 - 4. ENHANCE ROAD SIGNAGE, MARKINGS, AND LIGHTING**
- TIED FOR 5TH:**
- ENHANCE EMERGENCY RESPONSE AND TRAFFIC ENFORCEMENT**
 - BUILD PROTECTED SIDEWALKS, BIKE LANES, AND SHARED USE PATHS AND INCREASE UNIVERSAL ACCESSIBILITY**



Locations Most Noted in the Interactive Map

- RM 1431
- BRODIE LN
- SPRINGDALE RD
- CAMERON RD
- TOWER RD
- GEORGE BUSH ST
- GEORGE WASHINGTON ST
- DUVAL RD
- JOLLYVILLE RD
- FM 2222
- RM 620
- SH 71
- LIME CREEK RD





Community Engagement

Phase 2 Public Engagement Themes

Phase 2 of public engagement began in February 2025 and ended in March and focused on gathering feedback from the public on 59 proposed project locations.

An interactive map survey was distributed that allowed users to view project locations and a list of potential improvements for each location, as well as vote on which projects they supported and opposed.

The interactive map survey collected **218 responses** and additionally gathered feedback on support or opposition to the types of improvements proposed, other safety locations to be considered, and factors to be used in project scoring.

THE GREATEST NUMBER OF PHASE 2 SURVEY RESPONDENTS LIVED IN

THE CITY OF AUSTIN ----- **28%**

THE NEXT MOST COMMON AREAS OF RESIDENCE BEING

DEL VALLE INDEPENDENT SCHOOL DISTRICT (ISD) -- **22%**

OTHER UNINCORPORATED TRAVIS COUNTY ----- **20%**



○ SURVEY RESPONDENTS GENERALLY SUPPORTED THE PROPOSED PROJECT LOCATIONS WITH A TOTAL OF:

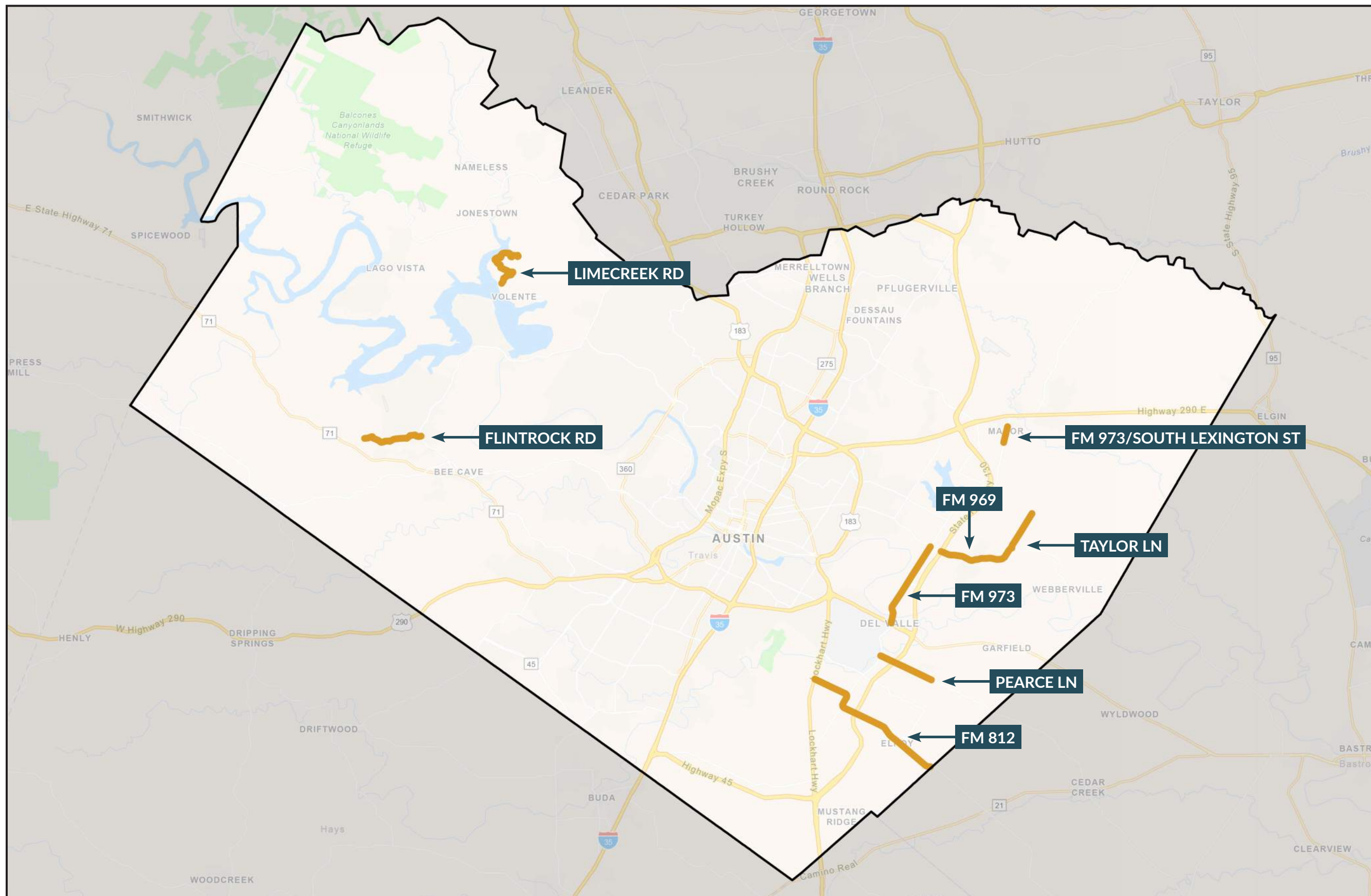
----- **710 VOTES FOR SUPPORT 78%**

○ ACROSS ALL PROPOSED PROJECT LOCATIONS:

----- **195 VOTES FOR OPPOSITION 22%**

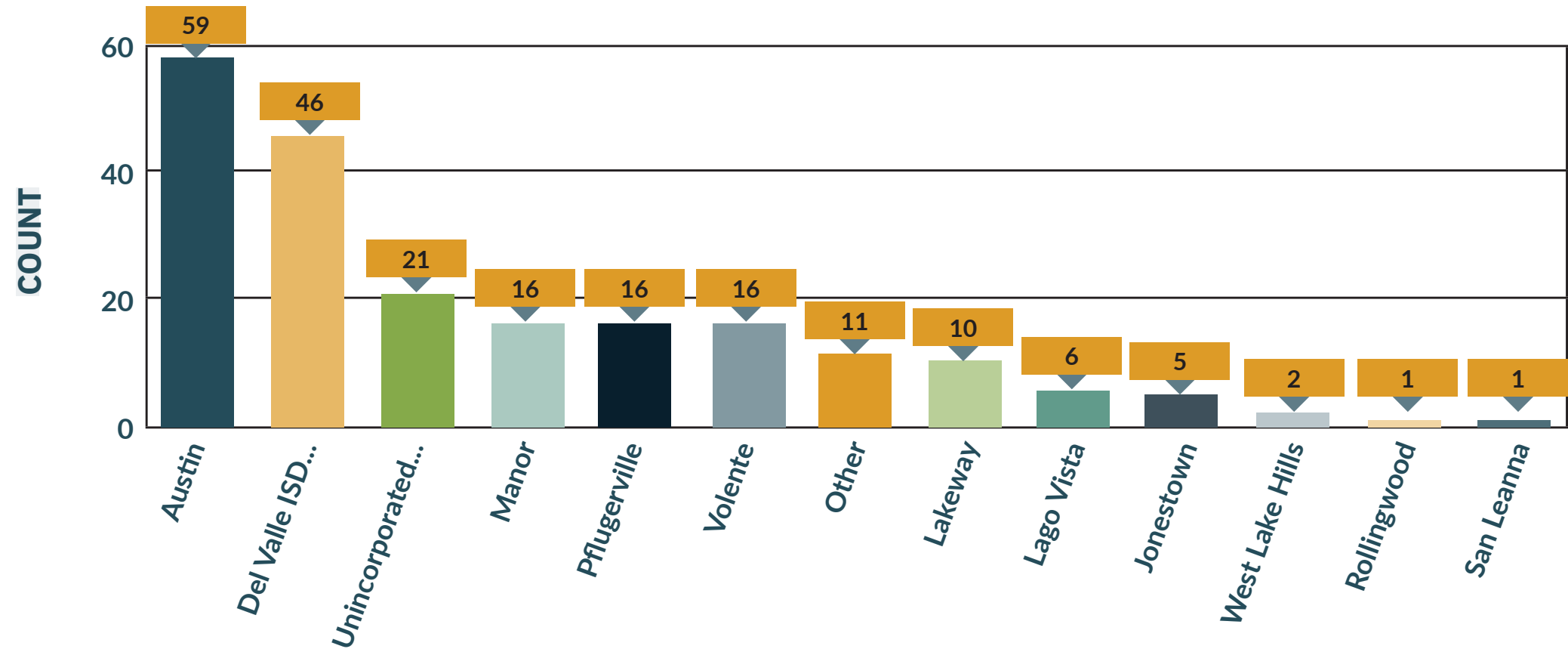
PROPOSED PROJECT LOCATIONS IN DEL VALLE ISD IN PARTICULAR RECEIVED SIGNIFICANT SUPPORT, WITH EVERY DEL VALLE ISD PROJECT LOCATION RECEIVING AT LEAST 85% SUPPORT. OTHER PROPOSED PROJECT LOCATIONS WITH HIGH LEVELS OF SUPPORT INCLUDED LIME CREEK RD IN VOLENTE, FM 973/LEXINGTON ST IN MANOR, AND FLINTROCK RD IN LAKEWAY.

NOTABLE PROJECTS WITH HIGH PUBLIC SUPPORT

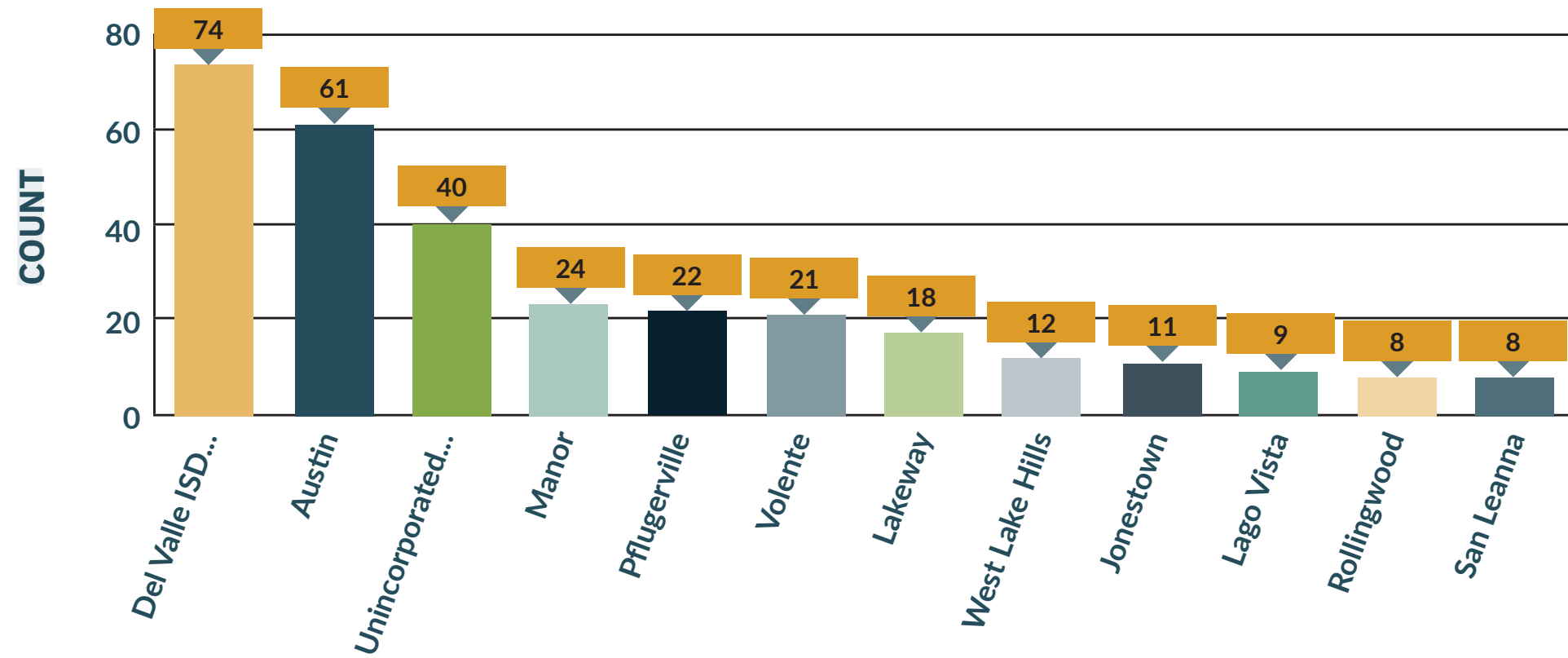




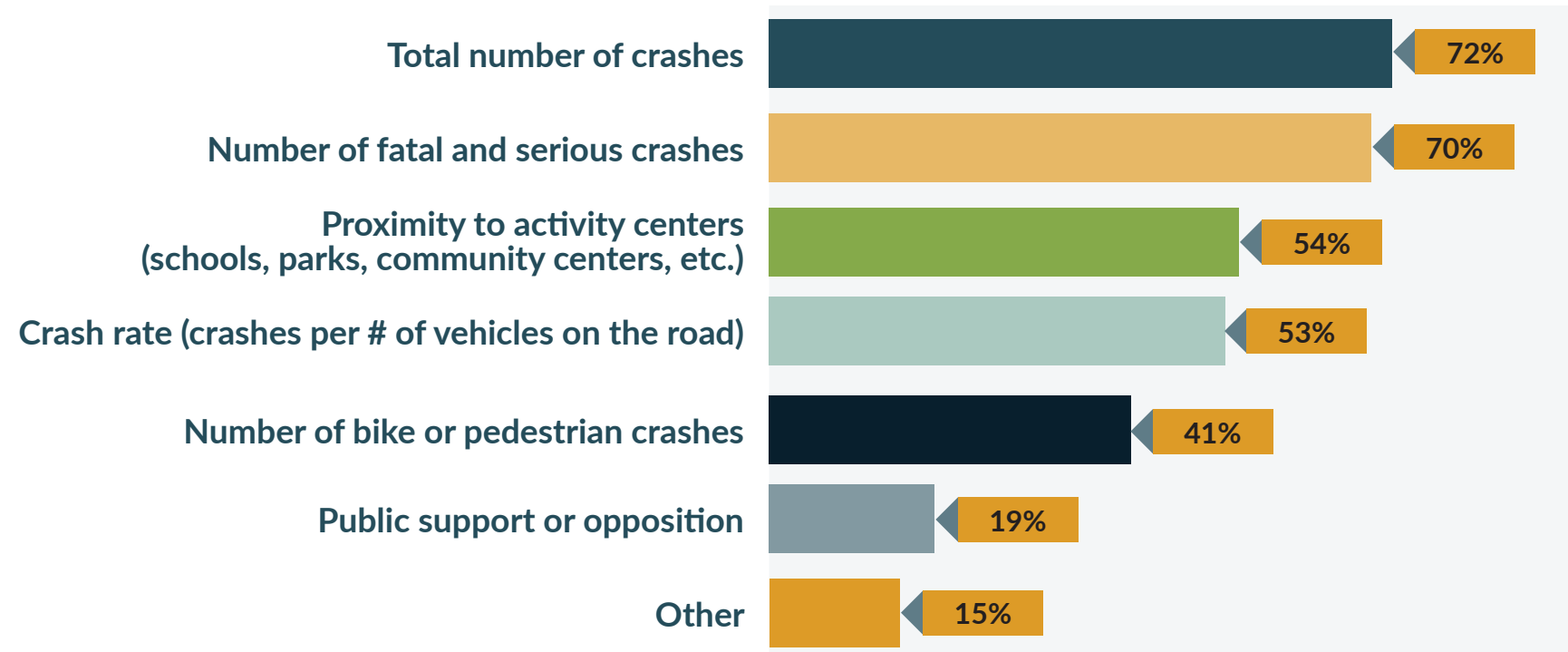
SURVEY #2 - WHERE DO YOU LIVE?



WHERE WOULD YOU LIKE TO PROVIDE FEEDBACK ON THE DRAFT PROJECT LOCATIONS?



WHICH FACTORS DO YOU FEEL ARE MOST IMPORTANT WHEN EVALUATING THESE SAFETY PROJECT LOCATIONS?



PARTNER COLLABORATION

Input from partners was essential in developing the Travis County Safety Action Plan. In addition to serving on the Travis County Safety Task Force, partners provided input through three sets of individual agency meetings over the course of the Plan development.

To see a full list of all partner meetings, see the table below.

The first set of partner meetings focused on gathering individualized input regarding existing roadway safety activities, needs, and future project and policy ideas within each partner's jurisdiction. Partners were also able to gather more information about the Plan development process as part of these meetings. All partner jurisdictions and other participating agencies provided input during the first set of partner meetings, which were conducted in

September and October 2024 . Regional partner agencies included TxDOT, CTRMA, CARTS, CapMetro, Travis County Sheriff's Office, and Travis County Emergency Management.

The second set of partner meetings were road safety field reviews. The primary goal of these field reviews were to identify potential road safety issues in partnership with partner jurisdiction staff and suggest improvements to enhance safety for all road users, including pedestrians, cyclists, and motorists. Invitations to each field review were sent out to partner jurisdiction staff, Travis County Sheriff's Office, and TxDOT (for applicable field review locations that were on-system). All 10 road safety field reviews were conducted in November and December 2024.

The third set of partner meetings focused on gathering feedback from partner jurisdiction staff regarding draft policies, processes, and projects included in each partner jurisdiction plan within the Travis County Safety Action Plan. Only partner jurisdictions participated in the third set of partner agency meetings, which were conducted in January and February 2025.

In addition to partner meetings, coordination meetings were held with City of Austin and CAMPO staff to support concurrent safety action plan efforts across the three agencies. These coordination meetings occurred in September 2024.

Safety field review notes are included in Appendix C.

PARTNER AGENCY	DATE	DISCUSSION TOPIC
CITY OF JONESTOWN	September 18th, 2024	Project background and initial priorities
	December 5th, 2024	Field Review
	January 30th, 2025	Draft Project Locations Review
CITY OF LAGO VISTA	September 23rd, 2024	Project background and initial priorities
	December 3rd, 2024	Field Review
	January 27th, 2025	Draft Project Locations Review
CITY OF LAKEWAY	September 26th, 2024	Project background and initial priorities
	November 21st, 2024	Field Review
	January 28th, 2025	Draft Project Locations Review
CITY OF MANOR	October 3rd, 2024	Project background and initial priorities
	November 19th, 2024	Field Review
	January 27th, 2025	Draft Project Locations Review
CITY OF PFLUGERVILLE	October 24th, 2024	Project background and initial priorities
	November 22nd, 2024	Field Review
	February 4th, 2025	Draft Project Locations Review

PARTNER AGENCY	DATE	DISCUSSION TOPIC
CITY OF ROLLINGWOOD	September 19th, 2024	Project background and initial priorities
	November 18th, 2024	Field Review
	February 3rd, 2025	Draft Project Locations Review
VILLAGE OF SAN LEANNA	September 20th, 2024	Project background and initial priorities
	November 20th, 2024	Field Review
	February 23rd, 2025	Draft Project Locations Review
CITY OF WEST LAKE HILLS	September 23rd, 2024	Project background and initial priorities
	November 20th, 2024	Field Review
	January 29th, 2025	Draft Project Locations Review
DEL VALLE ISD	September 19th, 2024	Project background and initial priorities
	November 18th, 2024	Field Review
	January 29th, 2025	Draft Project Locations Review
CTRMA	October 14th, 2024	General Coordination
TxDOT	October 24th, 2024	General Coordination
	March 6th, 2025	Coordination for on-system recommended project locations
CITY OF AUSTIN	September 23rd, 2024	General Coordination
CARTS	September 17th, 2024	General Coordination
CAMPO	September 20th, 2024	General Coordination
TRAVIS COUNTY EMERGENCY MANAGEMENT	September 19th, 2024	General Coordination
TRAVIS COUNTY SHERIFF'S OFFICE	October 10th, 2024	General Coordination
	March 6th, 2025	General Coordination



EQUITY CONSIDERATIONS

Equity corridors and focus areas within Travis County are identified as part of the overall safety analysis. To identify these corridors and potential roadway safety projects along them, three types of analysis are conducted. The first two analyses involved identification of equity data based upon equity-focused Census tracts from the USDOT Equitable Transportation Communities (ETC) dataset. The third analysis method involves projecting expected trips taken by vulnerable road users, such as pedestrians and cyclists.

