CENTRAL TEXAS

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Pedestrian Fatality Analysis 2020–2024

Six-County Capital Area Region

The CAMPO Region

Six counties.

One region.

One data story.

Travis

1,835 crashes · 243 deaths

Fatal rate: 13.2%

76% of all crashes

Williamson

273 crashes · 42 deaths

Fatal rate: 15.4%

Growing suburb

Hays

194 crashes · 26 deaths

Fatal rate: 13.4%

I-35 corridor

Bastrop

74 crashes · 22 deaths

Fatal rate: 29.7%

Highest fatality rate

Burnet

23 crashes · 3 deaths

Fatal rate: 13.0%

Rural character

Caldwell

16 crashes · 3 deaths

Fatal rate: 18.8%

Small but notable

★ Bastrop County's 29.7% fatality rate is nearly double the regional average

By the Numbers

Bastrop · Burnet · Caldwell

Hays · Travis · Williamson

339
Total fatalities

77
Deadliest year (2020)

83.5%
In dark or low light

82.9%
Occurred mid-block

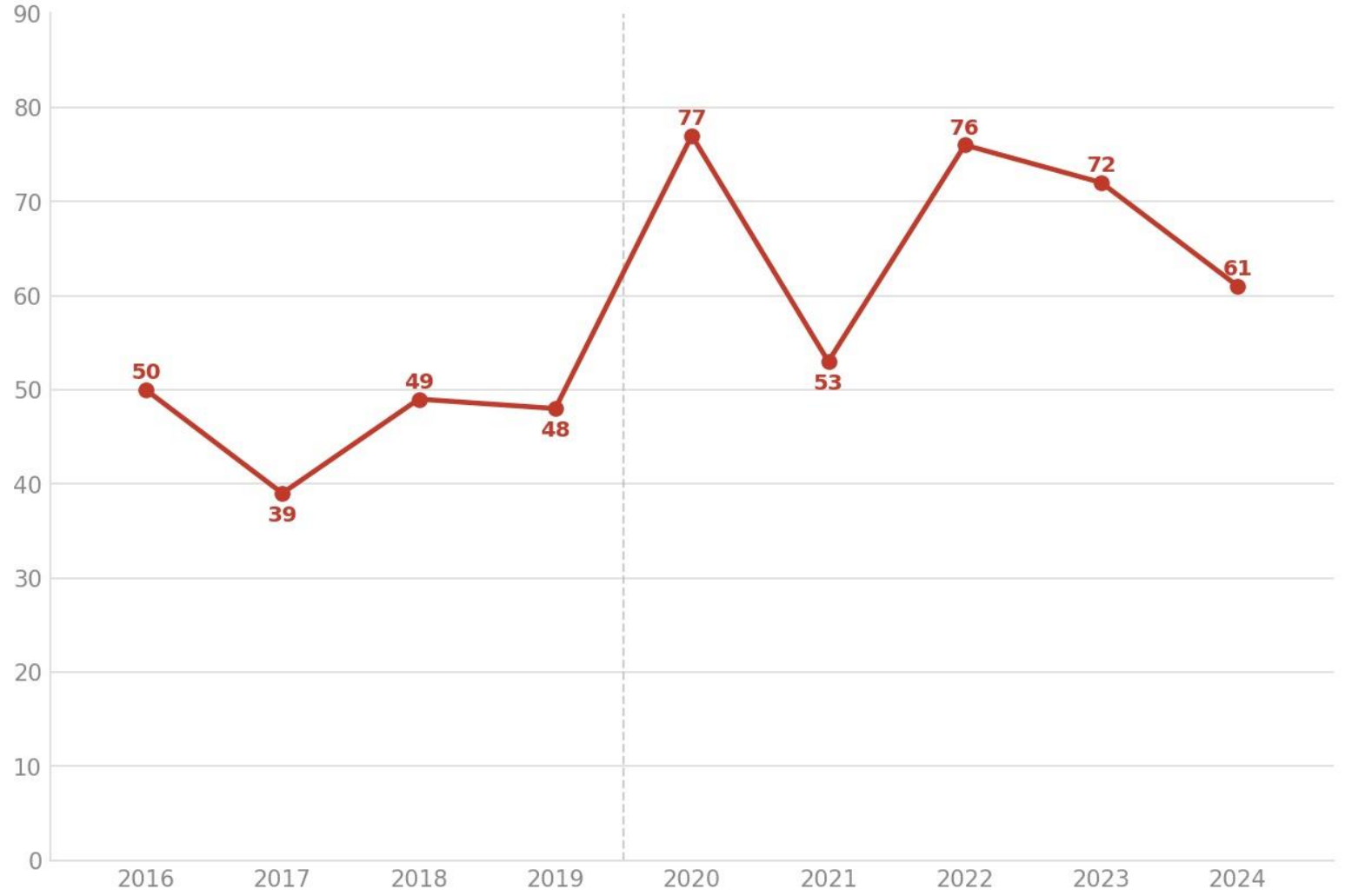
That is roughly one pedestrian killed every 5 days — every year — for five straight years.

Fatalities by county

Travis	**243**	72%
Williamson	**42**	12%
Hays	**26**	8%
Bastrop	**22**	6%
Burnet	**3**	1%
Caldwell	**3**	1%