EQUITY-FOCUSED CENSUS TRACTS

The USDOT ETC national census tract data identifies areas that have experienced historical underinvestment in transportation and other public infrastructure. The ETC Explorer, maintained by USDOT, is an interactive web application that allows users to explore underserved census tracts on a national and state level.

The ETC Explorer uses 2020 Census Tracts and data to analyze five components, each of which have numerous factors that make up their score: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. By examining these components, the ETC Explorer sheds light on the challenges faced by underserved communities. The ETC Explorer is a valuable tool for policymakers, researchers, and community members to gain insights into the specific needs and burdens of different

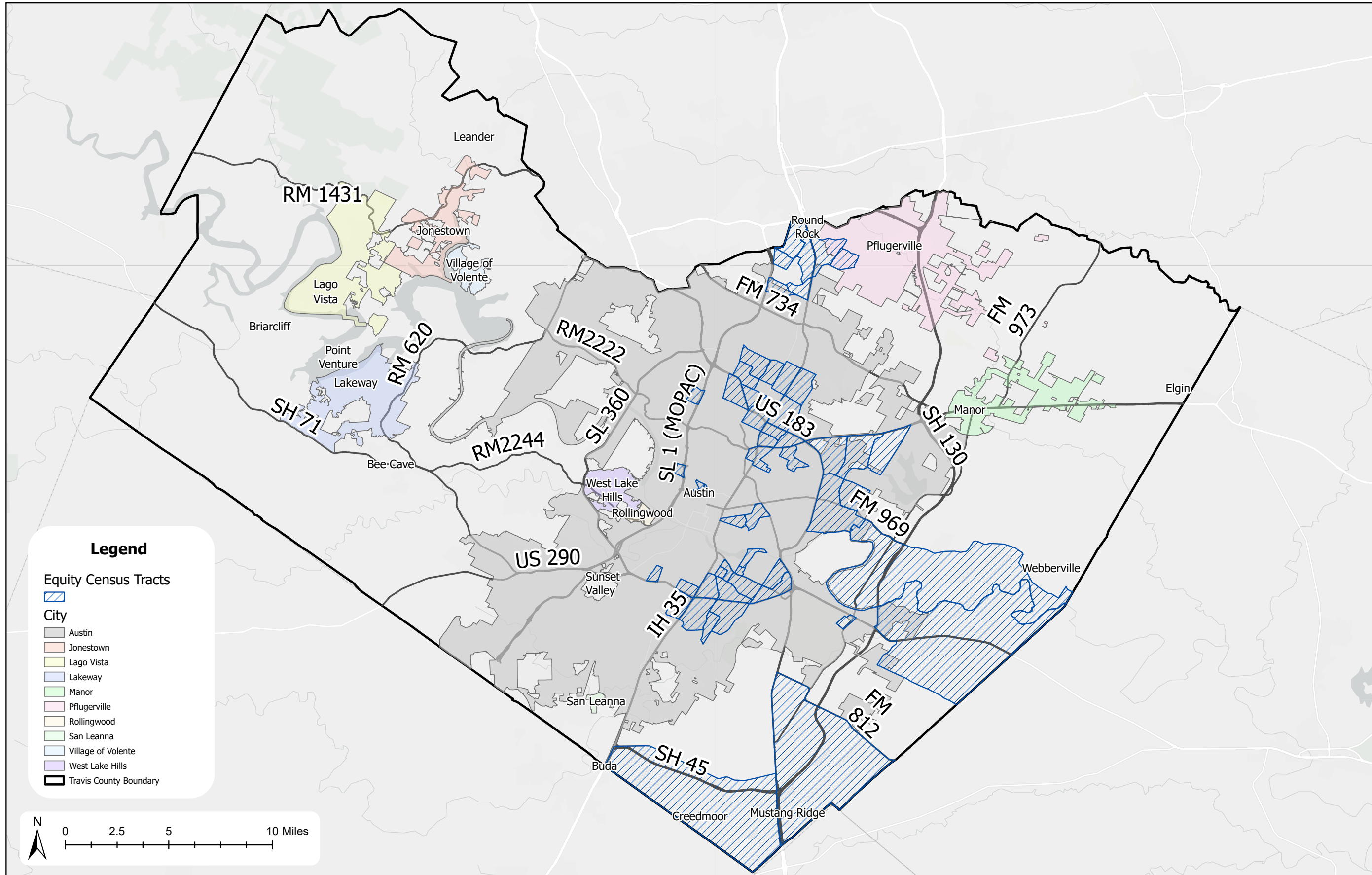
communities. It helps identify areas that require targeted investment and support to promote equity and improve transportation safety. In 2025, the equity component was removed from the SS4A program for future safety action plans and the ETC Explorer was removed from public viewing.

The map to the right shows the equity-focused Census tracts identified in the ETC Explorer's national dataset within Travis County. Many of the County's equity-focused Census tracts are located within the City of Austin. Several are located in the western portions of the City of Pflugerville. The remaining equity-focused Census tracts are located in the eastern and southern portions of unincorporated Travis County. Historically, roadways and other transportation infrastructure within these Census tracts are more likely to have received lower levels of public investment.

It's important to note that in 2025 USDOT removed the equity component requirement for SS4A Safety Action Plans funded under the 2025 SS4A grant funding opportunity. The Travis County Safety Action Plan was funded under the 2022 SS4A grant. It is consistent with federal SS4A Safety Action Plan requirements from 2022-2024.

TRAVIS COUNTY EQUITY FOCUSED CENSUS TRACTS

Data Source: Equity Transportation Community (ETC) Explorer



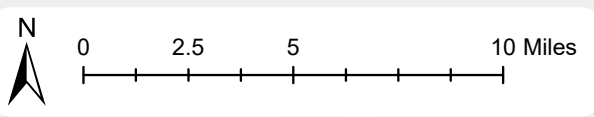
Legend

Equity Census Tracts

City

- Austin
- Jonestown
- Lago Vista
- Lakeway
- Manor
- Pflugerville
- Rollingwood
- San Leanna
- Village of Volente
- West Lake Hills

Travis County Boundary



EQUITY-FOCUSED TRANSPORTATION PATHS

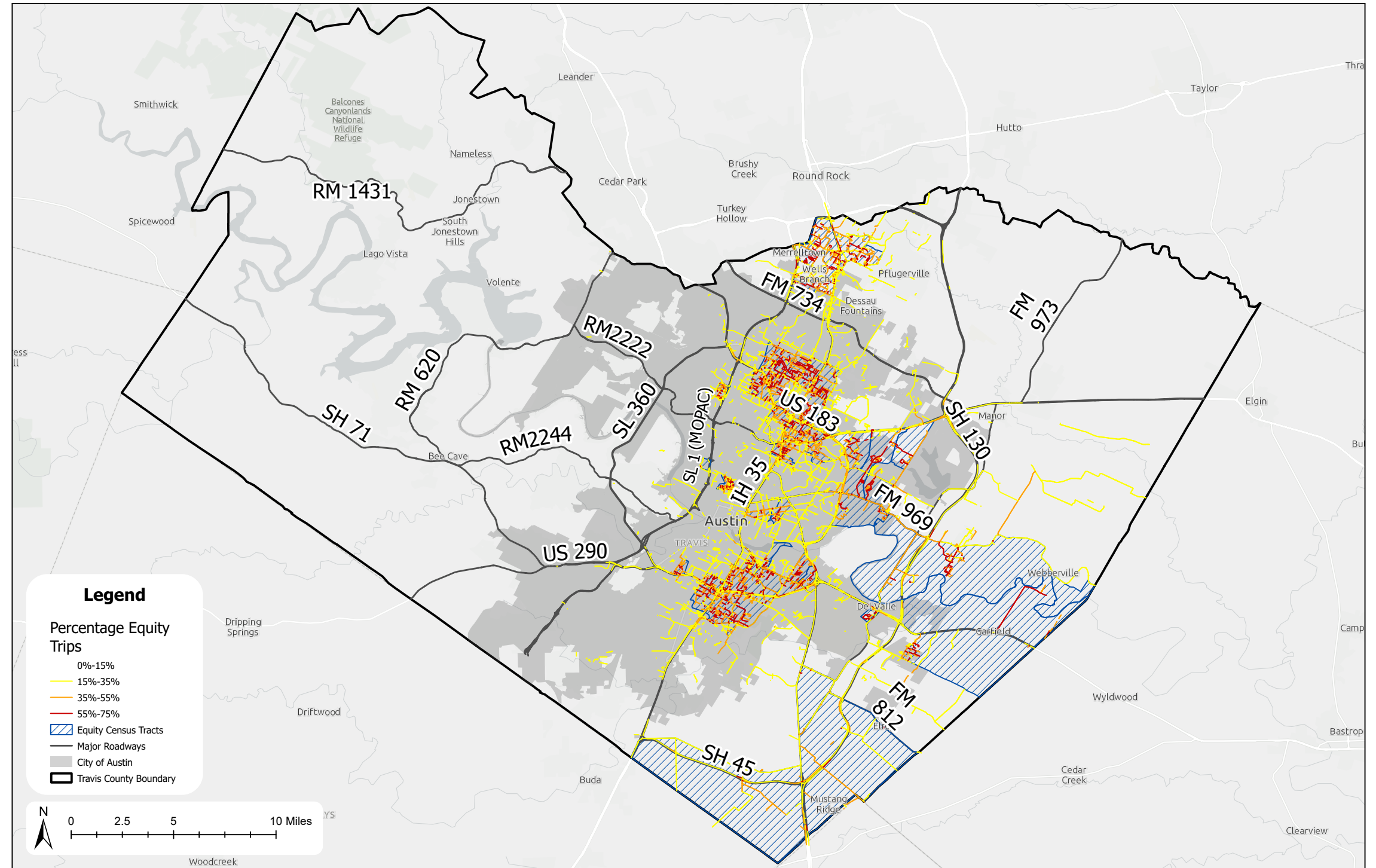
In addition to identifying equity-focused Census tracts within Travis County, a synthetic travel demand model dataset (Replica origin-destination data) was used to identify roads that have served high proportions of trips that originate within an equity-focused Census tract. These roads are located both within and outside of these tracts.

The Replica travel demand model dataset for an average Fall 2023 weekday was used for this equity analysis. Link volumes are summarized by mode for all roadways within Travis County as part of this dataset, which was gathered over a 13-week sampling period during Fall 2023. To understand the portion of trips from an equity-focused Census tract on each roadway, the analysis produced a model of all trips originating from an equity-focused Census tract in Travis County and compared that model to a model of total trips on a link-by-link basis.

The map to the right shows the results of this equity-focused transportation paths analysis. All major roadway links with at least 15 percent of daily weekday traffic originating from an equity-focused Census tract are shown on the map. Some roadways have as much as 75 percent of daily weekday traffic that originates within an equity-focused Census tract. The links with high proportions of trips originating in an equity-focused Census tract are concentrated within the City of Austin and in the eastern and southern portions of Travis County.

PERCENT EQUITY TRIPS BY ROADWAY

Data Source: Replica



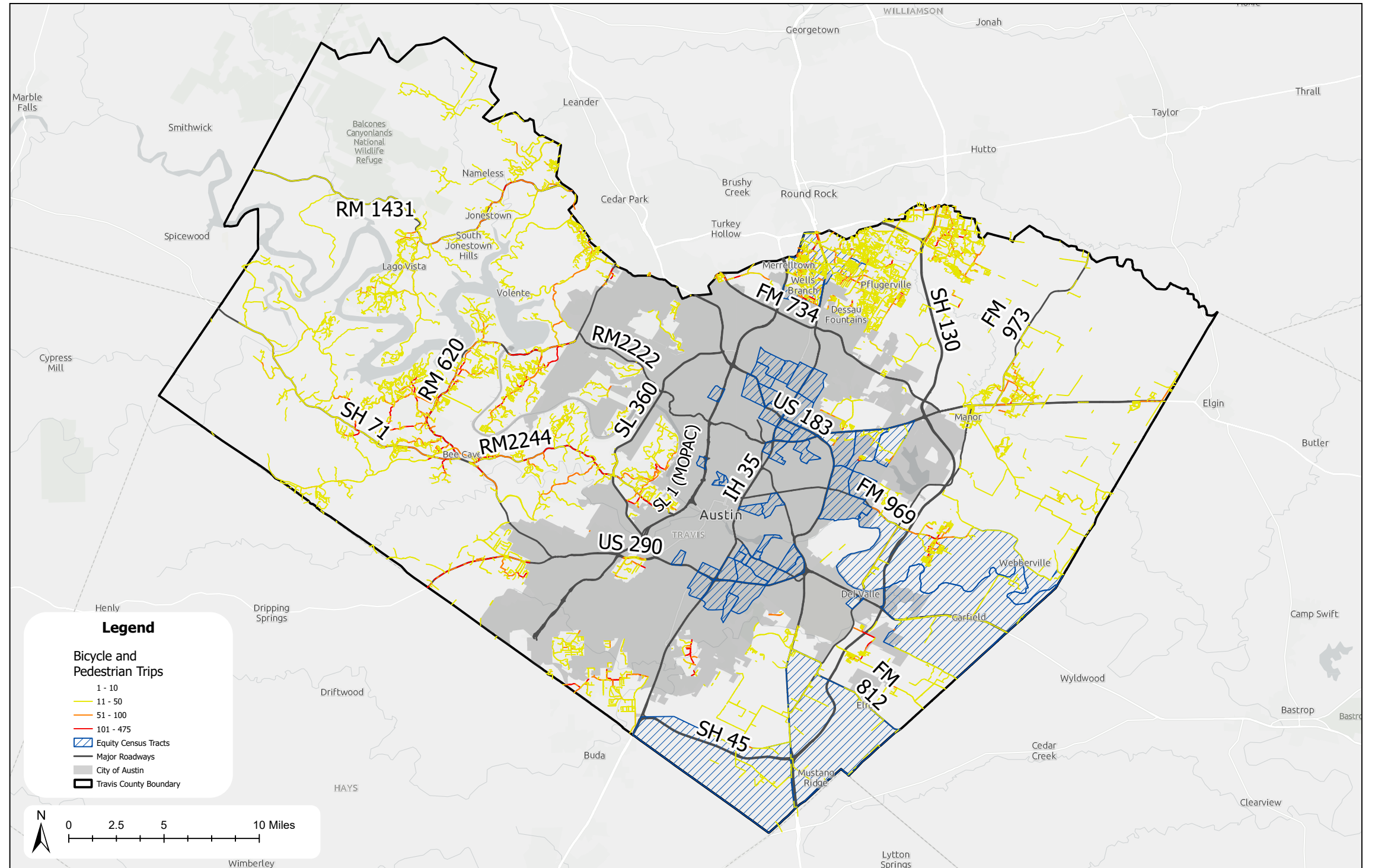
BICYCLE AND PEDESTRIAN TRANSPORTATION PATHS

The Replica synthetic travel demand model dataset for Fall 2023 was also analyzed by mode to identify roadways throughout Travis County that were expected to have the highest number of daily bicycle and pedestrian trips, regardless of whether those trips originated from an equity-focused Census tract. Isolating trips by bicycle and pedestrian users allows for analysis of a different measure of equity when considering transportation safety, as bicyclists and pedestrians are significantly overrepresented in per-trip fatal and serious injury crash rates across Travis County. While roads across many parts of the County have historically been designed primarily for motor vehicles, the SS4A program provides an opportunity to remediate many of these vehicle-centric roadways to better accommodate the needs of vulnerable road users.

The map to the right shows road segments throughout Travis County with the highest number of daily bicycle and pedestrian road user trips. To generate these estimates, a model was generated for Travis County roadways that identified only bicycle and pedestrian mode trips. These trip totals were then mapped on a link-by-link level for Travis County roadways. Unlike the previous two maps, links with high levels of bicycle and pedestrian trips appear throughout Travis County, since this dataset considered all trips within the County, regardless of Census tract of origin.

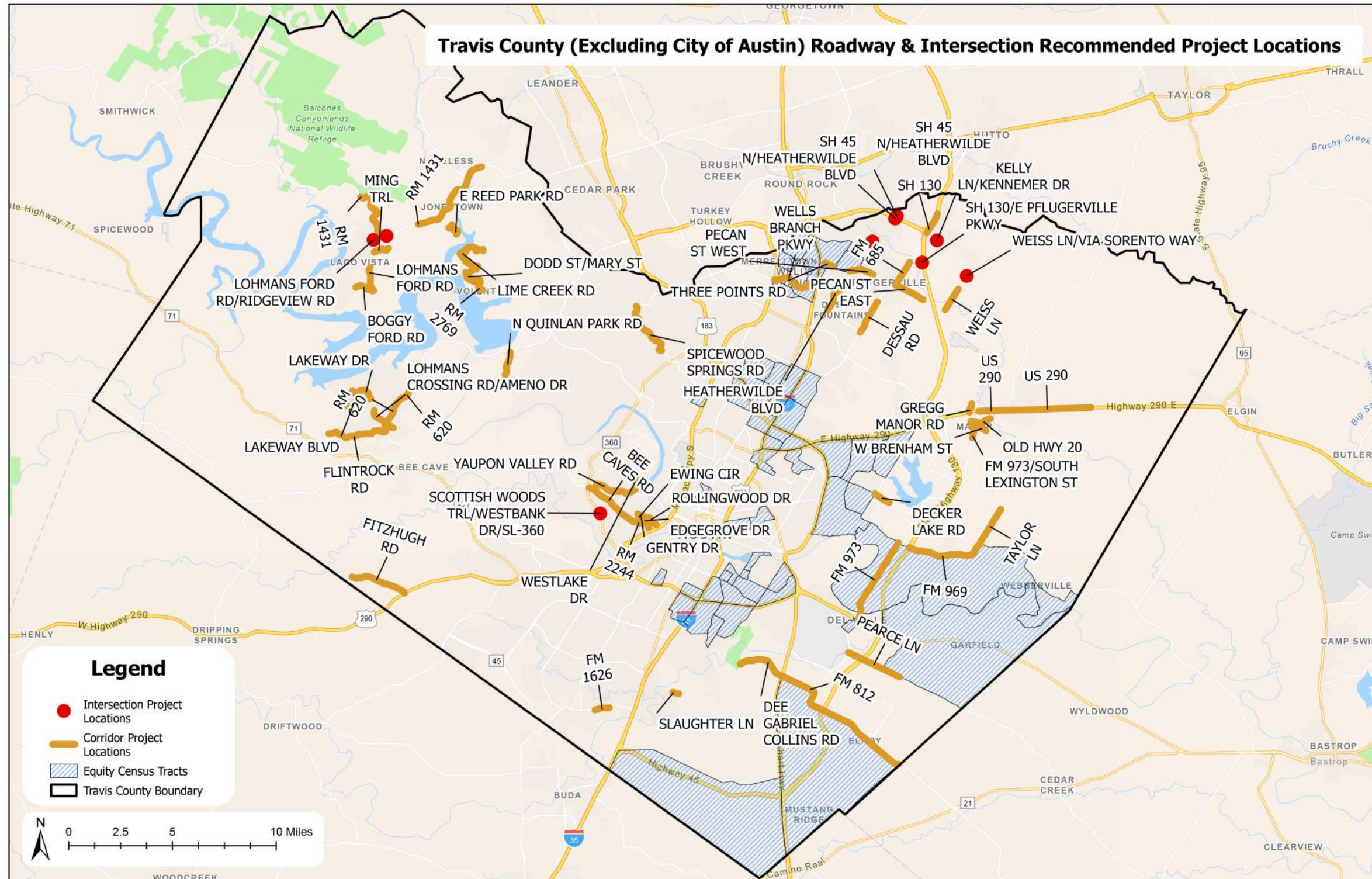
BICYCLE AND PEDESTRIAN TRIPS, EXCLUDING CITY OF AUSTIN

Data Source: Replica



CORRIDOR AND INTERSECTION RECOMMENDED PROJECT LOCATIONS

This map shows the corridor and intersection recommended project locations and equity-focuses Census tracts. In total there are 8 intersections and 83.41 road miles of recommended projects. 17.5 road miles (21%) are in or along equity-focused census tracts. It is important to note that projects within the City of Austin are not precluded from receiving regional safety funding even though this plan did not specifically identify projects in the City of Austin.





LEFT TURN
YIELD
ON GREEN

LAKEWAY BLVD.



A photograph of a winding road with a guardrail and trees. The road is paved and curves to the left. A metal guardrail runs along the right side of the road. In the background, there are dense green trees and a clear blue sky. A yellow text box is overlaid on the right side of the image.

POLICY AND PROCESS CHANGES

Potential policy and process changes are identified to address broader safety needs across the County. A total of 74 policy and process recommendations are included in the Travis County Safety Action Plan. Policy recommendations are identified through a combination of safety data review, stakeholder agency input, and public feedback. While some recommended policies are identified by reviewing retroactive crash data, they can be applied across the County with the goal of proactively addressing similar risk factors elsewhere. Policy recommendations for the individual partner jurisdictions are included in the partner jurisdiction plans. Policy recommendations for the County as a whole and other county-wide agencies are included in the table on page 44. *The full policy and process matrix with additional detail and reference information is included in Appendix F.*

COUNTY-WIDE POLICY AND PROCESS RECOMMENDATIONS

The table below shows county-wide policy and process recommendations. Agencies are encouraged to reference existing documentation on these policies and more using the resources to the right.

NHTSA Countermeasures That Work:

A collection of education and enforcement countermeasures with proven success at addressing behavioral roadway safety issues that contribute to crashes.

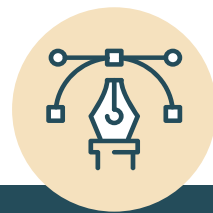
TxDOT Safety Resources:

A collection of resources that TxDOT and its partner agencies in Texas use to address roadway safety challenges.

Rural Unintentional Injury Prevention Toolkit:

An online tool designed to help agencies implement programs aimed at preventing unintentional injuries such as motor vehicle crashes in rural areas, including program recommendations for post-crash care.

In addition to the resources listed, partner jurisdictions are encouraged to reference the [2018 CAMPO Regional Incident Management Strategic Plan and Performance Assessment Report](#) regarding policy and process recommendations for post crash care.



PLANNING AND DESIGN




TRANSIT



ENFORCEMENT



EMERGENCY MANAGEMENT

	Policy Need	Responsible Parties	Relevant Best Practice Countermeasures and Design Solutions
	Develop a local road safety plan to establish a framework for off-system road safety among Travis County and smaller municipalities.	Travis County and cities within	Local Road Safety Plan
	Implement policies focused on improving driver behaviors of inexperienced drivers.	Travis County and cities within	Young Driver countermeasures such as Graduated Drivers' Licensing, Intermediate License Nighttime Restrictions,
	Pilot a nighttime illumination program along FM 812, FM 969, and FM 973 in southeastern Travis County in partnership with TxDOT.	TxDOT	Corridor and Intersection Safety Lighting
	Implement a high crash corridor signing program in both English and Spanish languages along FM 812 in southeastern Travis County (similar to the program Austin uses along Cameron Road).	TxDOT, Travis County Sheriff Office	High Crash Corridor Signage
	Deploy high-saturation, high-visibility enforcement in designated high fatality and injury hotspot locations across Travis County as part of TxDOT's Selective Traffic Enforcement Program (STEP) 2025 grant program. As part of STEP participation, partner with local advocacy and education groups through TxDOT Crossroads meetings to support county-wide roadway safety education efforts.	TxDOT, Travis County Sheriff Office	High-Visibility Enforcement, Increasing Penalties
	Set up recurring coordination meetings between staff from the Travis County Sheriff's Office, Emergency Services Division and Transportation & Natural Resources Division (Public Works, Planning) to collaborate on safety planning, crash reviews, and safety project implementation.	Travis County	N/A
	Design and deploy an Intelligent Transportation System along Hamilton Pool Road in southwestern Travis County that detects truck and other vehicle length and activates flashers on a warning sign instructing drivers to stop and turn around, and notifies Travis County Sheriff Office patrols when an overheight or overlength vehicle approaches the low water crossing on Hamilton Pool Road.	Travis County	Safety Warning (Overheight/Overlength) Detection System

	Policy Need	Responsible Parties	Relevant Best Practice Countermeasures and Design Solutions
	Coordinate with local jurisdictions to improve vegetation maintenance on CapMetro routes: consider interagency agreement for vegetation maintenance.	CapMetro and the following local jurisdictions: Austin, Jonestown, Lago Vista, Leander, Manor, Point Venture, San Leanna, Travis County, and Williamson County	Vegetation Maintenance Improvements
	Coordinate with local jurisdictions on design standards to accommodate buses on CapMetro or other service provider routes: minimum of 11 foot wide lanes when the ROW and site-specific conditions are compliant.	CapMetro and the following local jurisdictions: Austin, Jonestown, Lago Vista, Leander, Manor, Point Venture, San Leanna, Travis County, and Williamson County	Transit Streets, COA TCM 2.2.1 Street Typology Ingredients - Table 2.2 Street Design Matrix
	Increase frequency of safety campaigns using bus wraps and social media to educate drivers on safe passing and stopping distances.	CapMetro	"Walk. Bike. Safe"
	Improve public awareness on safety around railroad crossings: coordinate with Operation Lifesaver.	CapMetro	Operation Lifesaver
	Participate in local advisory and stakeholder groups and provide input on long range plans and design for active transportation facilities.	CapMetro	N/A
	Coordinate with local jurisdictions on design standards to accommodate buses on CapMetro routes: left-turn pockets and signal warrants.	CapMetro and the following local jurisdictions: Austin, Jonestown, Lago Vista, Leander, Manor, Point Venture, San Leanna, Travis County, and Williamson County	Dedicated Left- and Right-Turn Lanes at Intersections and Signal Warrant Analysis
	Coordinate with local jurisdictions on design standards to accommodate buses on CapMetro routes: improve bicycle facility design at intersections to allow for transit vehicle turning maneuvers, e.g. buses often run over delineators that push too far out into the intersection.	CapMetro and the following local jurisdictions: Austin, Jonestown, Lago Vista, Leander, Manor, Point Venture, San Leanna, Travis County, and Williamson County	Transit Turn Radii
	Coordinate with local jurisdictions on design standards to accommodate buses on CapMetro routes: size roundabouts for transit vehicles and use rolled curbs.	CapMetro and the following local jurisdictions: Austin, Jonestown, Lago Vista, Leander, Manor, Point Venture, San Leanna, Travis County, and Williamson County	Guide for Roundabouts (NCHRP Report 1043)
	Set up a notification protocol for construction: consider software packages that can be combined with 311 notifications.	CARTS	N/A
	Increase frequency of safety campaigns using bus wraps and posters to educate drivers on safety.	CARTS	"Walk. Bike. Safe"
	Develop materials and communications strategies using drivers as point of contact with customer base.	CARTS	"Walk. Bike. Safe"
	Plan for CARTS service at future planned mobility hubs by participating in long range planning efforts with cities and other transit agencies.	CARTS and jurisdictions within service area	N/A
	Install security systems at service yards.	CARTS	N/A
	Conduct an agency wide SWOT analysis focused on safety.	CARTS	N/A
	Increase enforcement of illegal speeding on Lime Creek Road.	Travis County Sheriff Office, Village of Volente	High-Visibility Enforcement, Dynamic Speed Display/Feedback Signs, Increasing Penalties
	Update the county-wide emergency evacuation plan including evacuation route planning, deployment of emergency operations centers, and traffic management strategies such as signal controls to manage sudden and increased demand for egress of neighborhoods and hazard zones.	Travis County and cities within	N/A
	Provide design guidance for signage, striping, wayfinding and access to neighborhoods to improve emergency management with consideration for navigating evacuation routes with no cell services.	Travis County and cities within	N/A
	Update hazard mitigation action plan regularly.	Travis County and cities within	N/A
	Provide community education on evacuation methods and routes as well as what to expect when an evacuation order is given.	Travis County and cities within	N/A



West Lake Hills, TX



RECOMMENDATIONS FROM CONCURRENT SAFETY PLANS

By aligning with other concurrent transportation safety plans in the Region, this Travis County Safety Action Plan fosters regional collaboration and consistency in safety practices. Travis County and its partners hope to create a safer transportation network through coordinated efforts, shared resources, and unified safety standards, ultimately contributing to the well-being and protection of all road users. The concurrent transportation-related safety plans developed by partner jurisdictions within Travis County are described and compared to the Travis County Safety Action Plan on pages 52 and 53.

TxDOT Austin District Annual Safety Plan

The TxDOT Austin District's 2024 Annual Safety Plan discusses several safety analysis tools, processes, and programs the district utilizes to identify factors impacting transportation safety, fatal crash hotspots, and both short-term and long-term solutions to the issues identified. These processes and programs include the district's routine speed management program to reevaluate the posted speed limits of TxDOT roadways, and post project safety assessments to verify implemented safety treatments reduce crashes as anticipated. Several policies identified in the Travis County Safety Action Plan for partner jurisdictions within Travis County target reducing crashes related to speed, such as determining appropriate speed limits. The Safety Action Plan also includes recommended policies related to education and enforcement, which align with the TxDOT Austin District's behavioral traffic safety program.

City of Austin 2023 Vision Zero Update

The 2023 update of the City of Austin's Vision Zero report provides a recap of safety initiatives led by the Austin Transportation and Public Works Department's Vision Zero program from 2021 and 2022 and compares recent crash trends to crash trends presented in previous updates of the report. The 2023 update highlights the City of Austin's approach to managing for safe speeds through its speed management program. This consists of reducing speed limits on arterial streets outside of the city's urban core and implementing traffic calming countermeasures, such as traffic circles, medians, speed cushions, and speed feedback signs. The Travis County Safety Action Plan recommends at least one policy related to speed limits and traffic calming countermeasures for nearly every partner jurisdiction involved in the development of the Safety Action Plan. The Safety Action Plan also identifies several recommended policies for partner agencies for education and awareness campaigns that address distracted driving, speeding, and other behavioral issues that are also targeted by the City of Austin's Vision Zero program campaigns.



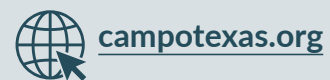
Austin Strategic Mobility Plan (Chapter 1: Prioritizing our Safety)

The Austin Strategic Mobility Plan is a comprehensive multimodal transportation plan for the future of the City of Austin's transportation network. The Plan presents the policies needed to guide the actions necessary to create a safe, accessible, inclusive, and interconnected transportation network throughout the City of Austin. Chapter 1 describes the city's priority for a safe transportation network, summarizes the city's Vision Zero approach, and identifies policies related to safety culture, designing for safety, and safety behaviors. Many of these identified policies overlap with the policies recommended in the Travis County Safety Action Plan, such as managing for safe speeds, minimizing the potential for conflicts between transportation network users, and improving the ability of all transportation users to see and be seen. The Safety Action Plan recommends adjusting speed limits and implementing traffic calming countermeasures for nearly every partner agency involved in the development of the Safety Action Plan. The Safety Action Plan also recommends policies that involve consideration for transit in the design phase, developing sidewalk master plans and active transportation plans to provide dedicated facilities for pedestrian and bicyclists, and establishing safe crossings and access to schools by enhancing crossing visibility and warnings to drivers, all of which align with the Austin Strategic Mobility Plan policies.



CAMPO Safety Action Plan

CAMPO is developing a Regional Safety Action Plan to enhance traffic safety across its six-county region. The Plan aims to reduce fatal and serious-injury crashes while improving transportation systems for all users, including pedestrians, bicyclists, public transportation users, and drivers, with an emphasis on investments in vulnerable communities. The development of the CAMPO Regional Safety Action Plan is underway and being completed in coordination with the Travis County Safety Action Plan. Additional information regarding the CAMPO Regional Safety Action Plan can be found on CAMPO's website:



City of Austin 2018 Pedestrian Safety Action Plan

The City of Austin developed its Pedestrian Safety Action Plan in 2018, which provides a comprehensive strategy for addressing pedestrian safety in service to a more walkable environment that contributes to the city's vision for a sustainable, socially equitable, affordable, and economically prosperous city. The Plan identifies key recommendations to reduce and eliminate serious injury and fatal pedestrian crashes in the City of Austin. The Plan includes a policy for developing a pedestrian master plan to promote pedestrianism by providing dedicated and safe pedestrian facilities, with pedestrian comfort as a principal consideration in addition to safety. Similarly, the Travis County Safety Action Plan recommends policies for improving pedestrian safety by establishing sidewalk connectivity through the development of sidewalk master plans and active transportation plans. Policies recommended in the Safety Action Plan that target adjusting speed limits, enhancing crosswalk visibility, and lighting support the City of Austin's goal of considering pedestrian comfort as well as safety.



Travis County 2021 Comprehensive Emergency Management Plan

The 2021 Travis County Comprehensive Emergency Management Plan is an all-hazards emergency operation plan that applies to incidents and events of significance throughout Travis County. The Plan describes the high-level responsibilities in identifying, mobilizing, and deploying resources to respond to incidents within Travis County. The Travis County Safety Action Plan recommends four policies specifically for Travis County Emergency Management, as well as policies related to emergency response for other partner jurisdictions, that align with the County's Comprehensive Emergency Management Plan. The policies recommended in the Safety Action Plan emphasize the importance of reviewing crash reports regularly to identify crash hotspots, trends, and countermeasures, which supports the emergency management plan's protocol for conducting after-action reviews. However, the emergency management plan primarily focuses on coordination, communication, and operating procedures during emergency response activities, while the Safety Action Plan's policies mostly target evacuation planning and wayfinding challenges.



NOTABLE ROADWAY SAFETY POLICY AND PROCESS EXAMPLES

Instituting policies, countermeasures, and processes that effectively change behavior is a complex challenge. These policies need to be consistently monitored and enforced to ensure adherence, which can be resource intensive. Additionally, the diverse needs and perspectives of different communities must be considered, making it difficult to design one-size-fits-all solutions. Considering the unique difficulties in enacting driver behavior interventions, and the responses from the public (over 43% of personal car users reported

feeling unsafe or very unsafe, over 55% of non-motorized users felt unsafe or very unsafe, and 83% of respondents reported speeding and aggressive driving as a top concern), below are several notable case studies that address behavior change for drivers with the goal of improving road safety. It is important to note that effective communication and a clear demonstration of the benefits of these policies are an important part of implementing them.

City of San Antonio/ Bexar County, Texas

The nonprofit Community Alliance for Training and Safety (CATS) has been partnering with The City of San Antonio, Bexar County, and local law enforcement since 1998 to provide aggressive driving classes to those mandated by court order following road rage related traffic offenses. Class participants can be mandated to take between four to eight hours of class based on the discretion of the judge hearing their case. CATS estimates about 70 drivers a month go through the program and has been working with public agencies elsewhere who are looking to adopt a similar model. While no data exists on if CATS's program reduces aggressive driving, it is one of few formalized programs that attempts to address complex and pervasive behavioral issues in traffic safety.



"I am a better person after [attending this class].... thank you for what you have done for me!"
- Class Participant

Village of Volente, Texas

The Village of Volente installed speed tables on Lime Creek Rd during the spring of 2025, as this plan was in development, in response to high numbers of speeding and racing incidents. These incidents were particularly unique to Volente as Lime Creek Rd had become well known among car, motorcycle, and racing enthusiasts for its vertical and horizontal curves. While it is too early to assess through crash data if these countermeasures have reduced crashes or crash outcomes, initial feedback gathered during this plan's public engagement has been positive. Survey respondents indicated reduced street racing and a greater sense of safety on Lime Creek Rd. This effort highlights the use of a roadway feature countermeasure to address a behavioral problem in traffic safety.



"The speed tables added to Lime Creek have been a very positive game changer. I hope more are added."
-Comment from public engagement

City of Flint, Michigan

The City of Flint's City Council passed Reckless Driving Ordinance 220166.1 in June 2022. The ordinance declares that any motor vehicle used to engage in reckless driving within the City of Flint is a nuisance and the vehicle is subject to being forfeited to the City. "Reckless driving" is defined in the ordinance as operating a vehicle with willful disregard for the safety of persons or property, including but not limited to the use of stunt driving techniques such as drifting and donuts. The purpose of the ordinance is to emphasize the importance of safe driver behavior by making it clear that reckless driving will not be tolerated in the City of Flint, ultimately reducing crashes related to dangerous driver behavior.



" We have the opportunity to bring back safe streets in our neighborhoods and throughout the city..."
-Councilwoman Tonya Burns

STRATEGY AND PROJECT SELECTIONS

A total of 59 safety project recommendations are included in the Travis County Safety Action Plan. Project recommendations are identified through a combination of safety data review, stakeholder agency input, and public feedback. Project recommendations are included in the partner jurisdiction plans alongside potential applicable safety countermeasures for stakeholders to consider as part of project implementation. *The full project matrix with all project information is included in Appendix E.*

Once project recommendations are identified, the Travis County Safety Task Force determined a consistent approach to evaluate each project. The prioritization process is consistently applied for all project recommendations, regardless of project location. Projects are then sorted to identify the highest-scoring roadway safety projects in Travis County overall, and within each partner jurisdiction in Travis County that participated in plan development..

For further information on recommended project locations in unincorporated Travis County, see the Partner Jurisdiction Plans section.

PROVEN SAFETY COUNTERMEASURES

The Federal Highway Administration (FHWA) has identified Proven Safety Countermeasures that have demonstrated the ability to enhance roadway safety by reducing crash frequency and severity. Safety countermeasures may include modifications to roadway geometry, operations, signage, pavement markings, or access management. The FHWA recommends that transportation agencies nationwide implement these countermeasures to accelerate the achievement of safety goals and move towards zero fatal and serious injury crashes. These countermeasures can also be applied to roadways with safety concerns not specified in this plan.

FHWA Proven Safety Countermeasures focus on the following areas: Speed Management, Pedestrian and Bicyclist Safety, Roadway Departure, and Intersections. Additionally, Crosscutting Strategies are identified as part of these countermeasures, addressing multiple safety focus areas. Each countermeasure includes information on expected crash reduction, relative ease of implementation, and relative level of cost. Note that this section of the Plan provides info only on countermeasures that were considered for projects.

SPEED MANAGEMENT:

As the speed of a crash increases, so does the potential for fatalities and serious. Therefore, it is crucial to understand the importance of proper speed management.

Countermeasure	Narrative	Crash Reduction Factor	Ease of Implementation	Cost
Appropriate Speed Limit for all Road Users	A driver traveling at 35 mph has a 45 percent chance of either killing or seriously injuring a pedestrian if hit, while that percentage drops to 5 percent if the speed is just 15 mph less, at 20 mph. This fact highlights the impact speed limits have on all road users and not just those in the vehicles.	26%	Easy	Very Low Cost



PEDESTRIAN AND BICYCLIST:

Pedestrians and bicyclists are often the most vulnerable on the road. Transportation planners and engineers need to design beyond just vehicle mobility to account for these users. Proven safety countermeasures include making pedestrian and bicycle areas more visible and alerting drivers to their presence. These strategies are especially useful near schools, transit stops, and other busy pedestrian and cyclist areas.

Countermeasure	Narrative	Crash Reduction Factor	Ease of Implementation	Cost
Bicycle Lanes	By creating a dedicated lane for bicyclists, the number of crashes between vehicles and bicycles can be reduced while also encouraging and facilitating bicycles as a mode of transportation. FHWA's Bikeway Selection Guide and Incorporating On-Road Bicycle Networks into Resurfacing Projects can be used to assist agencies in determining which facilities provide the most benefit in various contexts, as bicycle lanes are not limited to additional pavement markings adjacent to vehicular lanes.	49%	Moderate	Medium Cost
Crosswalk Visibility Enhancements	The three main enhancements for crosswalk visibility are high-visibility crosswalks, improved lighting, and enhanced signing and pavement markings. These countermeasures do not just provide an increased potential for drivers to identify potential points of conflict, but they also assist in the decision-making of users trying to cross the road.	40%	Easy	Low Cost
Leading Pedestrian Interval	Leading pedestrian intervals allow for pedestrians to enter the intersection a few seconds before conflicting turning movements, like right or left turning vehicles, are given a green light. Pedestrians can establish their presence with the help of these intervals and reduce their risk of going unnoticed.	13%	Easy	Easy
Medians and Pedestrian Refuge Islands in Urban and Suburban Areas	Medians and pedestrian refuge islands can be installed to reduce the high number of pedestrian fatalities that occur at midblock locations in urban and suburban areas. These countermeasures protect pedestrians and bicyclists as they cross one direction of multi-lane traffic at a time.	46%	Moderate	Medium Cost
Pedestrian Hybrid Beacons (PHBs)	As stated in the previous countermeasure, many pedestrian fatalities occur at non-intersection locations, with one notable factor being the speed of vehicles in the area. PHBs are red-yellow signalizations that can be activated by a pedestrian to prompt approaching vehicles to stop and give the pedestrian the right-of-way for safe crossing.	55%	Somewhat Complex	Higher Cost
Rectangular Rapid Flashing Beacons (RRFBs)	Usually accompanied by a pedestrian warning sign, RRFBs flash with an alternating high-frequency and can increase the visibility of pedestrians when trying to use a crosswalk.	47%	Easy	Low Cost
Road Diets (Roadway Reconfiguration)	The common use of road diets involves converting an existing four-lane undivided roadway into a three-lane roadway with one through lane in each direction, access management medians and turn lanes, and potentially the installation of bike lanes. Road diets calm traffic which not only provides safer roads for pedestrians and non-motorized road users but also benefits motorized vehicles with regards to safer left-turns and consistent speeds.	47%	Somewhat Complex	Medium Cost
Walkways	Any space that is well-defined and intended for the use of a person traveling by foot or using a wheelchair may be considered a walkway, including sidewalks, multi-use paths, and roadway shoulders. Roadway shoulders are some of the least safe walkways, while elevated sidewalks provide significantly more protection for pedestrians.	89%	Moderate	Medium Cost

INTERSECTIONS:

Intersection areas are prone to accidents due to associated conflict points. Mitigating these crashes is crucial because intersections often account for large portions of all crashes, including fatalities and serious injuries. In Travis County for example, of all safety focus area crash types analyzed, intersection crashes made up the largest share of total crashes. The following countermeasures have each been shown to reduce intersection related crashes.