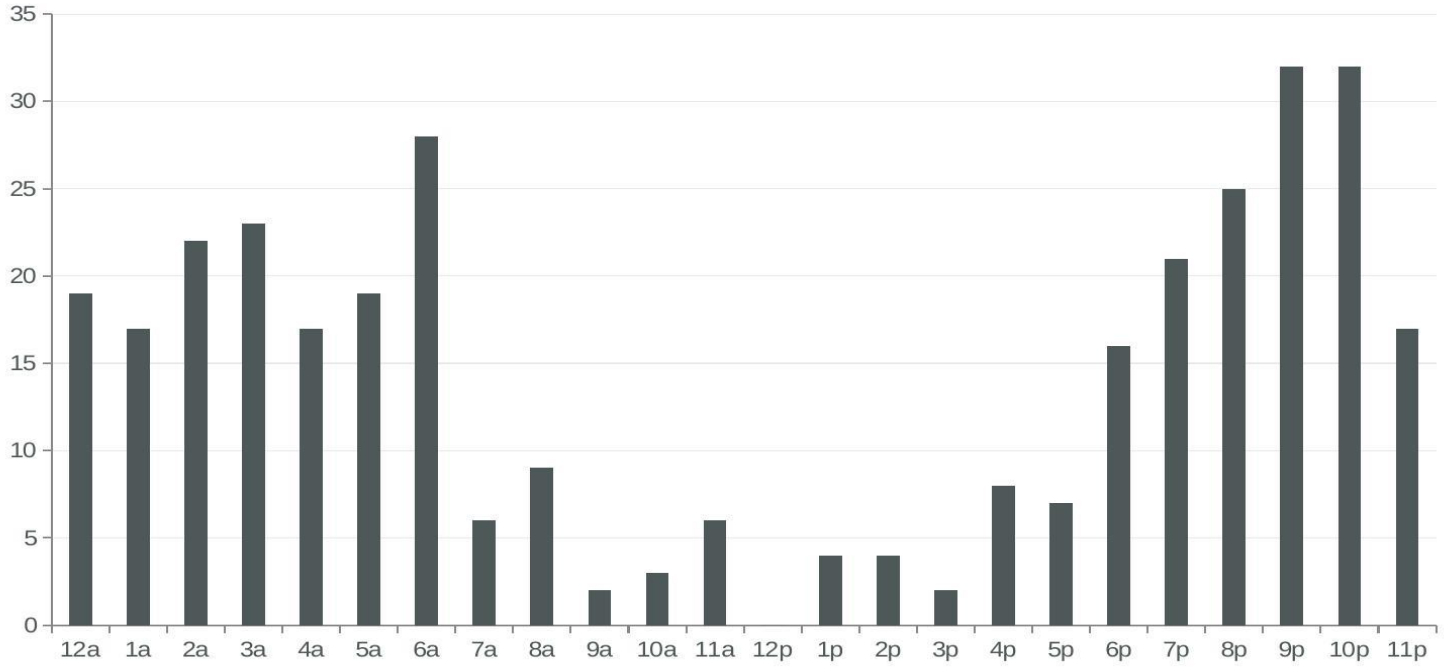
Fatalities Over Time

Counts remain consistently high



When Do Fatal Crashes Happen?

76.7% occur between 6 PM and 6 AM



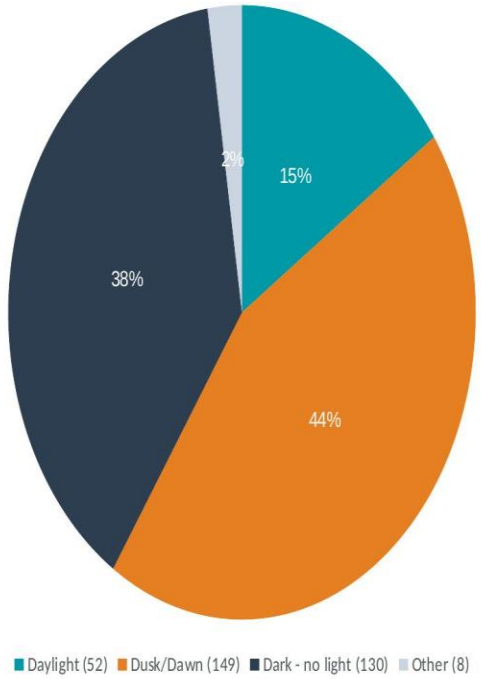
260
fatalities
6 PM – 6 AM

9–10 PM
deadliest
hours (32 each)