Countermeasure	Narrative	Crash Reduction Factor	Ease of Implementation	Cost
Backplates with Retroreflective Borders	With one inch to three inch wide yellow retroreflective borders, these types of backplates improve the visibility of a traffic signal. This treatment to traffic signals accounts for older and color vision deficient road users, not to mention its usefulness during blackouts in providing a visible cue for drivers to stop at the intersection ahead of them.	15%	Very Easy	Very Low Cost
Corridor Access Management	Access management strategies can be used individually or in combination to enhance safety for all modes of transportation, encourage and facilitate walking and biking, and reduce trip delay and congestion. Some strategies include tandem roundabouts that reduce left-turn conflicts, turn lanes, and reduction in density through driveway closure, consolidation, or relocation.	31%	Very Complex	Higher Cost
Dedicated Left- and Right-Turn Lanes at Intersections	Left- and Right-turn only lanes can provide physical separation for turning traffic and thus reduce the potential for crash types like rear-end collisions or left-turns across opposing traffic.	48%	Somewhat Complex	Highest Cost
Roundabouts	Roundabouts are intersections that move traffic through channelized approaches along a circular configuration. They allow for safe and efficient routes by eliminating left-turn conflicts and keeping the traffic along roadways moving, thus minimizing delays and queueing.	82%	Very Complex	Highest Cost

ROADWAY DEPARTURE:

Roadway departure crashes happen when a vehicle leaves their travel lane, crossing an edge line or center line. These crashes can be severe, leading to rollovers, collisions with objects, or head-on crashes. Mitigating these crashes is vital because they make up a large portion of traffic fatalities. The following countermeasures are all proven to reduce roadway departure crashes.

Countermeasure	Narrative	Crash Reduction Factor	Ease of Implementation	Cost
Enhanced Delineation for Horizontal Curves	Enhanced delineation for horizontal curves includes additional delineation along the approach to a curve and/or within the curve. A few countermeasures are the installation of chevron signs, delineators, or enhanced conspicuity such as larger, fluorescent, and/or retroreflective signs.	16%	Very Easy	Very Low Cost
Longitudinal Rumble Strips and Stripes on Two-Lane Roads	Rumble strips are a series of grooves in the pavement or raised elements along the travel lane edges intended to alert drivers through vibration or sound that their vehicle has left the travel lane. White edge line or yellow center line stripes may be painted over rumble strips to increase lane visibility during non-ideal conditions. These countermeasures can be used to alert drifting drivers and reduce many head-on and roadway departure fatal and serious injury crashes.	51%	Moderate	Low Cost
Median Barriers	Longitudinal barriers that separate opposing traffic on a divided highway are used to redirect vehicles that have left the travel lane and are heading towards opposing traffic. Hotspots of head-on crashes can give a good idea of where median barriers may be of the most use. Median barriers installed on rural four-lane freeways have resulted in a 97 percent reduction in cross-median crashes.	97%	Easy	Medium Cost
Roadside Design Improvements at Curves	These countermeasures include treatments for the high-risk roadside environment along the outside of horizontal curves that reduce roadway departure fatalities and serious injuries. They may aim to give vehicles a chance to recover safely from roadway departures, such as removing obstructions along the roadside and implementing clear zones, flattening steep side slopes, and adding or widening shoulders. Cable barriers, metal-beam guardrails, and concrete barriers may reduce the severity of a crash in the instance a safe recovery is not possible.	12%	Somewhat Complex	Medium Cost
Wider Edge Lines	Without identifiable travel lanes and upstream road alignment, the risk of roadway departure is heightened. By increasing the width of edge lines from the minimum of four inches to the maximum of six inches, associated crashes can be reduced by 37 percent. Wider edge lines are relatively low cost with a benefit-cost ratio of 25:1.	37%	Very Easy	Very Low Cost

CROSSCUTTING:

While the previously listed countermeasures each target specific crash types, crosscutting countermeasures focus on reducing multiple crash types with a single countermeasure.

Countermeasure	Narrative	Crash Reduction Factor	Ease of Implementation	Cost
Lighting	While the number of fatal crashes occurring during the day and during the night are comparable, the nighttime fatality rate is higher due to less vehicles miles traveled at night. Therefore, improved lighting in area associated with turns, stoppage, or pedestrian crossings present ample safety benefits. All of the previously mentioned crash types can benefit from lighting in one form or another.	42%	Moderate	Higher Cost
Local Road Safety Plans	Local road safety plans provide framework for roadway safety improvements on local roads by identifying a list of prioritized action items that can be implemented at a low-cost and timely process. All crash types can be addressed as these plans use localized crash data that can determine the hotspot locations for each crash type.	17%	Moderate	Low Cost
Pavement Friction Management	With an emphasis on areas where vehicles make frequent turns, stops, and decelerations, the implementation of proper maintenance and treatment of pavement friction can prevent roadway departure, intersection, and pedestrian-related crashes.	48%	Somewhat Complex	Medium Cost
Road Safety Audit (RSA)	An audit or assessment that is performed to analyze the existing safety conditions of a road and identify potential improvements with consideration for all road users, factors, and capabilities. RSAs can reduce crashes anywhere in the range of 10 to 60 percent and may affect one, some, or all crash types.	60%	Moderate	Low Cost



Wayne Riddell Loop 11300



SEAMLESS
RAMP SYSTEMS
512-469-4381

San Leanna Dr

PROJECT PRIORITIZATION

APPROACH:

Corridor and intersection projects were each evaluated to identify those projects that target locations with the greatest need for safety countermeasures. The scoring factors met key objectives of the SS4A program by prioritizing projects on corridors and intersections with:

- The highest occurrence of fatal and serious injury crashes
- High crash rates to highlight places where crashes are overrepresented
- Higher likelihood of pedestrian and bicycle users
- High potential impact with respect to their implementation cost

To determine a project's overall evaluation score, the evaluation process includes four scoring factors. The maximum score a project can receive is 100 points.

FACTOR 1

Fatal and Serious Injury Crashes Per Mile (35 points)

The count of all fatal and serious injury crashes per mile within each project area is the first factor. This factor is given the greatest weight because it is directly tied to the desired outcome of the Plan, which is the eventual elimination of all roadway fatalities and serious injuries. This factor awards points to projects on a sliding scale, with higher KA crash per mile values receiving a higher score. Intersection locations are analyzed for all approach segments within 500 feet of the intersection location.

FACTOR 2

Crash Costs Normalized by Traffic Volume (25 points)

The comprehensive costs of all crashes normalized by traffic volume is the second factor. This calculation estimates the societal impact of all crashes at a project location and then adjust those costs by Vehicle Miles Traveled (VMT) on each project segment. This calculation identifies locations with a disproportionately high number of crashes relative to the vehicular volumes at the location. Since the factor considers all crash types, it identifies many locations for safety improvement opportunities that Factor 1 does not. This component awards points to projects on a sliding scale, with higher normalized crash costs receiving a higher score.

FACTOR 3

Proximity to Activity Centers and Educational Facilities (25 points)

This factor considers whether each project is located near an activity center or an educational facility. By doing so, the scoring approach assigns value to improving roadway safety in the areas around schools, community centers, recreation centers, and medical facilities, as these locations are often where visitors are walking or rolling as their primary means of transportation. Many of these facilities also serve high proportions of vulnerable populations, such as children and the elderly. This factor also helps target project opportunities that could improve connectivity to the places that the public walks or rolls to. Projects receive points if they are within a mile of different types of activity centers, receiving more points the closer they are. Projects receive the full amount of points if they are less than a tenth of a mile away from each type of activity center.

FACTOR 4

Anticipated Project Impact (15 points)

This factor considers the countermeasures recommended at each project location and assesses them for their anticipated impact and ease of implementation. By doing so, the scoring approach assigns value to project locations that include high-benefit, low-cost, and quick-build strategies to reduce the likelihood of crashes based upon past studies and assessments of those countermeasures in similar locations. Projects receive more points if they include countermeasure recommendations that have as many of the following conditions as possible:

1. High expected crash reduction factors
2. Low expected implementation costs
3. High likelihood of quick-build implementation

Projects receive the highest amount of points if countermeasure recommendations meet all three of these conditions.



PROGRESS AND TRANSPARENCY

Regular reporting and communication of progress towards Travis County's goals is an important part of getting to zero fatal and serious injury crashes. As the Plan was developed, Travis County gathered input and shared updates via a project website. The completed plan and future tracking efforts will be hosted directly on the County's website.

As part of the Travis County Safety Action Plan, a crash data [dashboard](#) was created to provide the public and partner agency staff with data to investigate roadway safety needs and to track progress on reducing fatalities and serious injuries. By providing this information through a user-friendly dashboard, the public can stay informed about the efforts being made to improve road safety in

Travis County. This promotes transparency in achieving the goal of reducing and ultimately eliminating fatal and serious injury crashes, and transparency leads to results.

In addition to the dashboard reporting, fatal and serious injury crashes in Travis County will be tracked annually. The HIN will also be analyzed with each update of the Safety Action Plan to ensure safety priorities are aligned with the most current crash data. Travis County and its partner agencies will also continue to analyze and report progress and safety metrics. The following four activities are recommended to carry the Travis County Safety Action Plan toward implementation:

1 **Annually Review County-wide Crash Statistics**

Each year, once the previous year's crash statistics are finalized in April, review the overall crash totals for Travis County. Compare to previous year totals and update trendlines showing the updated measures of overall crashes, fatal and serious injury crashes, and priority focus area fatal and serious injury crashes. Track performance against Travis County targets set as part of the Safety Action Plan process. Identify any priority focus areas where crash trendlines are increasing and consider systemic investment in countermeasures that address these priority focus areas.

2 **Track Impacts of Targeted Improvements**

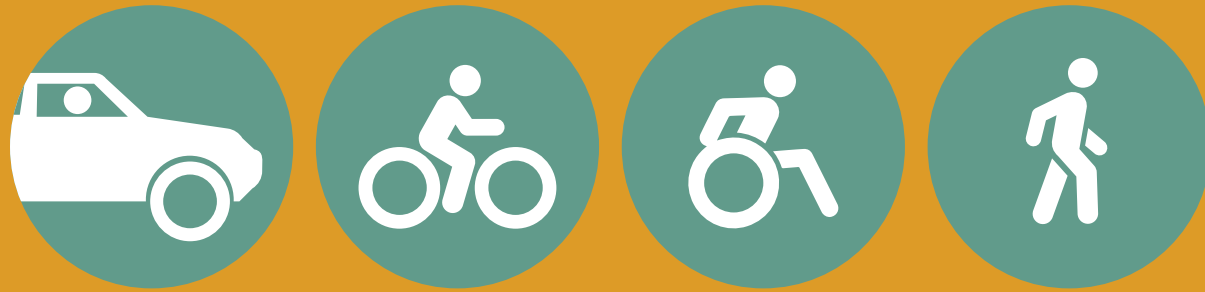
For the locations where roadway safety countermeasures are implemented, define a study area and track crash data for three years before and after the improvements are implemented. Quantify changes in crash statistics and related comprehensive crash costs and compare these changes to expected changes from crash modification factors. Use this comparison to identify countermeasures or project types that show the highest level of safety impact, so that these projects can be prioritized at other locations as well.

3 **Involve Elected Officials and Community Leadership in Safety Planning**

Share safety planning outcomes and updates with County Commissioners, local agency leadership, and community organization leaders. As safety needs or project opportunities are identified, involve these stakeholders in field visits and project discussions to incorporate their priorities into safety improvement designs and plans.

4 **Update the Overall County Safety Plan Regularly**

As projects are implemented and the nature of crash data changes, conduct a full update to the County safety study analysis every three to five years.



PARTNER JURISDICTION PLANS

The following section includes summaries of the relevant project outcomes for each partner jurisdiction. Each plan includes key safety statistics, a summary of the public comments received during engagement, recommended project locations map, recommended project locations table (including project specific crash data and recommended potential improvements), and the partner jurisdiction policy needs matrix.

JONESTOWN

LAGO VISTA

LAKEWAY

MANOR

PFLUGERVILLE

ROLLINGWOOD

SAN LEANNA

VOLENTE

WEST LAKE HILLS

DEL VALLE ISD /
SOUTHEAST TRAVIS COUNTY

UNINCORPORATED
TRAVIS COUNTY





JONESTOWN



Jonestown, TX

Jonestown is a city in northwest Travis County with a population of 2,365 as of the 2020 census. RM 1431 is the major road passing through Jonestown, connecting it to Cedar Park to the east and Lago Vista to the west.

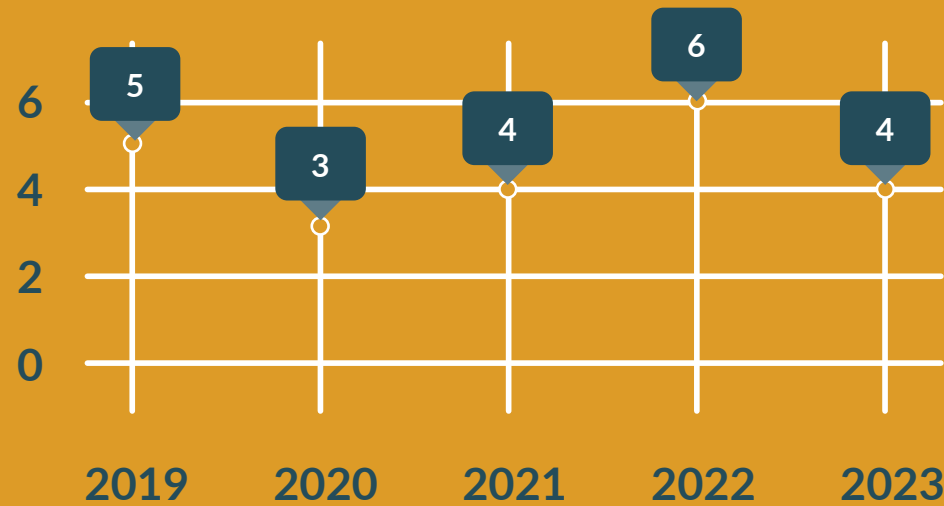
From 2019 through 2023, there were 22 total fatal and serious injury (KA) crashes: three crashes that resulted in one or more deaths and another 19 crashes that resulted in one or more serious injuries. These crashes were largely concentrated along RM 1431, with two serious injury crashes also occurring along Reed Park Road. Nine of these crashes were single vehicle crashes. An additional six crashes (all on RM 1431) involved one vehicle running into the back of another vehicle, and four other crashes involved cars colliding head on. Project recommendations for these locations are included in the project map and table in this partner jurisdiction plan.

Key Roadway Improvements that are Currently Planned or Proposed Include:

- Adding a center turn lane along RM 1431 throughout the Jonestown city limits (timeframe of 2045)
- Overlay pavement project planned from Reed Park Rd to Trails End in 2028

JONESTOWN BY THE NUMBERS

FATAL AND SERIOUS INJURY CRASHES BY YEAR



TOTAL ROAD MILES



60.84 MILES

ROAD MILES WITH SAFETY PROJECTS

5.18 MILES



NUMBER OF PED CRASHES



2

NUMBER OF BIKE CRASHES

2



TOP PUBLIC COMMENTS



Respondents were overwhelmingly concerned with RM 1431.

Most respondents suggested adding more lights and turn lanes to RM 1431; some also suggested widening lanes and adding a median.

Respondents also mentioned dangerous traffic and the need for traffic law enforcement.

RECOMMENDED PROJECT LOCATIONS

The map below shows recommended project locations for the City of Jonestown. For other projects outside the City of Jonestown, please see the County-wide Project Locations Map, page 60.



Partner Jurisdiction HINs are available in Appendix D.

RECOMMENDED PROJECT INFORMATION

PROJECT INFO					2019-2023 CRASH DATA BY CRASH TYPE				POTENTIAL IMPROVEMENTS SUMMARY					
	Road Name	Approximate Extents	Corridor Project Length (Miles)	Road Owner	Total Project Score (100 Points Max)	Total Crash Count	KA Count	Ped	Bike	Bicycle/Pedestrian Safety	Curve Treatment	Roadway/Lane Departure	Intersection Safety	Other
1	E Reed Park Rd	Clearwater Dr to Lighthouse Ln	0.90	Jonestown	52	4	2	0	0	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
2	RM 1431	W Reed Park Rd to Travisso Pkwy/ Lonesome Creek Trl	4.28	TxDOT	43	208	17	1	1	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

POLICY NEEDS MATRIX

SAFETY ACTIVITY TYPE	POLICY NEED	RESPONSIBLE PARTIES	RELEVANT BEST PRACTICE COUNTERMEASURES AND DESIGN SOLUTIONS
Engagement + Engineering	Collaborate and coordinate safety improvements with TxDOT such as median barriers, widened shoulders, lighting, turn lanes, and intersection controls.	City of Jonestown and TxDOT	Median Barriers, SafetyEdge, Adequate Lighting, Reduced Left-Turn Conflict Intersections or Dedicated Left and Right Turn Lanes
Evaluation	Install cameras to collect near miss and collision data to identify issue areas.	City of Jonestown	Intersection Audits - Video Analytics, Safety Audits
Enforcement	Coordinate with police department to hire a motorcycle enforcement officer to monitor corridors with safety issues.	City of Jonestown	Intersection Audits - Video Analytics, High-Visibility Enforcement, Dynamic Speed Display/Feedback Signs, Increasing Penalties

LAGO VISTA



Lago Vista, TX

Lago Vista is a city in northwest Travis County with a population of 8,896 as of the 2020 census. RM 1431 is the major road passing through Lago Vista, connecting it to Jonestown to the east and Marble Falls to the west.

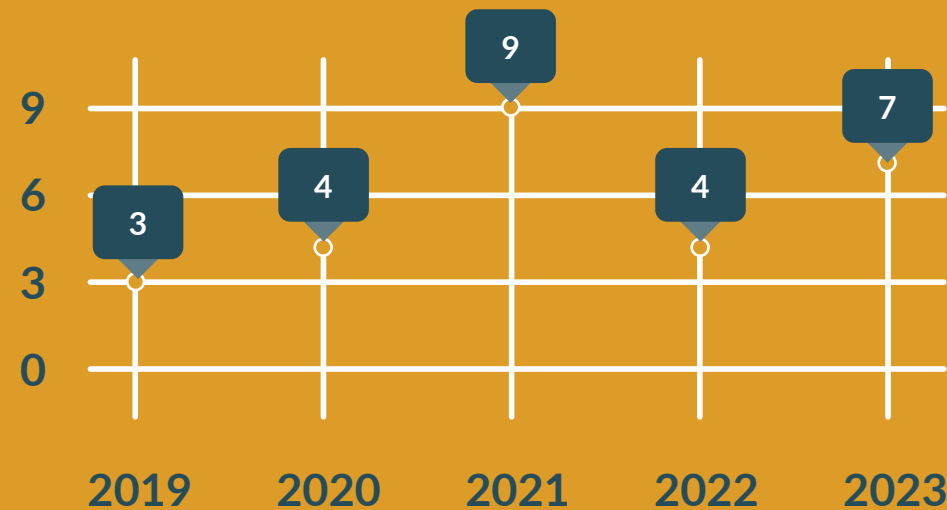
From 2019 through 2023, there were 27 total fatal and serious injury (KA) crashes: five crashes that resulted in one or more deaths and another 22 crashes that resulted in one or more serious injuries. These crashes were concentrated along RM 1431, Lohmans Ford Road, and Boggy Ford Road. Project recommendations for these locations are included in the project map and table in this partner jurisdiction plan. Of the 27 KA crashes, more than half involved a motorcycle. More than half also were single vehicle crashes. For 11 of these crashes, the primary contributing factor involved failure to stop or yield right of way.

Key Roadway Improvements that are Currently Planned or Proposed Include:

- Adding a center turn lane along RM 1431 between East Reed Park Drive and Old RM 1431 (planned for 2025)

LAGO VISTA BY THE NUMBERS

FATAL AND SERIOUS INJURY CRASHES BY YEAR



TOTAL ROAD MILES



177.46 MILES

ROAD MILES WITH SAFETY PROJECTS

4.90 MILES



NUMBER OF PED CRASHES



3

NUMBER OF BIKE CRASHES

1



TOP PUBLIC COMMENTS



Respondents identified RM 1431 as a challenging road and suggested adding turn lanes, a median, and traffic lights, as well as widening the road and reducing the speed limit.

Respondents specifically noted safety concerns at the intersections of RM 1431 and Bar-K Rd, RM 1431 and Lohmans Road, and 1431 and Destination Way.

Respondents suggested increased law enforcement to combat dangerous driving, as well as adding sidewalks and traffic lights.

RECOMMENDED PROJECT LOCATIONS

The map below shows recommended project locations for the City of Lago Vista. For other projects outside the City of Lago Vista, please see the County-wide Project Locations Map, page 60.



Partner Jurisdiction HINs are available in Appendix D.

RECOMMENDED PROJECT INFORMATION

PROJECT INFO					2019-2023 CRASH DATA BY CRASH TYPE				POTENTIAL IMPROVEMENTS SUMMARY					
Road Name	Approximate Extents	Corridor Project Length (Miles)	Road Owner	Total Project Score (100 Points Max)	Total Crash Count	KA Count	Ped	Bike	Bicycle/ Pedestrian Safety	Curve Treatment	Roadway/Lane Departure	Intersection Safety	Other	
1	Lohmans Ford Rd/ Ridgeview Rd	Intersection And Vicinity	0.38	Lago Vista	74	12	2	0	0	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
2	RM 1431/ Destination Way	Intersection And Vicinity	0.38	TxDOT	58	11	1	0	0	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	Appropriate Speed Limits for All Road Users, Lighting, Local Road Safety Plan
3	RM 1431	Cactus Bend Cv to Dodge Trl	1.24	TxDOT	57	88	6	0	0	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
4	Ming Trl	Entire	0.72	Lago Vista	48	3	1	0	0	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
5	RM 1431	Tessera Pkwy to Cactus Bend Cv	1.07	TxDOT	39	10	2	0	0	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
6	Boggy Ford Rd	Lindberg Ln to Lohmans Ford Rd	0.85	Lago Vista	36	27	2	0	0	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
7	Lohmans Ford Rd	Travis Dr to Austin Blvd	1.02	Lago Vista	26	9	1	0	0	Walkways	None	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines	None	Lighting, Local Road Safety Plan

POLICY NEEDS MATRIX

SAFETY ACTIVITY TYPE	POLICY NEED	RESPONSIBLE PARTIES	RELEVANT BEST PRACTICE COUNTERMEASURES AND DESIGN SOLUTIONS
Evaluation	Identify and implement a system to track near misses and incidents to monitor safety before and after roadway safety improvements are implemented.	City of Lago Vista	Dynamic Speed Display/Feedback Signs, Intersection Audits - Video Analytics
Engineering	Incorporate existing project recommendations from traffic studies that impact safety, such as signalization, widening shoulders, reducing speeds, and pull out bays for school drop-offs.	City of Lago Vista	Speed: High Visibility Enforcement Signals/Crossings: Pedestrian Hybrid Beacons Shoulders: Wider Edge Lines Schools: SRTS Plan Ped Safety: Lower Speed Limits





From 2019 through 2023, there were 27 total fatal and serious injury crashes: five crashes that resulted in one or more deaths and another 22 crashes that resulted in one or more serious injuries.

LAKEWAY



Lakeway, TX

Lakeway is a city in western Travis County with a population of 19,189 as of the 2020 census. RM 620 is the major road passing through Lakeway, connecting it to northwest Austin to the north and Bee Cave to the south.

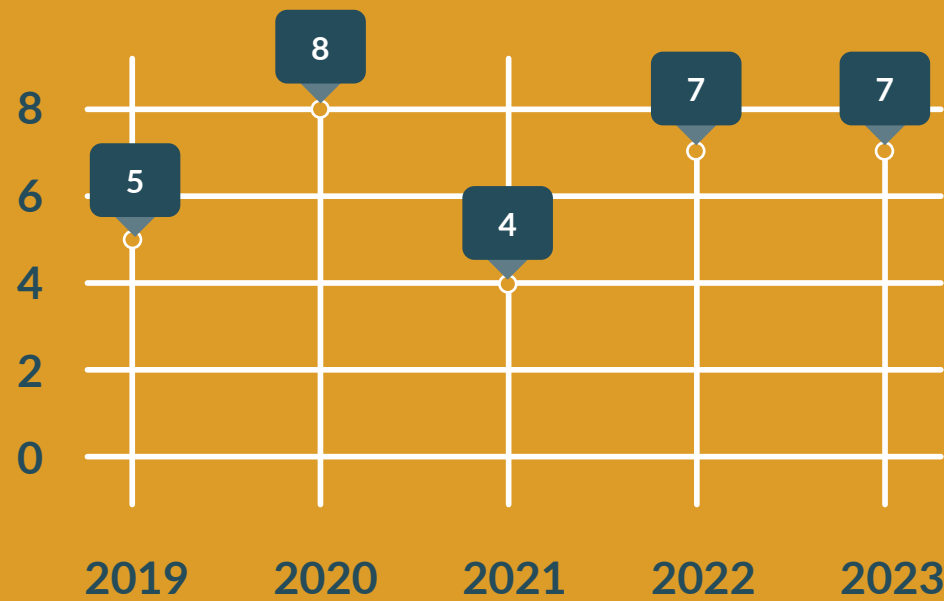
From 2019 through 2023, there were 31 total fatal and serious injury (KA) crashes: one crash that resulted in one or more deaths and another 30 crashes that resulted in one or more serious injuries. These crashes were concentrated along RM 620, Lohmans Crossing Road, and Lakeway Boulevard. Project recommendations for these and several other locations are included in the project map and table in this partner jurisdiction plan. Of the 31 KA crashes, 12 were single vehicle crashes. Six of the crashes (all along RM 620) involved a left turning vehicle colliding with a vehicle moving straight in the opposite direction. The fatal crash resulted in the death of a pedestrian.

Key Roadway Improvements that are Currently Planned or Proposed Include:

- Expanding RM 620 to a six-lane cross-section with intermittent raised center medians to channelize left turns in specific locations, and including 10-foot shared use paths on both sides of the expanded road (planned for 2030)

LAKEWAY BY THE NUMBERS

FATAL AND SERIOUS INJURY CRASHES BY YEAR



TOTAL ROAD MILES



131.94 MILES

ROAD MILES WITH SAFETY PROJECTS

8.14 MILES



NUMBER OF PED CRASHES



4

NUMBER OF BIKE CRASHES

7



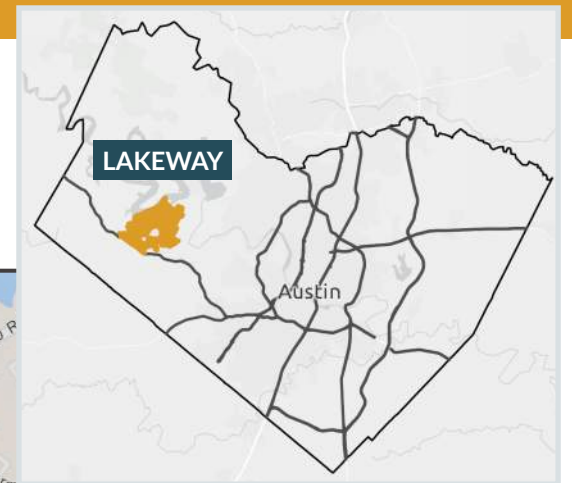
TOP PUBLIC COMMENTS



- Respondents expressed support for more speed limit enforcement along RM 620.
- Respondents supported updating traffic signal configurations and timings to improve flow of traffic.
- Respondents asked for improved public transportation connections between Lakeway and Austin.

RECOMMENDED PROJECT LOCATIONS

The map below shows recommended project locations for the City of Lakeway. For other projects outside the City of Lakeway, please see the County-wide Project Locations Map, page 60.



Partner Jurisdiction HINs are available in Appendix D.

RECOMMENDED PROJECT INFORMATION

	PROJECT INFO					2019-2023 CRASH DATA BY CRASH TYPE				POTENTIAL IMPROVEMENTS SUMMARY				
	Road Name	Approximate Extents	Corridor Project Length (Miles)	Road Owner	Total Project Score (100 Points Max)	Total Crash Count	KA Count	Ped	Bike	Bicycle/Pedestrian Safety	Curve Treatment	Roadway/Lane Departure	Intersection Safety	Other
1	RM 620 S	Gebron Dr to Lohmans Spur	0.84	TxDOT	76	412	8	1	2	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
2	RM 620 N	Pheasant Ln to Dave Dr	1.03	TxDOT	70	159	8	2	1	Crosswalk Visibility Enhancements, Leading Ped Interval, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, Shared Use Path	Enhanced Curve Delineation for Horizontal Curves, Roadside Design Improvements at Curves, Speed Reduction Pavement Markings	Median Barriers, Wider Edge Lines	Backplates with Retroreflective Borders, Corridor Access Management	Road Safety Audit
3	Lohmans Crossing Rd/ Ameno Dr	Wingreen Loop To Far Vela Ln	1.25	Lakeway	67	243	7	0	1	Bicycle Lanes, Leading Ped Interval, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, 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	Backplates with Retroreflective Borders	Lighting, Local Road Safety Plan, Road Safety Audit
4	Lakeway Dr	Seawind St to Lakeway Blvd	1.14	Lakeway	35	22	1	0	0	Rectangular Rapid Flashing Beacons, Walkways	Enhanced Curve Delineation for Horizontal Curves	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
5	Lakeway Blvd	Highlands Blvd to Lohmans Crossing Rd	1.25	Lakeway	34	34	1	0	0	Rectangular Rapid Flashing Beacons, Walkways, Fill in the gaps in the existing center median SUP at Yaupon Creek and Hurst Creek	Enhanced Curve Delineation for Horizontal Curves, Speed Reduction Pavement Markings	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines	Backplates with Retroreflective Borders, Roundabouts	Lighting, Local Road Safety Plan
6	Flintrock Rd	RM 620 to End	2.63	Lakeway	34	130	2	0	0	Crosswalk Visibility Enhancements	Enhanced Curve Delineation for Horizontal Curves, Roadside Design Improvements at Curves	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

POLICY NEEDS MATRIX

SAFETY ACTIVITY TYPE	POLICY NEED	RESPONSIBLE PARTIES	RELEVANT BEST PRACTICE COUNTERMEASURES AND DESIGN SOLUTIONS
Engineering	Consider traffic calming solutions and limitations on truck traffic to address cut through traffic on local residential streets.	City of Lakeway and Travis County	Traffic Calming, Roundabouts and Innovative Intersections
Engineering	Implement design solutions to improve pedestrian safety at crossings prioritizing hot spot locations.	City of Lakeway	Lower Speed Limits, Ped Safety Zones, Crosswalk Visibility Enhancements, Pedestrian Hybrid Beacons, Leading Pedestrian Intervals
Enforcement	Improve speed monitoring and enforcement. Develop safety design solutions to be implemented as funding is available that reduce speeds and reduce human error and the need for enforcement.	City of Lakeway	Intersection Audits - Video Analytics, Dynamic Speed Display/Feedback Signs, Roadway Safety Audit, Pavement Friction Management, Roadside Design Improvements at Curves, Longitudinal Rumble Strips and Stripes on Two-Lane Roads
Evaluation	Improve data collection and analysis of safety related metrics such as speeding, crash data, and community concerns.	City of Lakeway	Intersection Audits - Video Analytics, Dynamic Speed Display/Feedback Signs, Roadway Safety Audit
Evaluation + Engineering	Establish permanent design solutions for safe crossings and access to schools.	City of Lakeway	SRTS Plan, Lower Speed Limits, Ped Safety Zones, Crosswalk Visibility Enhancements, Pedestrian Hybrid Beacons, Leading Pedestrian Intervals
Engineering	Investigate creative solutions to facilitate safe and multimodal connectivity throughout the City in places where right-of-way is constrained.	City of Lakeway	Separated bicycle and pedestrian facilities and trails
Evaluation + Engineering	Consider programmatic solutions to safety such as Vision Zero and Safe Routes to School to develop a comprehensive approach to safety throughout the City.	City of Lakeway	Vision Zero and Safety Action Plan as well as a SRTS Plan
Evaluation + Engineering	Implement a policy for access management of existing driveways and driveway consolidation and relocation when lots are redeveloped.	City of Lakeway	Corridor Access Management





From 2019 through 2023, there were 31 total fatal and serious injury crashes: one crash that resulted in one or more deaths and another 30 crashes that resulted in one or more serious injuries.

START CROSSING
Watch For
Vehicles

DON'T START
Finish Crossing
If Started

FLASHING
TIMER
TIME REMAINING
To Finish Crossing

STEADY
DON'T CROSS

PUSH BUTTON
TO CROSS

MANOR



Manor, TX

Manor is a city in northeast Travis County with a population of 13,652 as of the 2020 census. The City is growing rapidly and is bisected by US 290 running east-west, connecting Manor to Austin and to eastern Bastrop County.

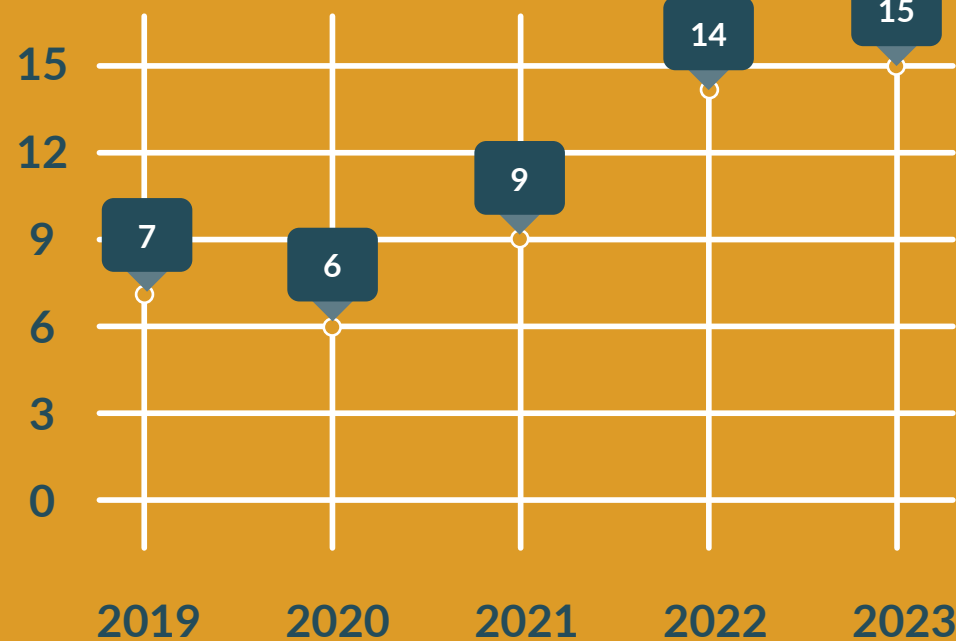
From 2019 through 2023, there were 51 total fatal and serious injury (KA) crashes: eight crashes that resulted in one or more deaths and another 43 crashes that resulted in one or more serious injuries. These crashes were largely concentrated along the County-wide High Injury Network (HIN) which includes US 290 and a segment of Brenham Street on the south side of Manor. Project recommendations for these locations, as well as other crash hot spots throughout the city, are included in the project map and table in this partner jurisdiction plan. More than half of the KA crashes analyzed occurred at night. Similarly, more than half of these crashes occurred at intersections.

Key Roadway Improvements that are Currently Planned or Proposed Include:

- New traffic signals along US 290 at Shadowglen Blvd and related sidewalk improvements (planned for 2025)
- Restriped and realigned intersection with additional turn bays at US 290 and FM 973 (planned for 2026-2028)
- Proposed additional intersection reconfigurations (reduced-conflict U-turn intersections) along US 290
- Proposed widening of FM 973 north of US 290

MANOR BY THE NUMBERS

FATAL AND SERIOUS INJURY CRASHES BY YEAR



TOTAL ROAD MILES



75 MILES

ROAD MILES WITH SAFETY PROJECTS

12.13 MILES



NUMBER OF PED CRASHES



3

NUMBER OF BIKE CRASHES

2



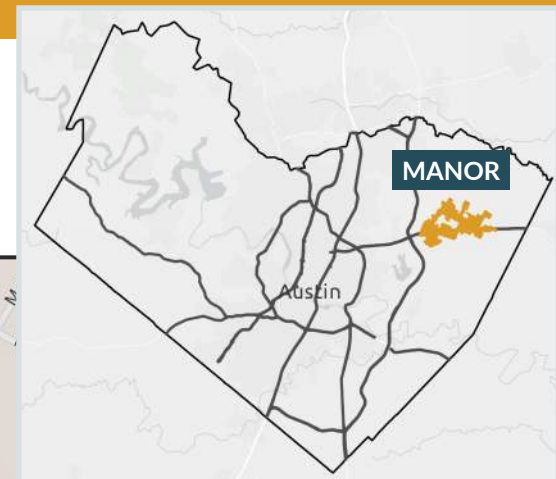
TOP PUBLIC COMMENTS



- Respondents felt more lighting and longer traffic signals would make roadways safer.
- Respondents are concerned about overflow traffic using residential streets.
- Respondents want increased speed enforcement in Manor to address speeding and red light running.
- Respondents noted increasing community size will place more stress on already congested roads.

RECOMMENDED PROJECT LOCATIONS

The map below shows recommended project locations for the City of Manor. For other projects outside the City of Manor, please see the County-wide Project Locations Map, page 60.



Partner Jurisdiction HINs are available in Appendix D.

RECOMMENDED PROJECT INFORMATION

	PROJECT INFO					2019-2023 CRASH DATA BY CRASH TYPE				POTENTIAL IMPROVEMENTS SUMMARY				
	Road Name	Approximate Extents	Corridor Project Length (Miles)	Road Owner	Total Project Score (100 Points Max)	Total Crash Count	KA Count	Ped	Bike	Bicycle/Pedestrian Safety	Curve Treatment	Roadway/Lane Departure	Intersection Safety	Other
1	US 290 W	Lexington St to Loop 212	1.03	TxDOT	71	450	12	0	0	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
2	US 290 E	Loop 212 to Voelker Ln	3.63	TxDOT	59	596	29	0	0	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
3	Old Hwy 20	Lexington St. to Manor City Boundary on Old Hwy 20	0.87	City of Manor	43	141	1	2	0	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
4	W Brenham St.	S Bastrop St. to Lagos Grandes Way	0.64	City of Manor	41	78	2	0	0	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
5	Gregg Manor Rd	Manor High School to Hill Ln. to Manor Downs Rd. to US 290	0.43	Manor	37	58	1	1	0	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
6	FM 973 /S.Lexington St.	W Parsons St. / Old Hwy 20 to Lagos Elementary	0.78	TxDOT	27	118	0	1	2	Crosswalk Visibility Enhancements, Leading Ped Interval, Walkways	None	None	Dedicated Left- and Right-Turn Lanes at Intersections	Lighting, Road Safety Audit

POLICY NEEDS MATRIX

SAFETY ACTIVITY TYPE	POLICY NEED	RESPONSIBLE PARTIES	RELEVANT BEST PRACTICE COUNTERMEASURES AND DESIGN SOLUTIONS
Engineering	Update the active transportation plan (ATP) to identify specific projects for bicyclists of all ages and abilities and incorporate the updated ATP into the comprehensive plan.	City of Manor	High-Visibility Enforcement, Lower Speed Limits, Medians and Pedestrian Refuge Islands, Crosswalk Visibility Enhancements including Beacons or HAWKS, Bicycle Facilities for all Ages and Abilities
Engineering	Coordinate with the nearby local jurisdictions and TxDOT at the planning and design phase as Travis County develops and implements policies and projects.	Travis County, City of Manor, TxDOT	
Engineering	Identify signal timing issues and prioritize projects to address safety issues due to inadequate crossing time or green time.	City of Manor	Leading Pedestrian Interval, Yellow Change Intervals
Evaluation + Engineering	Develop a sidewalk master plan, implement policy to require sidewalks as part of new development, and identify sidewalk gaps within a 2-mile radius of schools and prioritize construction of sidewalks to fill gaps such that students who are not eligible for school bus rides can safely walk to school.	City of Manor	Walkways, Medians and Pedestrian Refuge Islands, SRTS Plan
Evaluation + Enforcement	Increase speed indicators and monitoring mechanisms to understand where speeding issues are occurring, and implement a speed feedback sign program for deploying portable speed feedback signs throughout the City at rotating locations.	City of Manor	Intersection Audits - Video Analytics, Dynamic Speed Display/Feedback Signs
Evaluation + Enforcement	Update transportation element of comprehensive plan to address north-south connectivity and provide for safer facilities for all modes of transportation.	City of Manor	ATP, Walkways and Bicycle Lanes
Evaluation + Enforcement	Consider a consolidated contract for a speed monitoring vendor with other smaller cities and the County.	Travis County, cities within and TxDOT	Intersection Audits - Video Analytics, Dynamic Speed Display/Feedback Signs
Engineering	Improve and add additional lighting at intersections, in older neighborhoods and Downtown. Ensure that lighting is Dark Sky compliant.	City of Manor	Lighting
Enforcement	Increase nighttime traffic law enforcement, particularly for speeding, red light running, and drunk driving.	City of Manor	High Visibility Nighttime Traffic Enforcement





From 2019 through 2023, there were 51 total fatal and serious injury crashes: eight crashes that resulted in one or more deaths and another 43 crashes that resulted in one or more serious injuries.