143
fatalities
6 PM – midnight

Darkness Is a Defining Factor

83.5% of fatalities in dark or low-light conditions



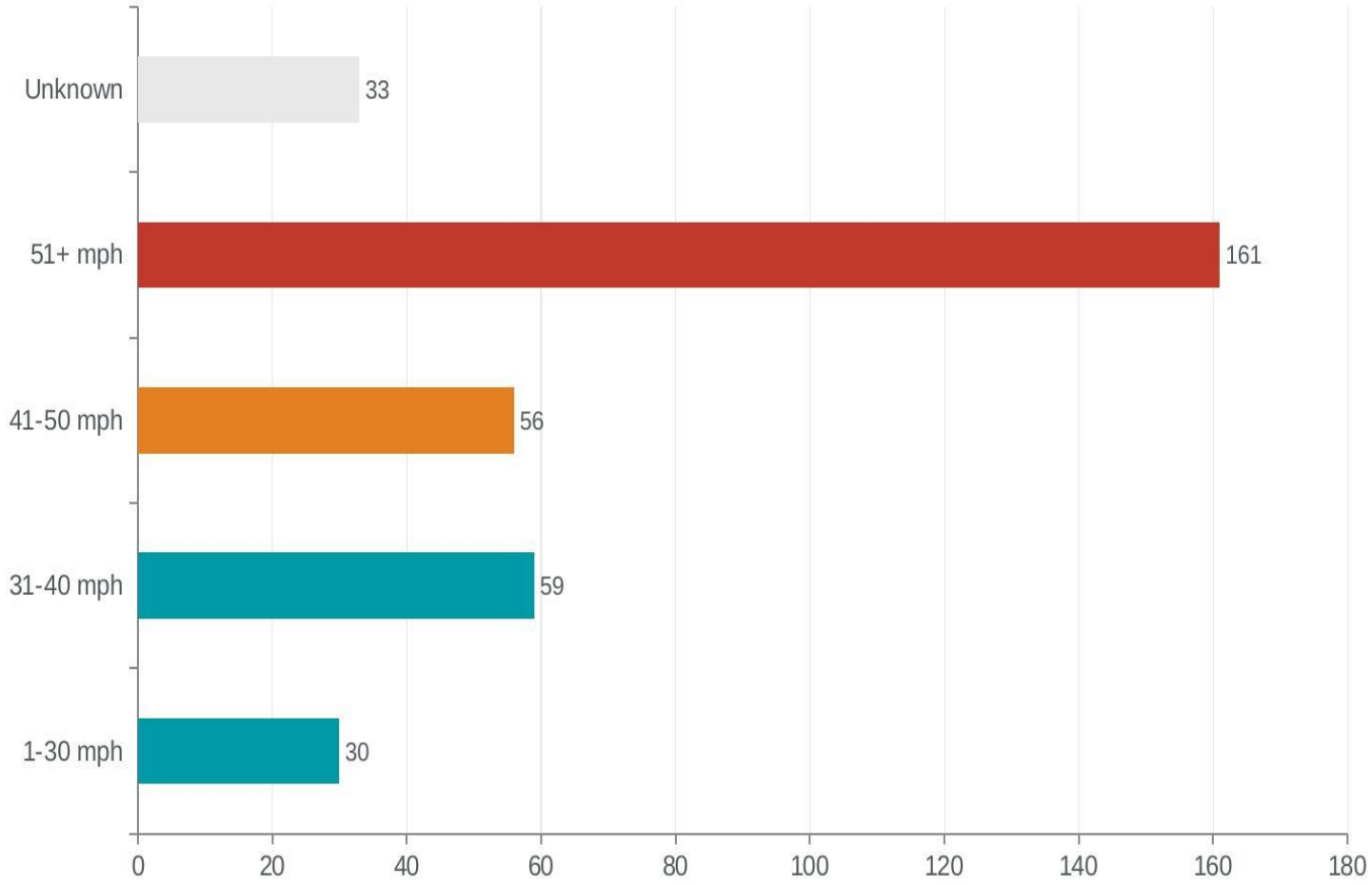
15%
of fatalities in daylight

44%
at dusk, dawn or low light

38%
in complete darkness (no streetlight)

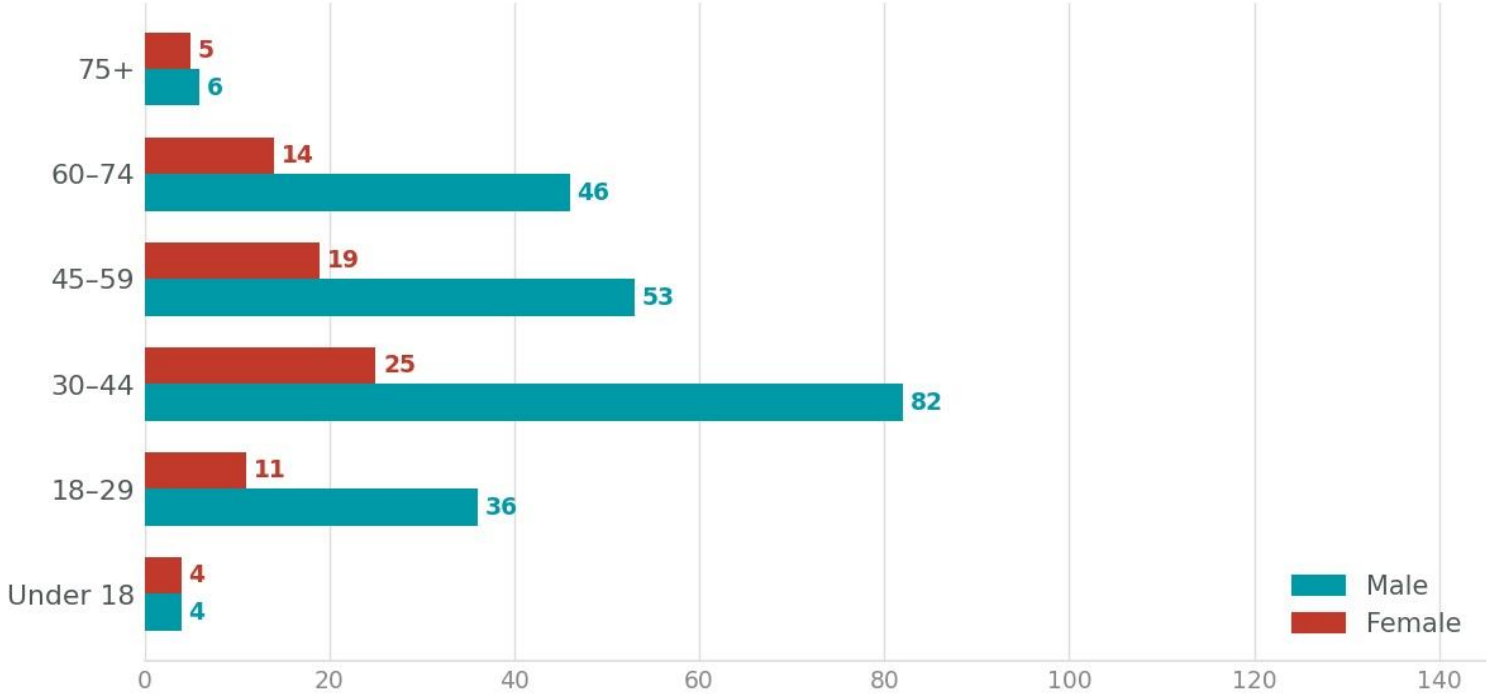
Speed and Fatality Risk

47% of deaths on roads posted 51+ mph



Age & Gender of Fatalities

Age and gender of fatalities across all 6 counties



73.5%
Male pedestrians
(249 of 339 fatalities)

30–44
Most affected
age group (115 deaths)

Older Adults (65+)

Where older pedestrians are being killed 2020–2024

40
pedestrians 65+ killed

25%
killed in full daylight

60%
on roads posted ≤40 mph

Where older pedestrian fatalities are occurring (2020–2024)

Concentrated in Travis County — urban, not rural

78% of older adult fatalities occurred in Travis County. 98% were in urban areas. IH-35, US-290, and SL-275 appear most frequently.

More likely on lower-speed roads than other age groups

60% of older adult fatalities occurred on roads posted ≤40 mph, compared to 30% for pedestrians under 65.

Higher share of daylight and dusk/dawn crashes

25% were killed in full daylight and 30% at dusk or dawn — compared to 13% daylight and 16% dusk/dawn for pedestrians under 65.

Source: CRIS primaryperson extract matched to CAMPO fatal pedestrian crashes 2020–2024. n=306 with valid age. Age 65+ n=40.