PFLUGERVILLE



Pflugerville, TX

Pflugerville is a city in northeast Travis County with a population of 65,191 as of the 2020 census. The city is bisected by SH 130, connecting to Austin and Manor to the south and to Williamson County to the north.

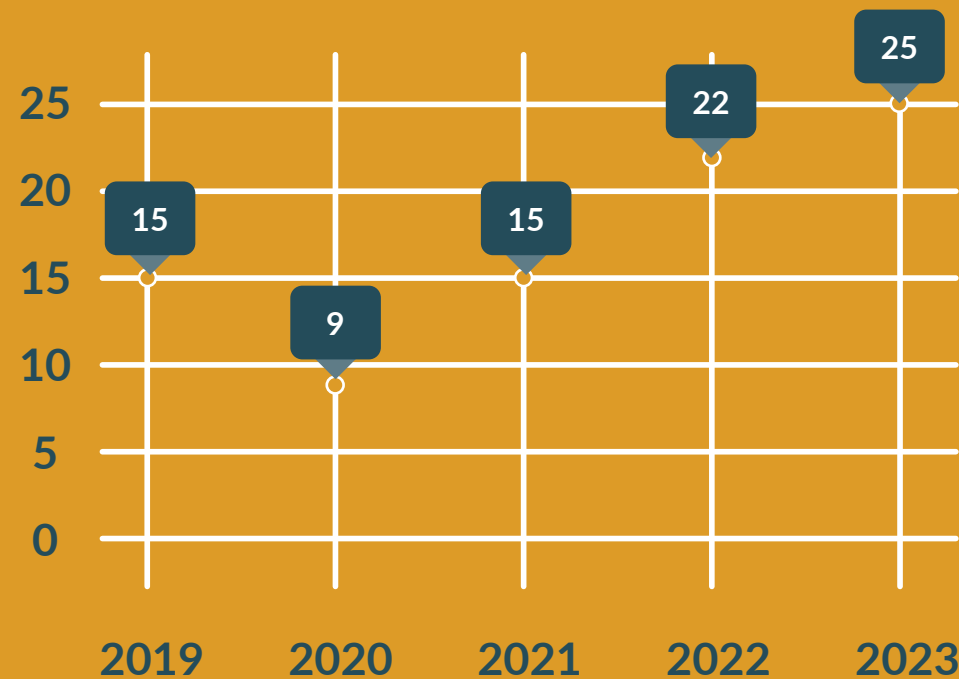
From 2019 through 2023, there were 86 total fatal and serious injury (KA) crashes: 16 crashes that resulted in one or more deaths and another 70 crashes that resulted in one or more serious injuries. These crashes were largely concentrated along SH 45, SH 130, FM 685, and FM 1825/Pecan Street. Project recommendations for these and several other locations are included in the project map and table in this partner jurisdiction plan. 36 of these crashes occurred at night, and 35 crashes occurred at intersections. Seven crashes involved pedestrians, and two crashes involved bicyclists.

Key Roadway Improvements that are Currently Planned or Proposed Include:

- Intersection, access management, traffic signal, and sidewalk improvements are planned at the intersection of FM 685 and FM 1825/Pecan Street (planned for late 2025)

PFLUGERVILLE BY THE NUMBERS

FATAL AND SERIOUS INJURY CRASHES BY YEAR



TOTAL ROAD MILES



326.63 MILES

ROAD MILES WITH SAFETY PROJECTS

5.67 MILES



NUMBER OF PED CRASHES



20

NUMBER OF BIKE CRASHES



19

TOP PUBLIC COMMENTS



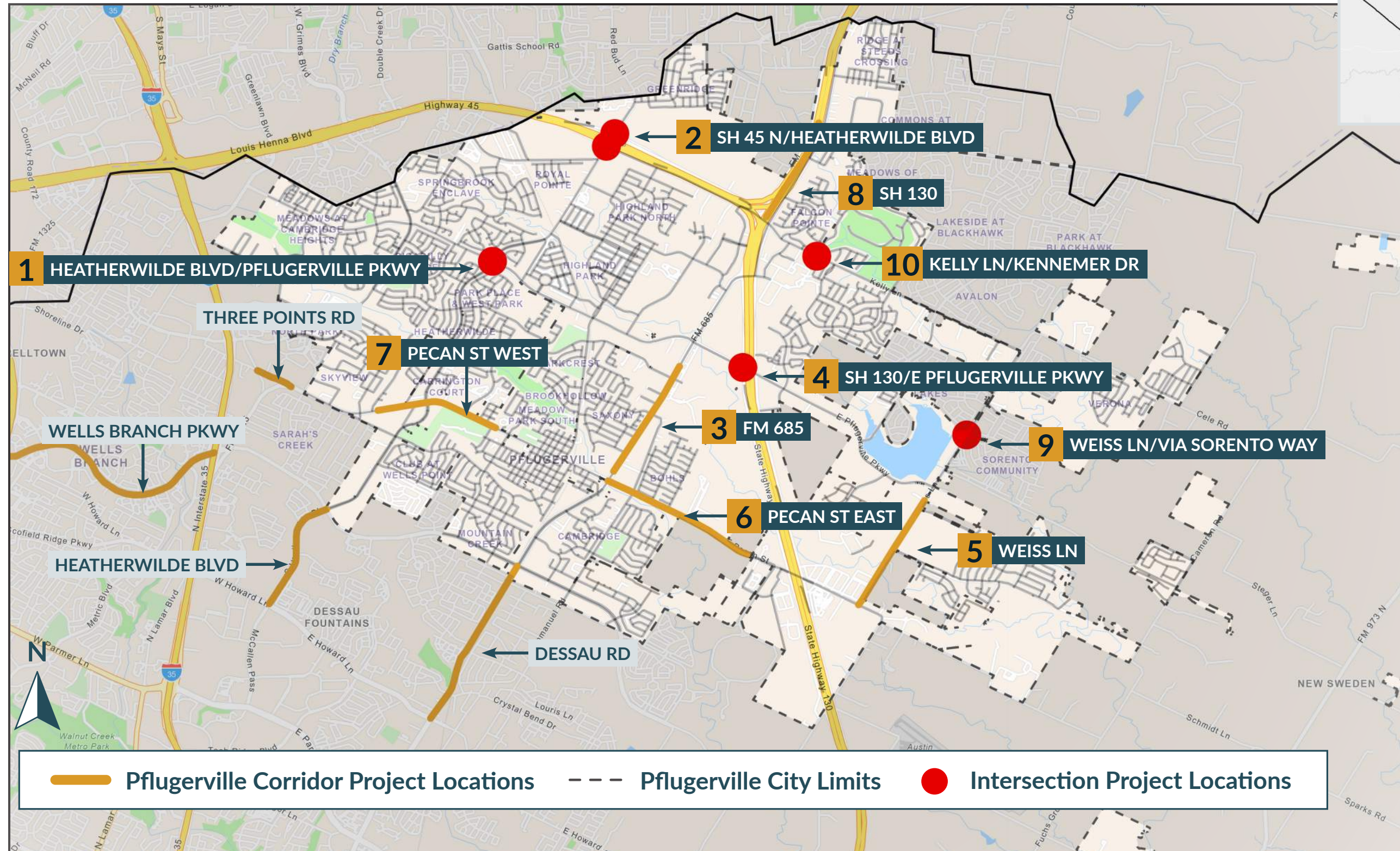
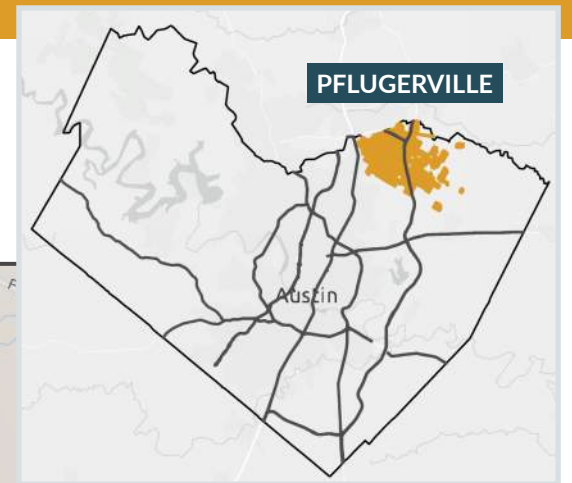
Respondents noted roadways around town needed resurfacing due to cracking and potholes.

One respondent noted cracks and unexpected barricades on the sidewalk made it hard for them to navigate the city in their wheelchair.

Respondents reported roadways with dangerous curves and roadways could be improved to handle Pflugerville's growing population.

RECOMMENDED PROJECT LOCATIONS

The map below shows recommended project locations for the City of Pflugerville. For other projects outside the City of Pflugerville, please see the County-wide Project Locations Map, page 60.



— Pflugerville Corridor Project Locations
 Pflugerville City Limits
 ● Intersection Project Locations

Partner Jurisdiction HINs are available in Appendix D.

RECOMMENDED PROJECT INFORMATION

PROJECT INFO					2019-2023 CRASH DATA BY CRASH TYPE				POTENTIAL IMPROVEMENTS SUMMARY					
	Road Name	Approximate Extents	Corridor Project Length (Miles)	Road Owner	Total Project Score (100 Points Max)	Total Crash Count	KA Count	Ped	Bike	Bicycle/Pedestrian Safety	Curve Treatment	Roadway/Lane Departure	Intersection Safety	Other
1	Heatherwilde Blvd/ Pflugerville Pkwy	Intersection And Vicinity	0.38	Pflugerville	86	73	4	0	0	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
2	SH 45 N/ Heatherwilde Blvd	Intersection And Vicinity	0.38	TxDOT	85	110	5	0	0	Leading Ped Interval	None	None	Backplates with Retroreflective Borders	Local Road Safety Plan, Road Safety Audit
3	FM 685	Walmart To HEB	1.14	TxDOT	71	163	8	0	1	Crosswalk Visibility Enhancements, Walkways	None	Wider Edge Lines	Backplates with Retroreflective Borders	None
4	SH 130/E Pflugerville Pkwy	Intersection And Vicinity	0.38	TxDOT	53	9	0	0	0	None	None	None	Backplates with Retroreflective Borders	Local Road Safety Plan
5	Weiss Ln	Wolf Pack Dr to Pecan St	1.13	Pflugerville	53	44	4	0	1	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
6	Pecan St East	FM 685 to Biltmore Ave	1.35	Pflugerville	47	158	3	0	0	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
7	Pecan St West	Parkway Dr to 12th St	1.04	TxDOT	53	201	5	2	1	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
8	SH 130	Rowe Ln to SH 45	1.00	TxDOT	45	42	3	0	0	None	None	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines	None	None
9	Weiss Ln/Via Sorento Way	Intersection And Vicinity	0.38	Pflugerville	27	8	0	0	0	Crosswalk Visibility Enhancements, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas	None	None	Roundabouts	Appropriate Speed Limits for All Road Users, Lighting, Local Road Safety Plan
10	Kelly Ln/ Kennemer Dr	Intersection And Vicinity	0.38	Pflugerville	25	17	0	0	0	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

POLICY NEEDS MATRIX

SAFETY ACTIVITY TYPE	POLICY NEED	RESPONSIBLE PARTIES	RELEVANT BEST PRACTICE COUNTERMEASURES AND DESIGN SOLUTIONS
Evaluation	Improve data collection and analysis of safety related metrics such as speeding, crash data, and community concerns.	City of Pflugerville	Intersection Audits - Video Analytics, Dynamic Speed Display/Feedback Signs, Roadway Safety Audit
Engineering	Review TxDOT's Intersection Control Evaluation (ICE) methodology and adapt policy guidance to meet local needs so that all intersection projects follow a consistent intersection analysis process that prioritizes safety and operations.	City of Pflugerville	Roundabouts and Innovative Intersections
Education	Develop driver education and awareness campaigns that address distracted driving, speeding, inappropriate use of shoulders, and other behavioral issues.	City of Pflugerville	High-Visibility Cell Phone Enforcement, Enforcement of Impaired Driving Laws, Education
Education + Engineering	Conduct regular reviews of transportation safety best practices among public works staff to identify emerging strategies and policies to implement.	City of Pflugerville	
Engineering	Implement design solutions that first consider protected active transportation infrastructure before compromising for unprotected facilities.	City of Pflugerville	Protected Bicycle Facilities and Intersections





From 2019 through 2023, there were 86 total fatal and serious injury crashes: 16 crashes that resulted in one or more deaths and another 70 crashes that resulted in one or more serious injuries.

Pflugerville, TX

ROLLINGWOOD



Rollingwood, TX

Rollingwood is a city in central Travis County with a population of 1,467 as of the 2020 census. RM 2244 (Bee Caves Road) is the major road passing through Rollingwood, connecting it to Austin and West Lake Hills.

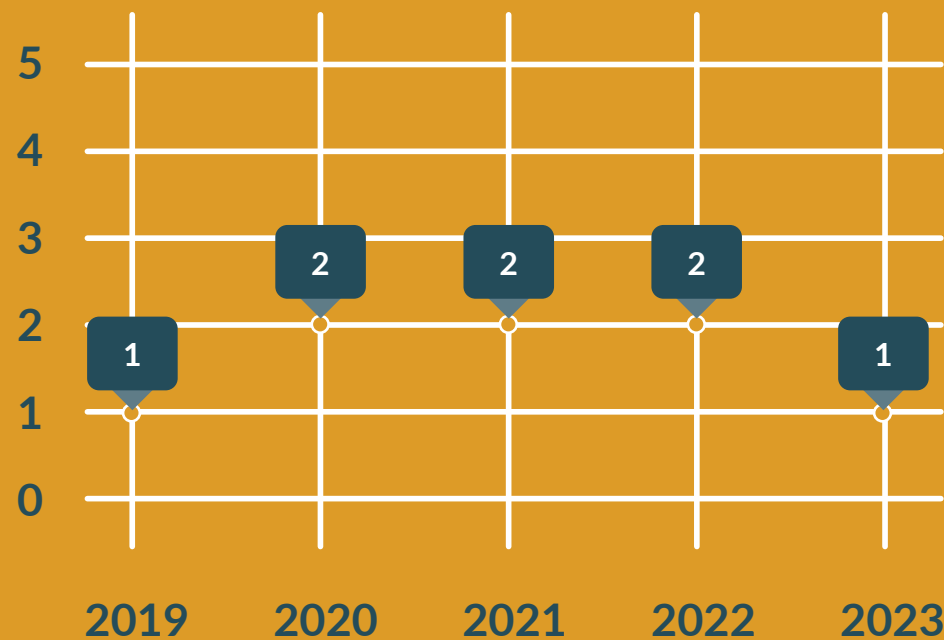
From 2019 through 2023, there were eight total serious injury (A) crashes, and no fatal (K) crashes. These crashes were all located along RM 2244 (Bee Caves Road). Project recommendations for RM 2244 and several other locations are included in the project map and table in this partner jurisdiction plan. Of the eight A crashes, all but one occurred on a weekday. Three of the crashes occurred at intersections, and one crash involved a bicyclist.

Key Roadway Improvements that are Currently Planned or Proposed Include:

- Proposed expansion of RM 2244 (Bee Caves Road) to a five-lane section with center turn lane and shoulders on either side of Eanes Creek, including drainage improvements to reduce flooding

ROLLINGWOOD BY THE NUMBERS

FATAL AND SERIOUS INJURY CRASHES BY YEAR



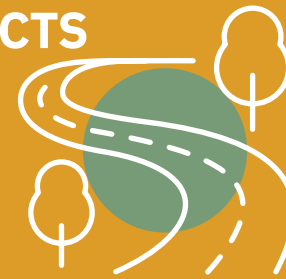
TOTAL ROAD MILES



13.29 MILES

ROAD MILES WITH SAFETY PROJECTS

3.38 MILES



NUMBER OF PED CRASHES



0

NUMBER OF BIKE CRASHES

3



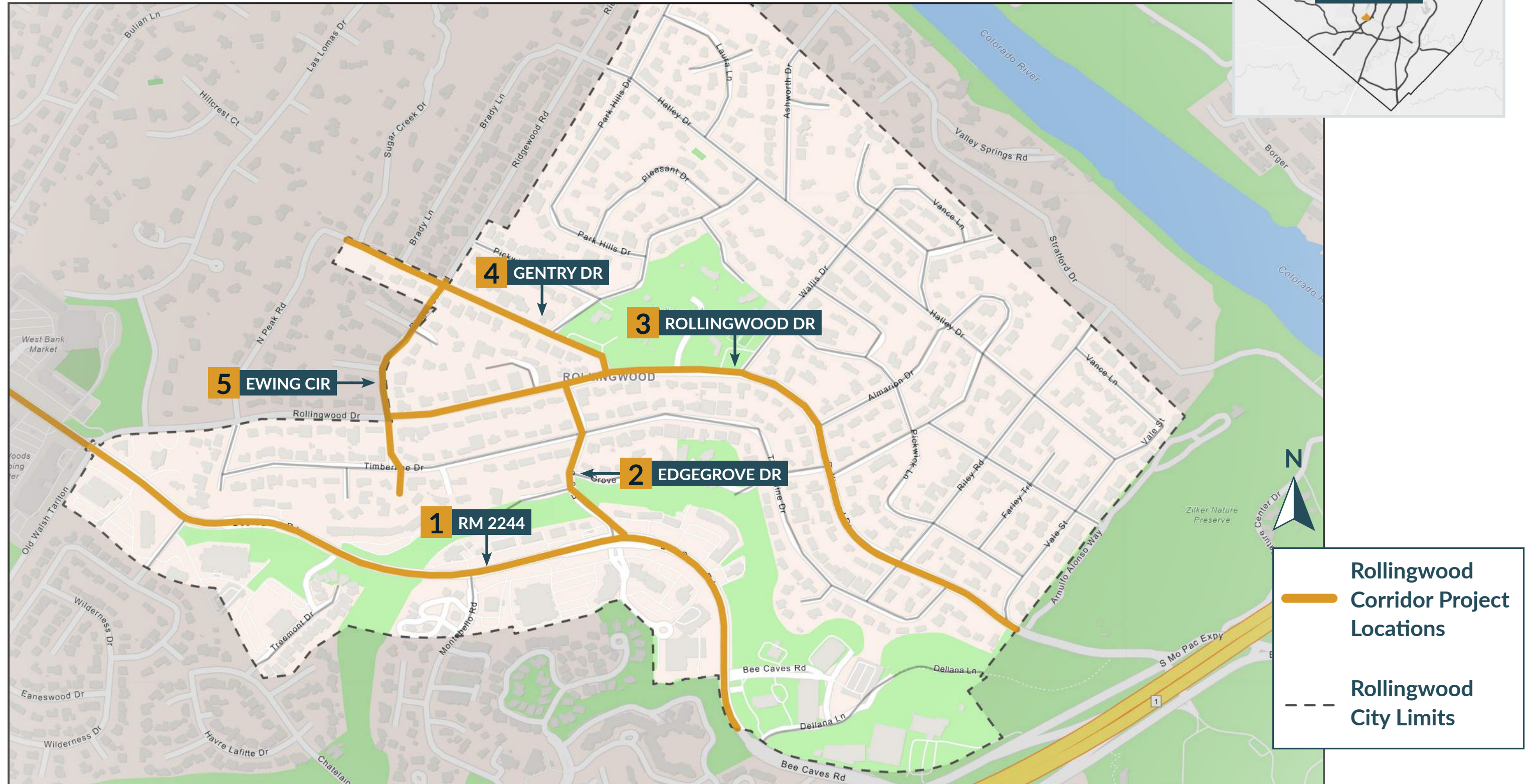
TOP PUBLIC COMMENTS



- Respondents highlighted Bee Caves Road at Rollingwood Drive as an intersection with safety concerns.
- Respondents noted concerns about Eanes Creek flooding onto Bee Caves Road and Edgegrove Drive during heavy rainstorms.
- Respondents noted difficulties biking on Rollingwood Drive near the Mopac Expressway.

RECOMMENDED PROJECT LOCATIONS

The map below shows recommended project locations for the City of Rollingwood. For other projects outside the City of Rollingwood, please see the County-wide Project Locations Map, page 60.



Partner Jurisdiction HINs are available in Appendix D.

RECOMMENDED PROJECT INFORMATION

PROJECT INFO					2019-2023 CRASH DATA BY CRASH TYPE				POTENTIAL IMPROVEMENTS SUMMARY					
Road Name	Approximate Extents	Corridor Project Length (Miles)	Road Owner	Total Project Score (100 Points Max)	Total Crash Count	KA Count	Ped	Bike	Bicycle/Pedestrian Safety	Curve Treatment	Roadway/Lane Departure	Intersection Safety	Other	
1	RM 2244	Rollingwood Dr to Dellana Ln	1.01	TxDOT	67	118	8	0	2	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
2	Edgegrove Dr	Rollingwood Dr to RM 2244	0.23	Rollingwood	32	26	0	0	0	Crosswalk Visibility Enhancements	None	None	Backplates with Retroreflective Borders	Local Road Safety Plan
3	Rollingwood Dr	Ewing Cir to Vale St	0.93	Rollingwood	30	8	0	0	0	None	None	Wider Edge Lines	None	Local Road Safety Plan
4	Gentry Dr	Sugar Creek Dr to Rollingwood Dr	0.66	Rollingwood	29	3	0	0	0	None	None	Wider Edge Lines	Roundabouts	Local Road Safety Plan
5	Ewing Cir	Gentry Dr to End	0.56	Rollingwood	23	4	0	0	0	None	None	None	Roundabouts	Local Road Safety Plan

POLICY NEEDS MATRIX

SAFETY ACTIVITY TYPE	POLICY NEED	RESPONSIBLE PARTIES	RELEVANT BEST PRACTICE COUNTERMEASURES AND DESIGN SOLUTIONS
Evaluation + Engineering	Establish permanent design solutions for safe crossings and access to schools, including dedicated crossing guards at priority crossings.	City of Rollingwood	SRTS Plan, Crosswalk Visibility Enhancements, Pedestrian Hybrid Beacons, Leading Pedestrian Intervals
Engineering	Consider traffic calming solutions to address cut through traffic on local residential streets.	City of Rollingwood	Traffic Calming, Roundabouts and Innovative Intersections
Engineering	Consider low maintenance bicycle facility improvements for increased cyclist safety without substantially increasing maintenance costs of streets.	City of Rollingwood	Bicycle Lanes

SAN LEANNA



San Leanna, TX

San Leanna is a village in south Travis County with a population of 522 as of the 2020 census. FM 1626 is the major road passing through San Leanna, connecting it to Austin and Manchaca.

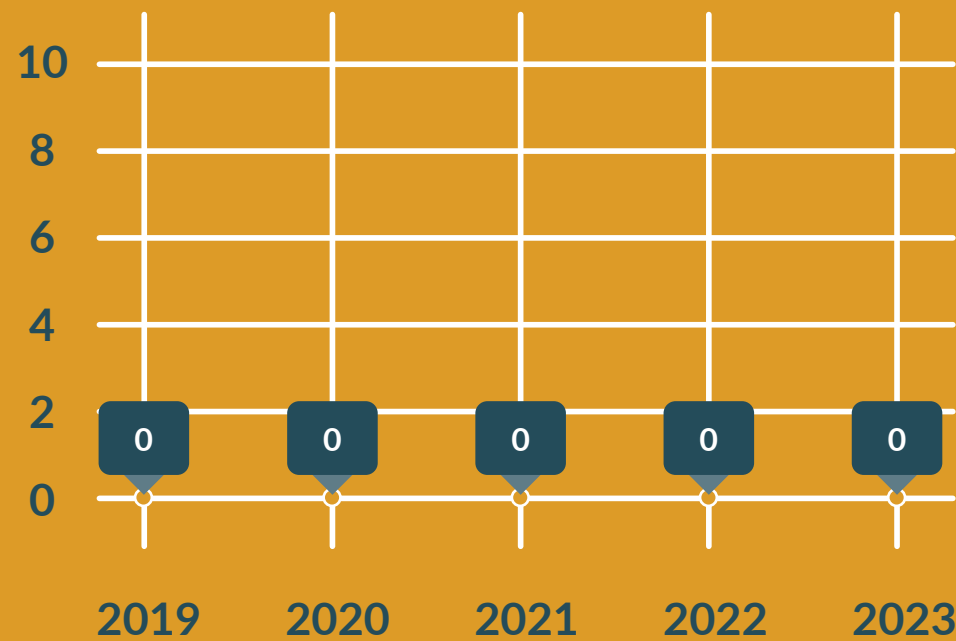
From 2019 through 2023, there were no fatal (K) or serious injury (A) crashes in San Leanna. There were, however, one K and one A crash along FM 1626 immediately adjacent to the San Leanna village boundary, and both were head-on crashes. Therefore, project recommendations for FM 1626 through San Leanna are included in the project map and table in this partner jurisdiction plan.

Key Roadway Improvements that are Currently Planned or Proposed Include:

- No projects are currently planned

SAN LEANNA BY THE NUMBERS

FATAL AND SERIOUS INJURY CRASHES BY YEAR



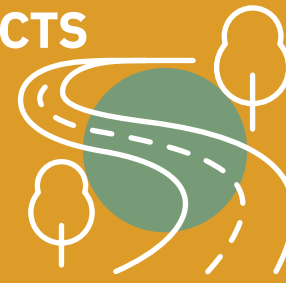
TOTAL ROAD MILES



6.30 MILES

ROAD MILES WITH SAFETY PROJECTS

0.61 MILES



NUMBER OF PED CRASHES



0

NUMBER OF BIKE CRASHES

0



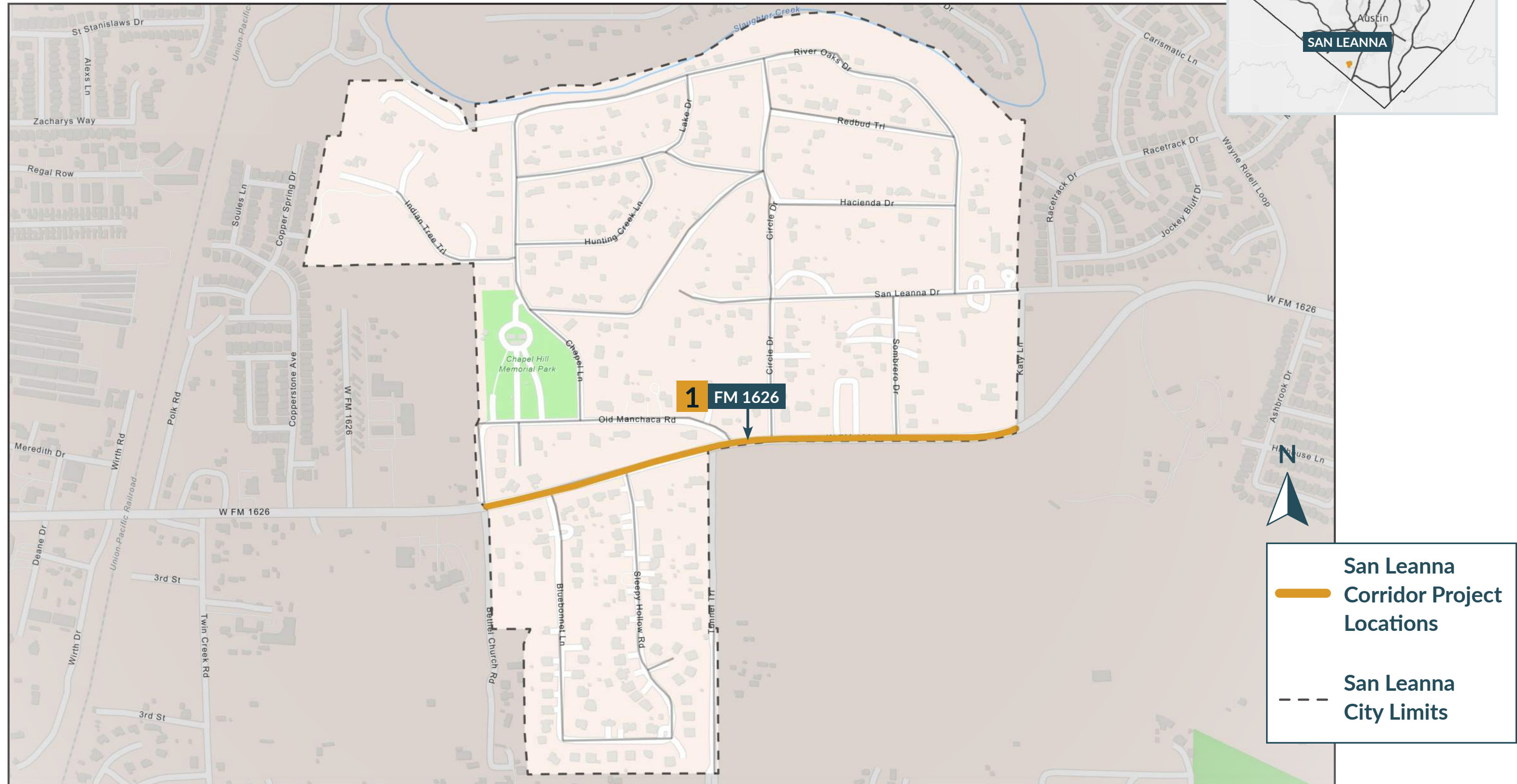
TOP PUBLIC COMMENTS



One respondent described dangerous driving on Manchaca Road and noted bar patrons as hazardous on roads.

RECOMMENDED PROJECT LOCATIONS

The map below shows recommended project locations for the City of San Leanna. For other projects outside the City of San Leanna, please see the County-wide Project Locations Map, page 60.



Partner Jurisdiction HINs are available in Appendix D.

RECOMMENDED PROJECT INFORMATION

	PROJECT INFO					2019-2023 CRASH DATA BY CRASH TYPE				POTENTIAL IMPROVEMENTS SUMMARY				
	Road Name	Approximate Extents	Corridor Project Length (Miles)	Road Owner	Total Project Score (100 Points Max)	Total Crash Count	KA Count	Ped	Bike	Bicycle/Pedestrian Safety	Curve Treatment	Roadway/Lane Departure	Intersection Safety	Other
1	FM 1626	Bethel Church Rd to Katy Ln	0.61	TxDOT	35	15	2	0	0	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	None

POLICY NEEDS MATRIX

SAFETY ACTIVITY TYPE	POLICY NEED	RESPONSIBLE PARTIES	RELEVANT BEST PRACTICE COUNTERMEASURES AND DESIGN SOLUTIONS
Education	Develop driver education and awareness campaigns that address distracted driving, speeding, inappropriate use of center turn lanes, and other behavioral issues.	Village of San Leanna	High-Visibility Cell Phone Enforcement, Enforcement of Impaired Driving Laws, Education
Evaluation + Engineering	Provide pedestrian improvements for access to nearby facilities from school.	Village of San Leanna	SRTS Plan, Ped Safety Zones, Crosswalk Visibility Enhancements, Pedestrian Hybrid Beacons, Leading Pedestrian Intervals
Engagement + Education	Work with TxDOT to address challenging geometry and inappropriate use of center turn lanes which reduces sight distance and increases access hazards.	Village of San Leanna and TxDOT	Enhanced Delineation for Horizontal Curves, Roadside Design Improvements at Curves, Corridor Access Management, Reduced Left-Turn Conflict Intersections, Pavement Friction Management
Emergency Response	Improve design features at low water crossings to warn drivers of the hazard.	Village of San Leanna and TxDOT	Retroreflective Pavement Markers
Engineering	Consider traffic calming solutions that go beyond speed bumps to address speeding on local residential roads.	Village of San Leanna	Traffic Calming, Roundabouts and Innovative Intersections

VOLENTE



Volente, TX

Volente is a village in northwestern Travis County with a population of 561 as of the 2020 census. RM 2769 and Lime Creek Road are the major roads passing through Volente, connecting the Village to Austin to the east and Cedar Park to the north.

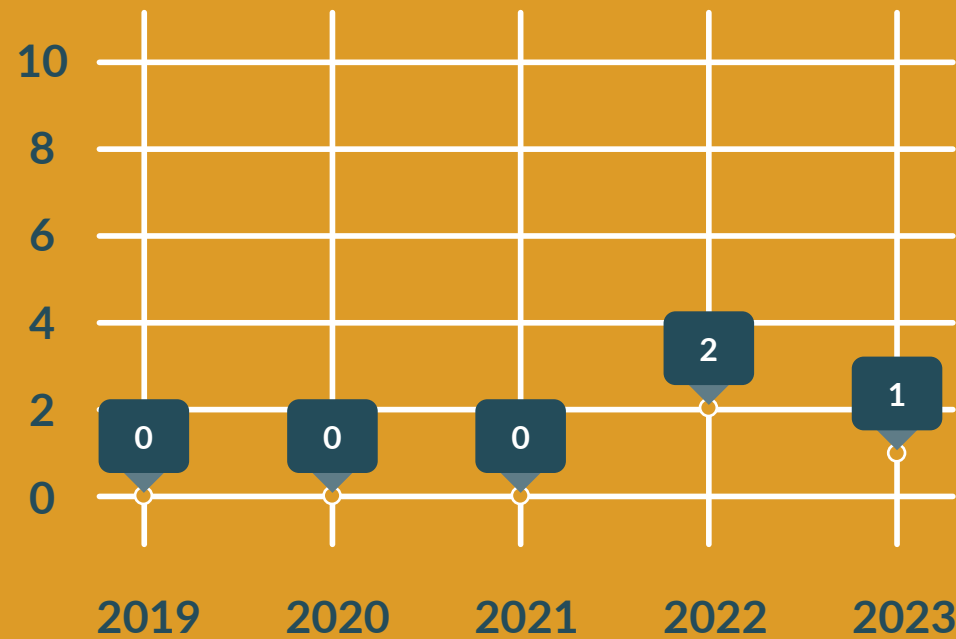
From 2019 through 2023, there were three total serious injury (A) crashes, and no fatal (K) crashes. These crashes were all located along Lime Creek Road. Project recommendations for Lime Creek Road and several other locations are included in the project map and table in this partner jurisdiction plan. Of the three A crashes, all were single vehicle crashes and two involved a motorcycle. Volente recently installed speed tables and other traffic calming devices along Lime Creek Road with the intent of reducing vehicle speeds along the road, especially at curves.

Key Roadway Improvements that are Currently Planned or Proposed Include:

- No projects are currently planned

VOLENTE BY THE NUMBERS

FATAL AND SERIOUS INJURY CRASHES BY YEAR



TOTAL ROAD MILES



15.47 MILES

ROAD MILES WITH SAFETY PROJECTS

5.15 MILES



NUMBER OF PED CRASHES



0

NUMBER OF BIKE CRASHES

1



TOP PUBLIC COMMENTS



Respondents noted many issues with vehicles speeding and racing along Lime Creek Road.

Respondents also noted challenges with navigating the curves and blind spots along Lime Creek Road safely.

RECOMMENDED PROJECT LOCATIONS

The map below shows recommended project locations for the City of Volente. For other projects outside the City of Volente, please see the County-wide Project Locations Map, page 60.



Partner Jurisdiction HINs are available in Appendix D.

RECOMMENDED PROJECT INFORMATION

PROJECT INFO					2019-2023 CRASH DATA BY CRASH TYPE				POTENTIAL IMPROVEMENTS SUMMARY					
	Road Name	Approximate Extents	Corridor Project Length (Miles)	Road Owner	Total Project Score (100 Points Max)	Total Crash Count	KA Count	Ped	Bike	Bicycle/Pedestrian Safety	Curve Treatment	Roadway/Lane Departure	Intersection Safety	Other
1	Lime Creek Rd	RM 2769 to City Limits	3.29	Volente	48	55	3	0	1	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
2	RM 2769	Booth Cir to Macks Canyon Rd	1.04	TxDOT	23	12	0	0	0	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
3	Dodd St/Mary St	Lakeview St to End of Road	0.81	Volente	23	3	0	0	0	Crosswalk Visibility Enhancements, Walkways	None	Wider Edge Lines	None	Local Road Safety Plan

POLICY NEEDS MATRIX

SAFETY ACTIVITY TYPE	POLICY NEED	RESPONSIBLE PARTIES	RELEVANT BEST PRACTICE COUNTERMEASURES AND DESIGN SOLUTIONS
Evaluation + Education	Coordinate with party boat organizations to encourage carpooling and shuttles to reduce vehicle traffic at high pedestrian crossings.	Village of Volente	
Engineering	Incorporate speed tables and other design solutions for geometrically challenging sections of roadways, particularly in locations where crash incidents are high or where there is a higher rate of pedestrian activity.	Village of Volente	Traffic Calming, Roundabouts and Innovative Intersections
Evaluation + Education	Adopt curb management policies and updated parking lot design standards to manage parking, pedestrian flow, drop-off and pick-ups while reducing conflict points for pedestrians and vehicles.	Village of Volente	Event Traffic Management
Evaluation + Education	Establish a policy for business-related signage to reduce sign clutter and potential distractions to drivers.	Village of Volente	Sign Placement Policy
Engineering	Prioritize the development of protected facilities on high speed or high crash roadways for bicyclists and pedestrians. Where constraints such as right-of-way do not allow for protected facilities provide high visibility design features.	Village of Volente	Protected Bicycle Facilities and Intersections, Crosswalk Visibility Enhancements, Colored Paint
Evaluation	Improve data collection and analysis of safety related metrics such as speeding, crash data, and community concerns.	Village of Volente	Intersection Audits - Video Analytics, Dynamic Speed Display/Feedback Signs, Roadway Safety Audit
Enforcement	Increase enforcement of illegal speeding on Lime Creek Road.	Village of Volente	High-Visibility Enforcement, Dynamic Speed Display/Feedback Signs, Increasing Penalties

WEST LAKE HILLS



West Lake Hills, TX

West Lake Hills is a city in central Travis County with a population of 3,444 as of the 2020 census. RM 2244 (Bee Caves Road) is the major road passing through West Lake Hills, connecting it to Austin and Rollingwood.

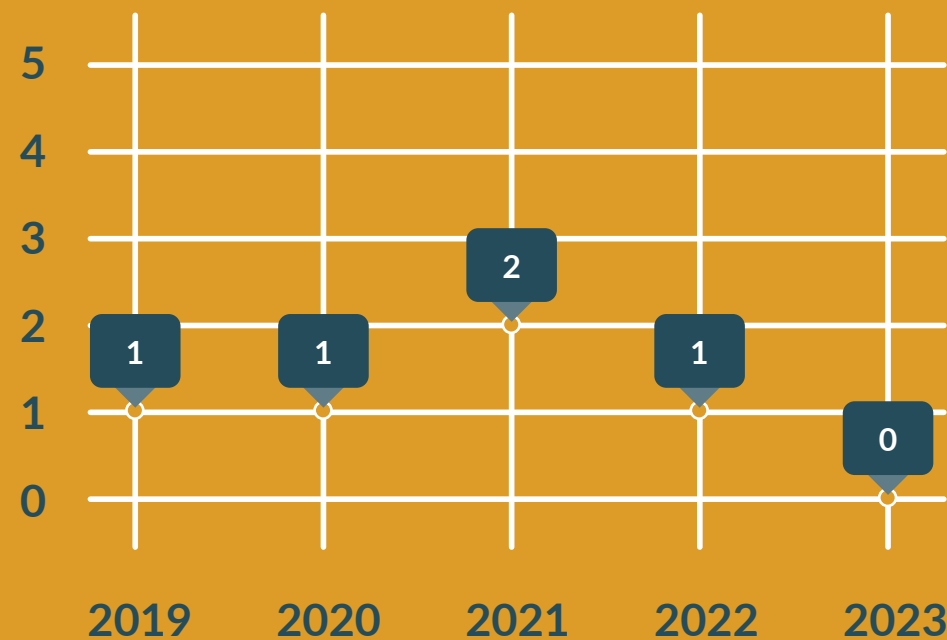
From 2019 through 2023, there were five total fatal and serious injury (KA) crashes: one crash that resulted in one or more deaths and another four crashes that resulted in one or more serious injuries. All but one of these crashes were located along RM 2244 (Bee Caves Road). Project recommendations for RM 2244 and several other locations are included in the project map and table in this partner jurisdiction plan. Of the five KA crashes, two occurred at intersections and two occurred at night. The fatal crash was a nighttime crash at an intersection that resulted in the death of a pedestrian.

Key Roadway Improvements that are Currently Planned or Proposed Include:

- Resurfacing of RM 2244 (Bee Caves Road) with high-friction surface treatment between Loop 360 and Redbud Trail (planned for 2025)

WEST LAKE HILLS BY THE NUMBERS

FATAL AND SERIOUS INJURY CRASHES BY YEAR



TOTAL ROAD MILES



38.08 MILES

ROAD MILES WITH SAFETY PROJECTS

4.83 MILES



NUMBER OF PED CRASHES



2

NUMBER OF BIKE CRASHES

2



TOP PUBLIC COMMENTS



One respondent requested the County work with TxDOT to increase safety on state roadways for pedestrians and bicyclists.

Respondents highlighted Bee Caves Road at Buckeye Trail as an intersection with safety concerns.