Homeless & Drugs

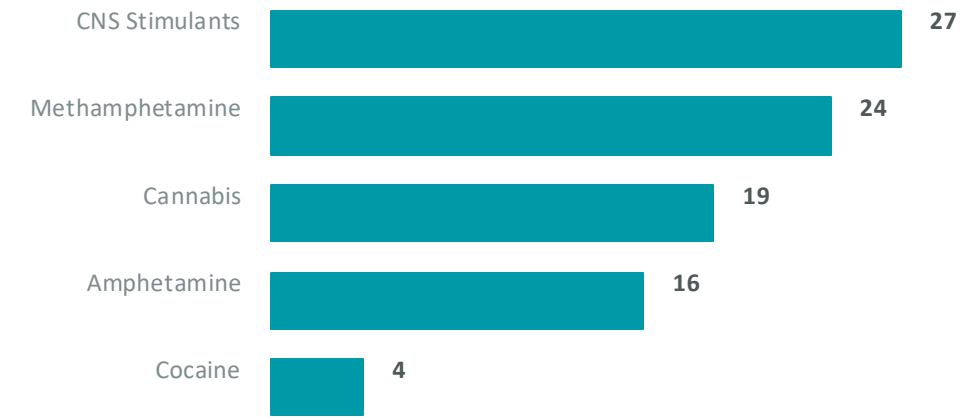
Fatal pedestrian crashes matched to police reports 2020–2024

12.3%
homeless or transient

31.2%
of fatal crashes involved drugs

44.7%
of homeless victims had drugs

Most common drug types in pedestrian victims (all fatal crashes, 2020–2024)



Source: 308 of 374 fatal crash IDs (2020–2024) matched to narrative review (249 from book3 2020–2023; 59 from investigator narratives 2024). Homeless status from officer narrative review. Drug data from toxicology fields (2020–2023) and narrative keywords (2024).

Where and Which Days

83% mid-block

Saturday is

the deadliest

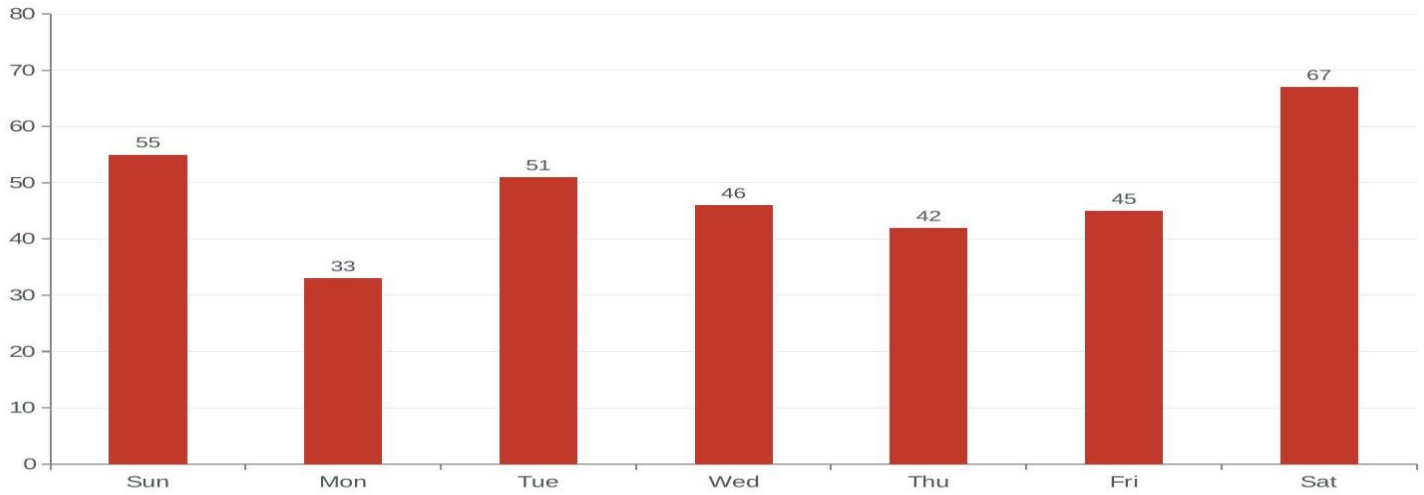
day

281

mid-block
fatalities (83%)

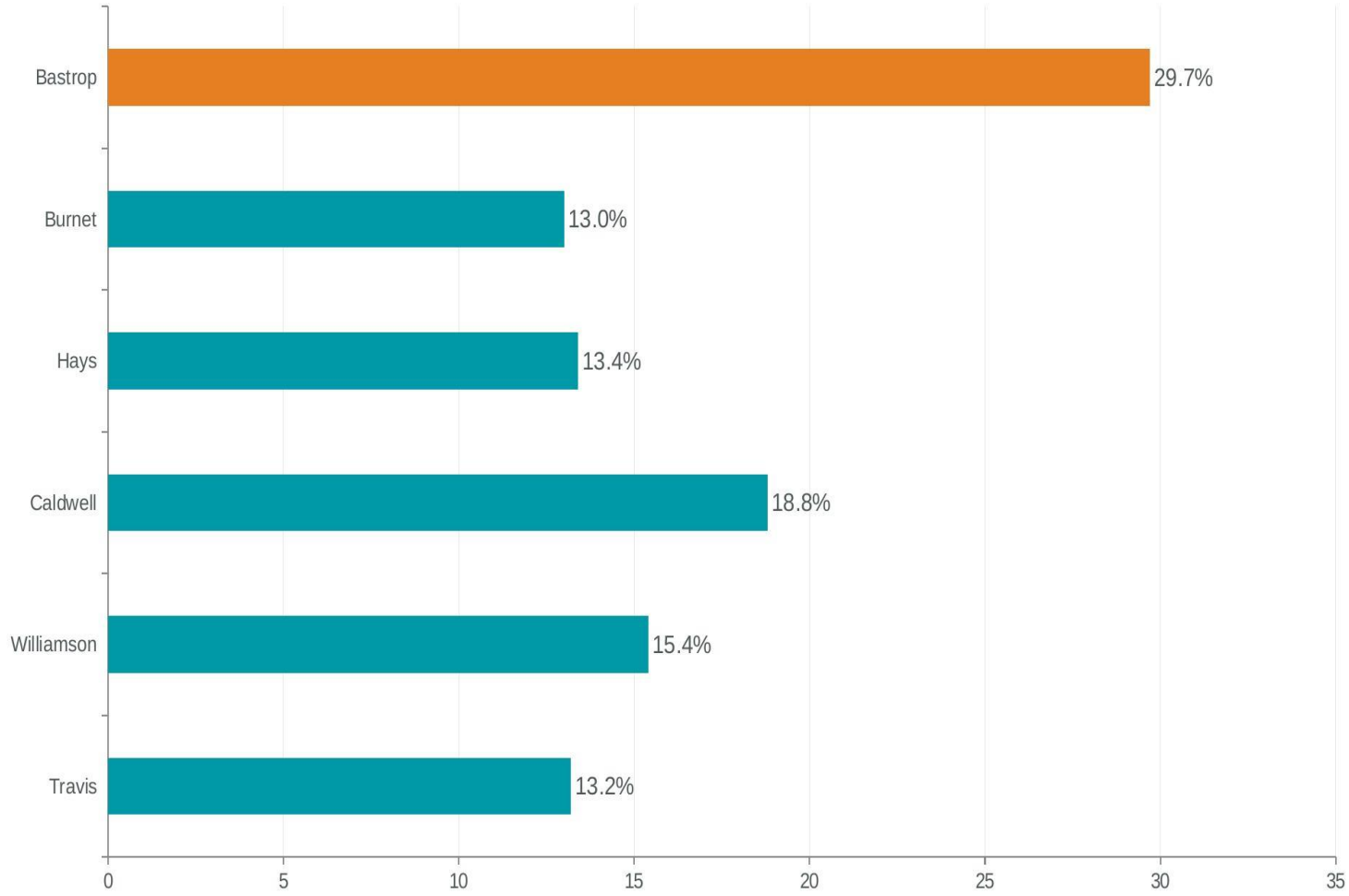
58

at intersections
(17%)



Proportions by County

Bastrop stands out — nearly double every other county



Key Findings

What the fatality data tells us

01 355 pedestrians killed across 6 counties (2020–2024) — roughly 1 death every 5 days

02 76.7% of fatalities happen between 6 PM and 6 AM — darkness dominates

03 12.3% of fatal crash victims were confirmed homeless or transient (2020–2024); 31.2% of all fatal crashes involved drugs — and 44.7% of homeless victims had drugs in their system

04 Older adults (65+) account for 12.9% of fatalities — 60% on lower-speed roads, 25% in full daylight

05 83% of fatalities are mid-block; Saturday is the deadliest day and 9–10 PM the deadliest hours

06 Bastrop County: 29.7% fatality rate — nearly double the regional average

CAMPO's Response to Pedestrian Safety

Plans, programs, and actions underway across the six-county region

Regional Safety Action Plan

Adopted

November 2025

Goal: Reduce fatal & serious-injury crashes by 50% by 2035 — eliminate entirely by 2050

Infrastructure

Safety-driven improvements to roads, crosswalks, and signals

Programs

Safety programs and policy recommendations

Enforcement

Improving traffic enforcement practices region-wide

Education

Building road safety culture and awareness

Equity

Prioritizing investments in underserved communities

County plans completed for Caldwell, Hays & Williamson. Bastrop & Burnet in development. Travis County developed its own coordinated plan.

CAMPO

TDM Program

Transportation
Demand Management

Reducing trips
before they happen

What is TDM? Strategies that shift commuter behavior — reducing vehicles on the road by promoting alternatives to driving alone.

Carpool & vanpool matching

Connecting commuters region-wide through Commute Solutions, CAMPO's ridematching platform

Employer partnerships

Working with employers to offer telework, flex hours, transit passes, and cash-out incentives

Movability Austin

CAMPO partners with Movability, Central Texas's TMA, to connect employers with commute solutions

Active transportation

Supporting walking and biking to reduce short vehicle trips — reducing pedestrian exposure

Data & monitoring

CAMPO's TDM Subcommittee tracks vehicle miles reduced and emissions avoided region-wide

commutesolutions.com · movabilitytx.org · campotexas.org

CAMPO

High Injury Network

Identifying the region's most dangerous corridors

What is the High Injury Network?

The HIN identifies roadway segments and intersections with a disproportionately high concentration of fatal and serious-injury crashes. It allows CAMPO and partners to direct safety investments where they will have the greatest impact.

Pedestrian crashes

Fatalities and serious injuries are concentrated along high-speed arterials — particularly in Travis and Williamson counties

Speed & lighting

Roadways posted 40–55 mph with poor lighting account for a disproportionate share of fatal pedestrian crashes

Mid-block risk

The majority of HIN pedestrian locations are mid-block — reflecting gaps in safe crossing infrastructure

Equity overlap

Many HIN corridors run through historically underserved communities, compounding risk for vulnerable populations

Source: CAMPO Regional Safety Action Plan, November 2025 · campotexas.org/regional-safety-action-plan

School Pool Program

Safer school commutes.
Fewer cars. Safer streets.

SchoolPool — a CAMPO initiative with Movability — matches families for carpool, bikepool, and walkpool to reduce vehicle trips around school campuses.

Opt-in matching

Schools enroll; families register via a school-exclusive link to find nearby carpool partners

Multi-modal

Supports carpool, bikepool, and walkpool — increasing children walking and biking safely to school

School grants

Schools receive $500 to launch, plus $100 bi-monthly for maintaining or growing participation

Pedestrian safety link

Fewer vehicles around school zones directly reduces pedestrian crash risk for students

Scale goal

Piloting across Central Texas with a goal to expand across all six CAMPO counties

schoolpool@campotexas.org · movabilitytx.org/schoolpool

Data Limitations

Important context before drawing conclusions

?

Housing / homeless status

CRIS structured fields do not capture housing status. A supplemental review of police report narratives for 249 of 315 fatal crash records (2020–2023) identified 38 confirmed homeless or transient victims — 15.3% of matched fatalities. This finding comes from narrative review, not CRIS data fields, and should be interpreted accordingly.

!

Underreporting

Only crashes reported to law enforcement are included in this dataset. Minor pedestrian incidents and near-misses are not captured in CRIS records.

Questions?