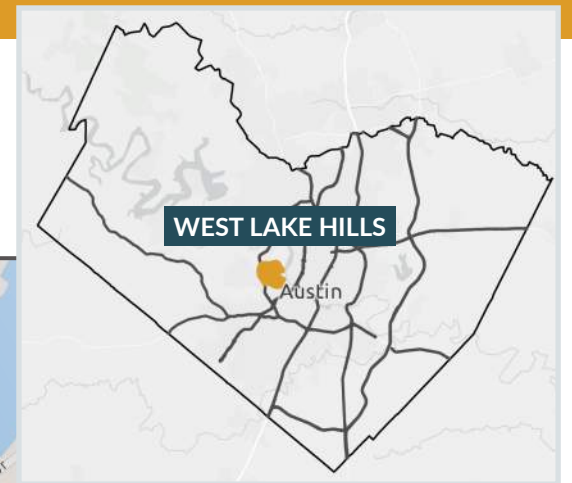
Respondents noted a need for lower speeds and better pedestrian connectivity along Camp Craft Road between Bee Caves Road and SL 360.



In April of 2025 the City of West Lake Hills reopened public engagement in response to citizens who missed the original rounds of engagement. Respondents noted a need for more pedestrian and bicycle facilities with particular safety concerns on Westlake Dr and Redbud Trail (It is important to note that Redbud Trail is currently maintained by the City of Austin and not the City of West Lake Hills).

RECOMMENDED PROJECT LOCATIONS

The map below shows recommended project locations for the City of West Lake Hills. For other projects outside the City of West Lake Hills, please see the County-wide Project Locations Map, page 60.



Partner Jurisdiction HINs are available in Appendix D.

RECOMMENDED PROJECT INFORMATION

	PROJECT INFO				2019-2023 CRASH DATA BY CRASH TYPE				POTENTIAL IMPROVEMENTS SUMMARY					
	Road Name	Approximate Extents	Corridor Project Length (Miles)	Road Owner	Total Project Score (100 Points Max)	Total Crash Count	KA Count	Ped	Bike	Bicycle/Pedestrian Safety	Curve Treatment	Roadway/Lane Departure	Intersection Safety	Other
1	Scottish Woods Trl/ Westbank Dr/SL 360	Intersection and Vicinity	0.38	West Lake Hills	65	30	1	0	0	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
2	Yaupon Valley Rd	Redbud Trl to Westlake Dr	1.46	West Lake Hills	54	9	1	0	0	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
3	RM 2244/ Bee Caves Rd	SL 360 to Rollingwood Dr.	2.34	TxDOT	38	224	4	2	5	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
4	Westlake Dr	City Limits to Redbud Trl	1.03	West Lake Hills	27	33	0	0	0	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

POLICY NEEDS MATRIX

SAFETY ACTIVITY TYPE	POLICY NEED	RESPONSIBLE PARTIES	RELEVANT BEST PRACTICE COUNTERMEASURES AND DESIGN SOLUTIONS
Engagement	Develop working group to address multijurisdictional intersections and roadway safety issues.	Travis County, cities within, and TxDOT	
Evaluation + Engineering	Establish permanent design solutions for safe crossings and access to schools.	City of West Lake Hills	SRTS Plan, Crosswalk Visibility Enhancements, Pedestrian Hybrid Beacons, Leading Pedestrian Intervals
Evaluation	Improve data collection and analysis of safety related metrics such as speeding, crash data, and community concerns.	City of West Lake Hills	Intersection Audits - Video Analytics, Dynamic Speed Display/Feedback Signs, Roadway Safety Audit
Evaluation + Engineering	Develop improved regional traffic management centers for large events or high demand occurrences.	Combined Transportation and Emergency Communications Center	
Education + Enforcement	Implement policies focused on improving driver behaviors of inexperienced drivers.	City of West Lake Hills	Young Driver countermeasures such as Graduated Drivers' Licensing, Intermediate License Nighttime Restrictions,
Evaluation + Engineering	Establish a process for routinely reviewing nighttime crash data and develop criteria for strategically selecting specific locations, such as hotspot intersections or curves, for illumination or lighting alternatives, such as LED signage and pedestrian level lighting.	City of West Lake Hills	Corridor and Intersection Safety Lighting





From 2019 through 2023, there were five total fatal and serious injury crashes: one crash that resulted in one or more deaths and another four crashes that resulted in one or more serious injuries.

West Lake Hills, TX



DEL VALLE ISD / SOUTHEAST TRAVIS COUNTY



The Del Valle Independent School District (ISD) is a public school district that serves residents of unincorporated portions of southeast Travis County.

As of fall 2024, the ISD served 11,293 students. Since there were no participating municipalities in southeast Travis County at the time this safety action plan was developed, Del Valle ISD served as a regional stakeholder to communicate roadway safety needs for residents within the ISD service area, which extends as far north as Blake Manor Road, as far west as Pleasant Valley Road in the City of Austin, and to the southern and eastern borders of Travis County.

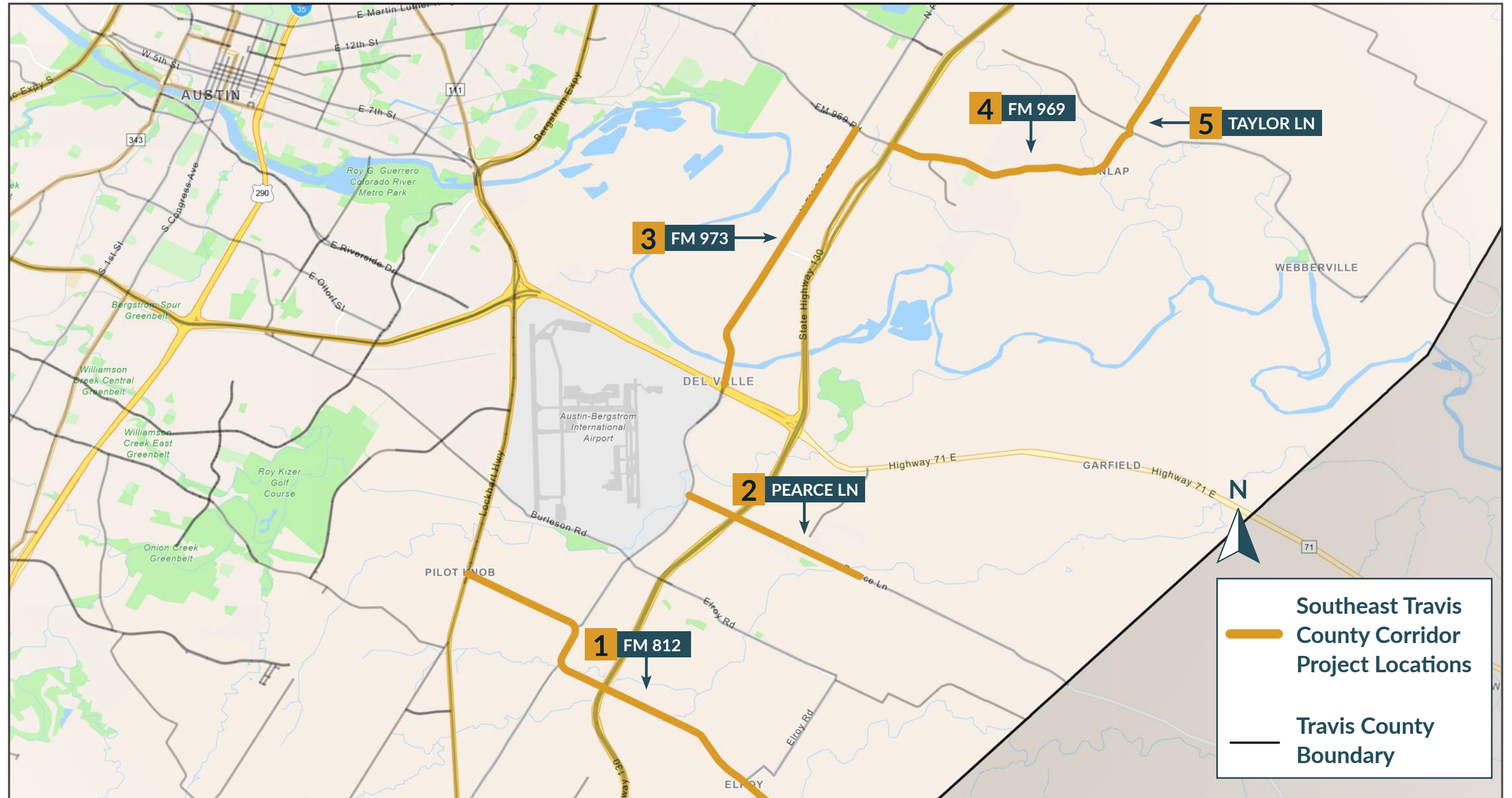
Key Roadway Improvements that are Currently Planned or Proposed Include:

- FM 973 between SH 71 and FM 969 is currently under construction to expand the roadway to a five-lane cross-section with a center turn lane and road shoulders.
- FM 812 between FM 973 and Circuit of the Americas will receive illumination improvements in the next few years
- FM 812 will expand to a three-lane cross-section in some locations and a five-lane cross section in others, with many portions of the road between US 183 and the Bastrop County line also receiving pedestrian facilities (work planned in three phases from 2027-2030)
- Proposed feasibility study for roadway safety and capacity improvements along FM 969 east of SH 130

Del Valle ISD and Southeast Travis County

RECOMMENDED PROJECT LOCATIONS

The map below shows recommended project locations for Del Valle ISD and Southeast Travis County. For other projects outside Del Valle ISD and Southeast Travis County, please see the County-wide Project Locations Map, page 60.



RECOMMENDED PROJECT INFORMATION

	PROJECT INFO				2019-2023 CRASH DATA BY CRASH TYPE				POTENTIAL IMPROVEMENTS SUMMARY					
	Road Name	Approximate Extents	Corridor Project Length (Miles)	Road Owner	Total Project Score (100 Points Max)	Total Crash Count	KA Count	Ped	Bike	Bicycle/Pedestrian Safety	Curve Treatment	Roadway/ Lane Departure	Intersection Safety	Other
1	FM 812	US 183 to Doyle Rd	6.93	TxDOT	67	763	55	6	1	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
2	Pearce Ln	FM 973 to Kellam Rd/Circuit of The Americas Blvd	2.43	Travis County, City of Austin	64	239	14	3	1	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
3	FM 973	FM 969 to SH 71	4.11	TxDOT	63	380	18	4	0	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
4	FM 969	SH 130 to Taylor Ln	3.36	TxDOT	51	337	13	3	0	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
5	Taylor Ln	Braker Ln to FM 969	1.88	Travis County	37	27	2	0	0	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

POLICY NEEDS MATRIX

For policy recommendations for Del Valle ISD and Southeast Travis County, please see County-wide Policy and Process Recommendations section.




*Recommended
Del Valle ISD
projects had
consistently
high public
support during
this Plan's public
engagement.*

Del Valle ISD and Southeast Travis County

Travis County Safety Action Plan



UNINCORPORATED TRAVIS COUNTY



Travis County

Roadway safety project recommendations were developed for ten Travis County roadways throughout unincorporated portions of Travis County as part of the 2024 Travis County Safety Hotspot Study.

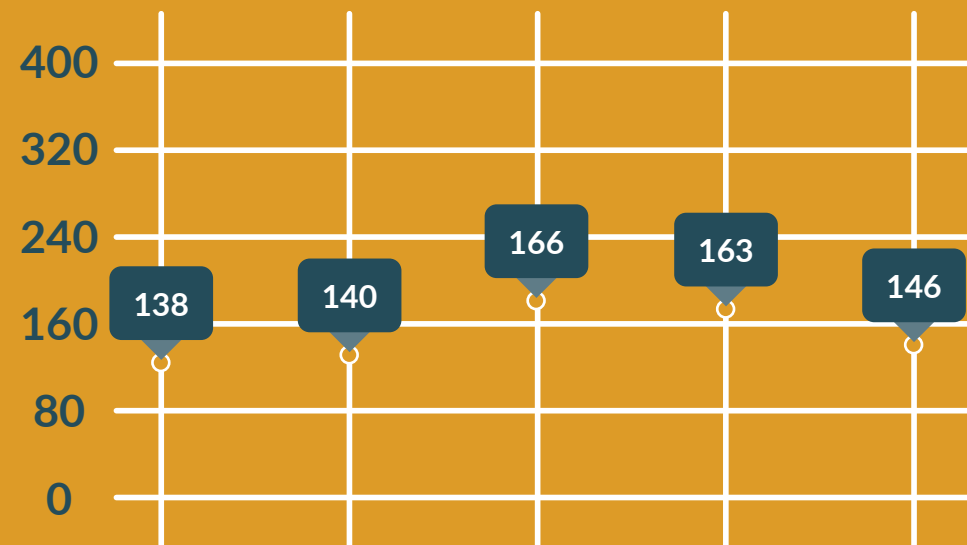
The project locations and recommended countermeasures are included in this section, and the full Hotspot Study report is included in *Appendix A to the Travis County Safety Action Plan*.

Key Roadway Improvements that are Currently Planned or Proposed Include:

- Dee Gabriel Collins Rd guardrail improvement near Cottonmouth School Rd
- Dessau Rd sidewalk gap improvement at Tudor House Rd
- Spicewood Springs Rd low water crossing No. 1 improvements
- Fitzhugh Rd add 4ft shoulder from US 290 W to Long Branch Creek
- Slaughter Ln sidewalk improvement from Old Lockhart Rd to Orchard Ridge. Additional median improvement included at Raines Pass

UNINCORPORATED TRAVIS COUNTY BY THE NUMBERS

FATAL AND SERIOUS INJURY CRASHES BY YEAR



TOTAL ROAD MILES



1390.94 MILES

ROAD MILES WITH SAFETY PROJECTS (INCLUDING SE TRAVIS COUNTY/DEL VALLE)

33.42 MILES



NUMBER OF PED CRASHES



177

NUMBER OF BIKE CRASHES

61



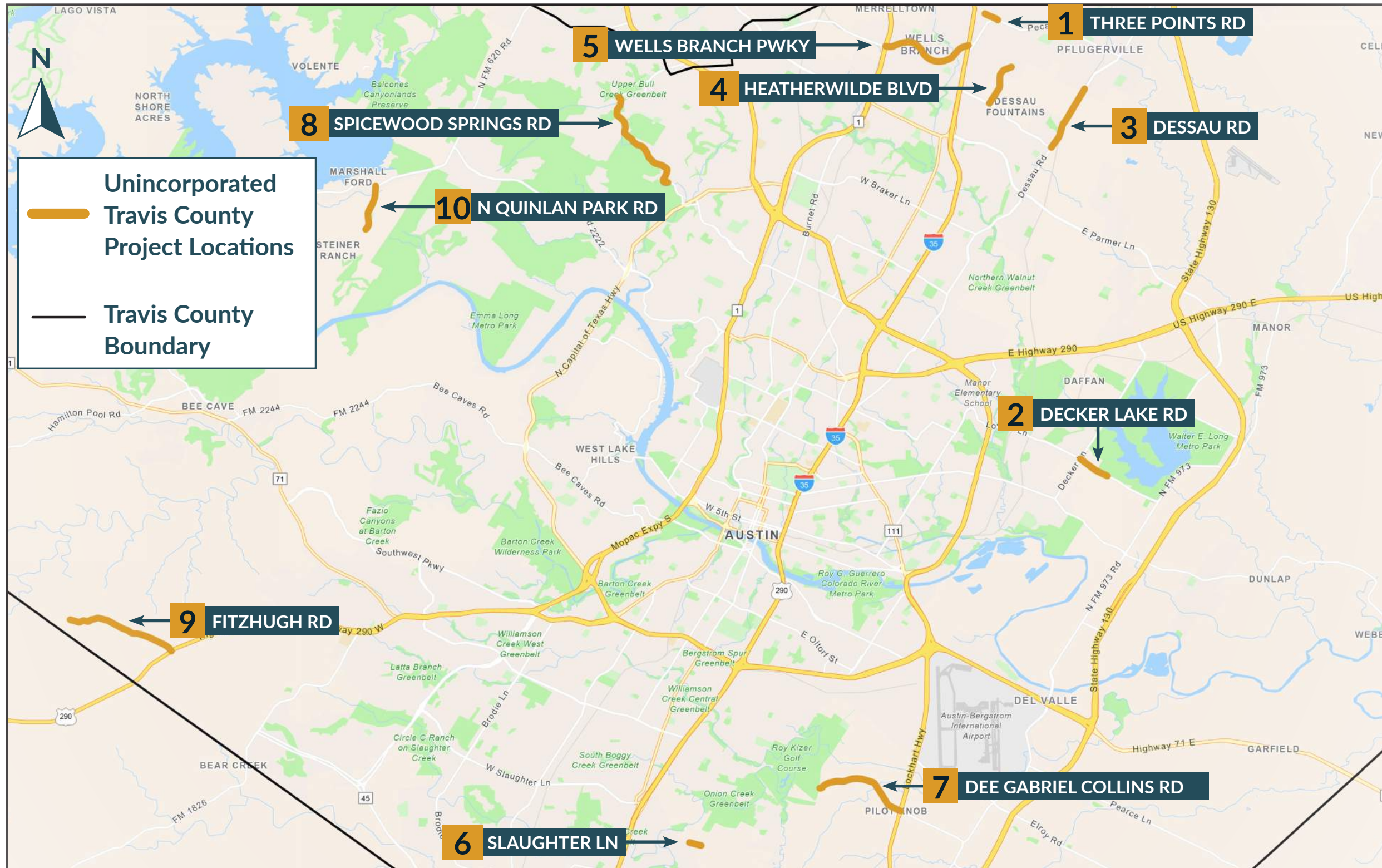
TOP PUBLIC COMMENTS



- Respondents noted speeding and poor road condition on Wells Branch Pkwy
- Respondents noted a need for bicycle and pedestrian facilities on Spicewood Springs Rd to access St Edwards Park. Respondents also noted concerns over low water crossing visibility
- Respondents noted bicycle and pedestrian concerns on Decker Lake Rd as well as congestion at the intersection of Decker Lake Rd and Decker Ln

RECOMMENDED PROJECT LOCATIONS

The map below shows recommended project locations for Unincorporated Travis County. For other projects outside of Unincorporated Travis County, please see the County-wide Project Locations Map, page 60.



RECOMMENDED PROJECT INFORMATION

	PROJECT INFO				2019-2023 CRASH DATA BY CRASH TYPE				POTENTIAL IMPROVEMENTS SUMMARY					
	Road Name	Approximate Extents	Corridor Project Length (Miles)	Road Owner	Total Project Score (100 Points Max)	Total Crash Count	KA Count	Ped	Bike	Bicycle/Pedestrian Safety	Curve Treatment	Roadway/Lane Departure	Intersection Safety	Other
1	Three Points Rd	FS 1825/Vision Dr to FM 1825/West Pecan St	0.32	Travis County	83	79	4	0	0	Shared Use Path	None	None	Corridor Access Management, Dedicated Left- and Right-Turn Lanes at Intersections, Roundabouts	Appropriate Speed Limits for All Road Users
2	Decker Lake Rd	FM 3177/Decker Ln to North Imperial Dr	0.72	Travis County	78	77	7	2	1	Crosswalk Visibility Enhancements, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, Shared Use Path	None	Raised Median	None	Lighting
3	Dessau Rd	Wells Branch Pkwy to Howard Ln	1.63	Travis County	68	221	14	2	0	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
4	Heatherwilde Blvd	Wells Branch Pkwy to West Howard Ln	1.09	Travis County	64	144	7	1	1	Crosswalk Visibility Enhancements	None	Raised Median	Backplates with Retroreflective Borders, Corridor Access Management	Appropriate Speed Limits for All Road Users, Lighting
5	Wells Branch Pkwy	Mopac Service Rd to IH 35 Service Rd	2.16	Travis County	55	414	12	7	2	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
6	Slaughter Ln	Orchard Rdg to Old Lockhart Rd	0.26	Travis County	52	88	2	1	0	Bicycle Lanes, Walkways	None	Raised Median	None	Appropriate Speed Limits for All Road Users, Road Diet (Roadway Reconfiguration), Lighting
7	Dee Gabriel Collins Rd	Mckinney Falls Pkwy to US 183	2.19	Travis County	47	149	6	0	1	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
8	Spicewood Springs Rd	Old Lampasas Trl to Yaupon Dr	2.75	Travis County	47	47	5	1	0	None	Enhanced Curve Delineation for Horizontal Curves	None	None	Lighting
9	Fitzhugh Rd	Long Branch Dr to US 290	2.46	Travis County	46	85	7	0	0	None	Enhanced Curve Delineation for Horizontal Curves, Roadside Design Improvements at Curves	None	Dedicated Left- and Right-Turn Lanes at Intersections	Lighting
10	N Quinlan Park Rd	RM 620 to Portabella Dr	1.13	Travis County	44	69	5	1	0	Crosswalk Visibility Enhancements	None	Raised Median	Backplates with Retroreflective Borders, Dedicated Left- and Right-Turn Lanes at Intersections	None

For policy recommendations for Unincorporated Travis County, please see County-wide Policy and Process Recommendations section.



TRAVIS COUNTY



SAFETY ACTION PLAN