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Planning At Scale: Regional Coordination & Data Driven Strategies

North Houston Highway Improvement Project (NHHIP)

Digital Tools, Traffic Simulation & Construction Risk Mitigation for Pedestrian Safety

Pedestrian Safety Forum

May 2026

METRONOW

Agenda

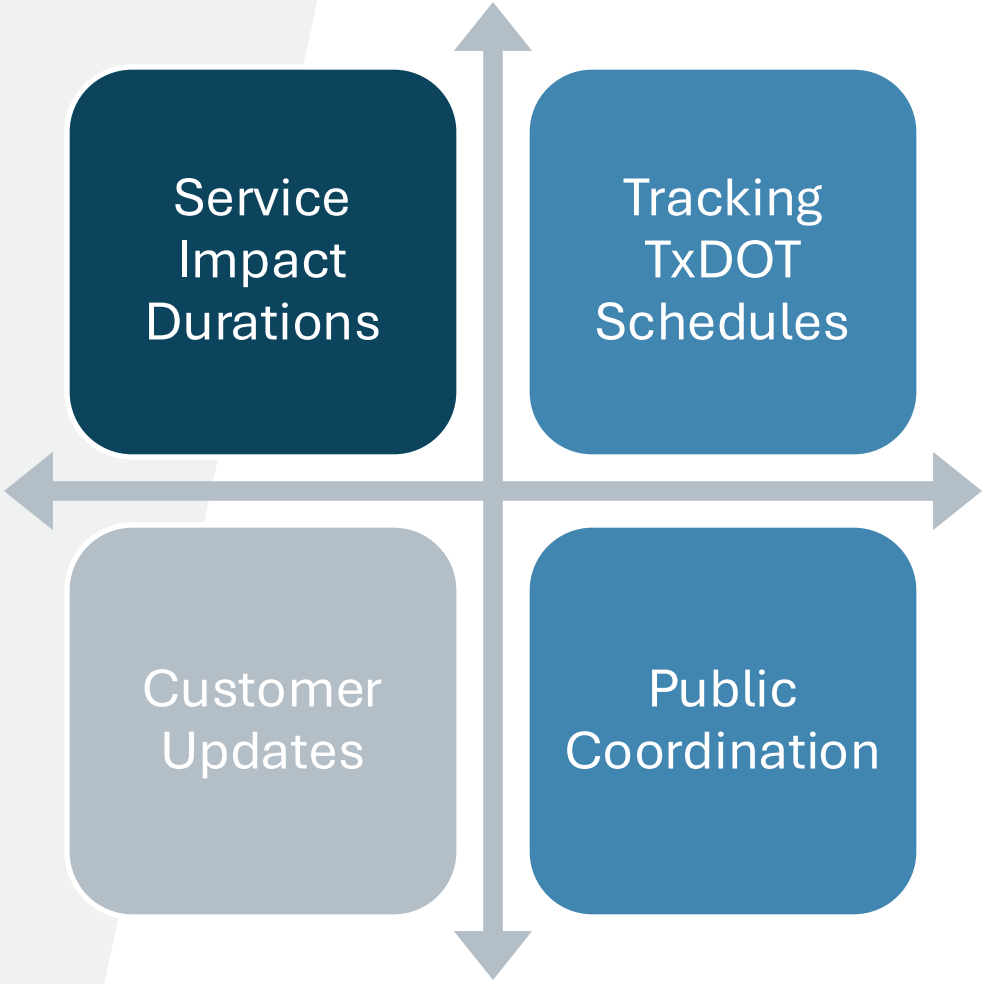
SCALE

PROCESS

PRODUCT

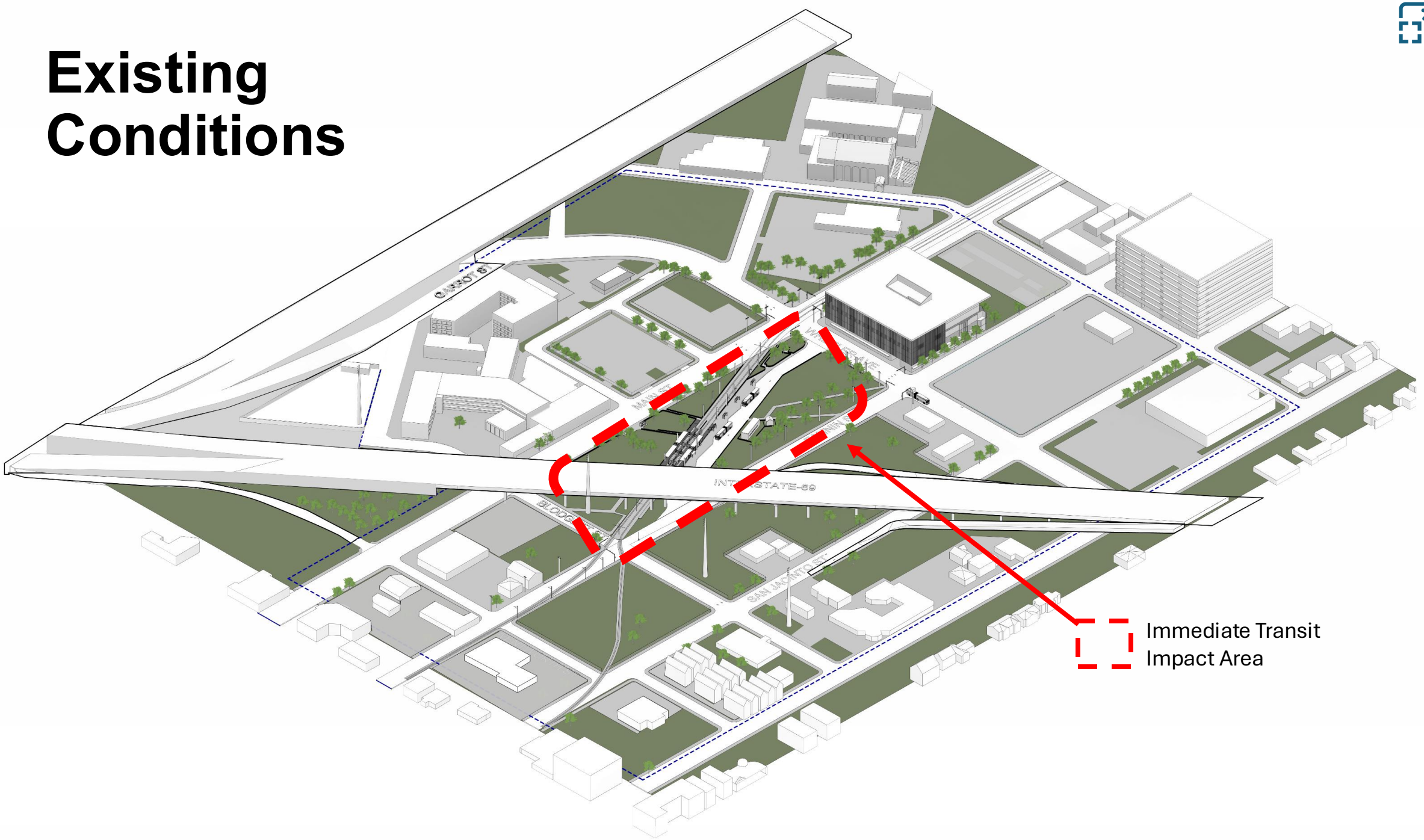
NHHIP – Comprehensive Coverage

Measuring service impacts *before* construction:

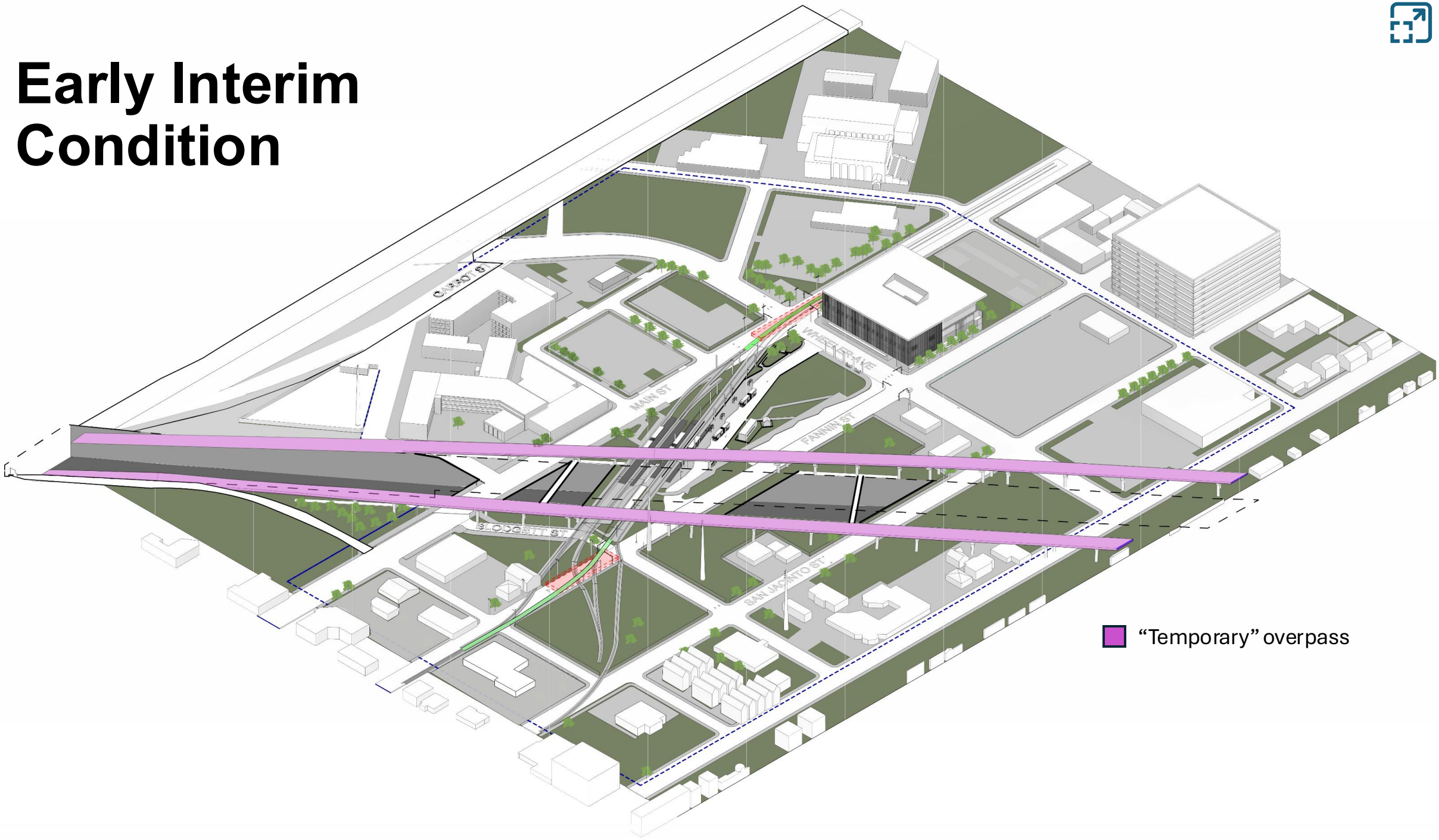


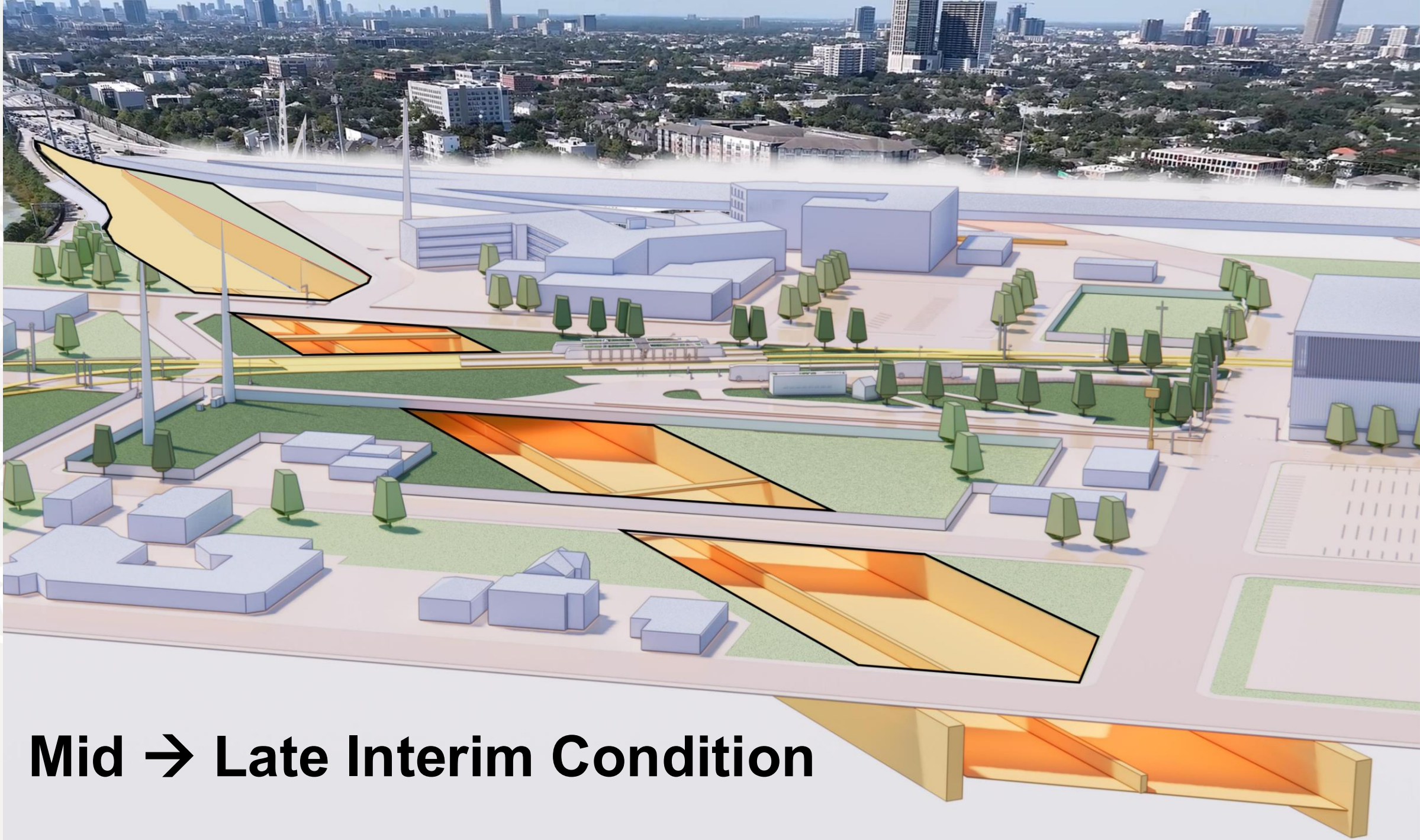
- Maintains system functionality
- Minimizes service disruptions
- Protects agency assets
- Communicates changes efficiently
- Ensures safety after construction

Existing Conditions

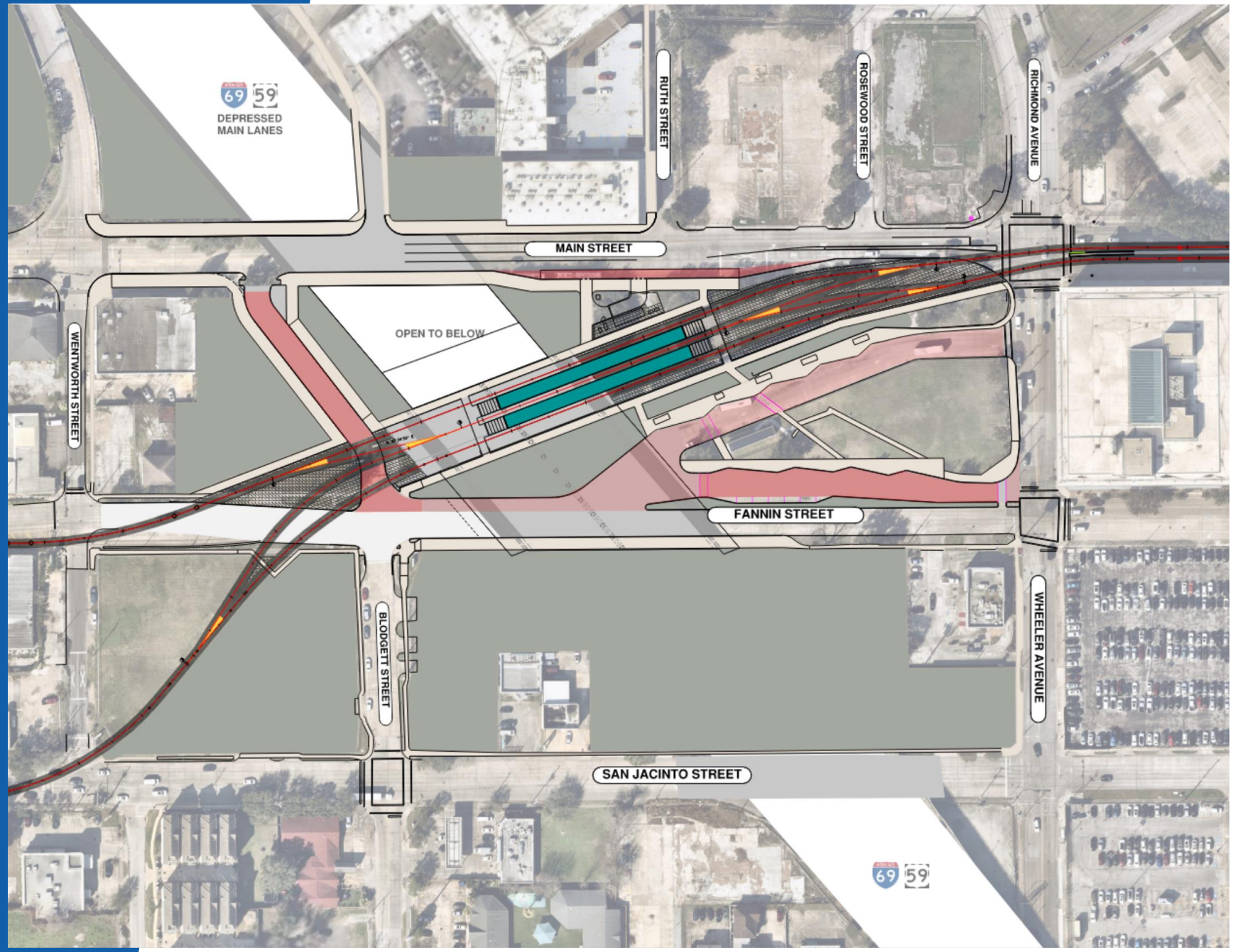


Early Interim Condition



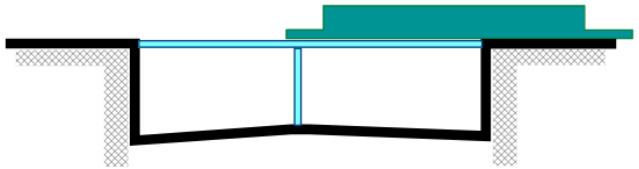


Mid → Late Interim Condition



2038

Final Design Condition



Depressed main lanes

Structural cap

Wheeler transit station

Navigating construction phases

Tier I
- Dual Track (Regular, Directional Operations)
  - One Existing & One New Track/Platform

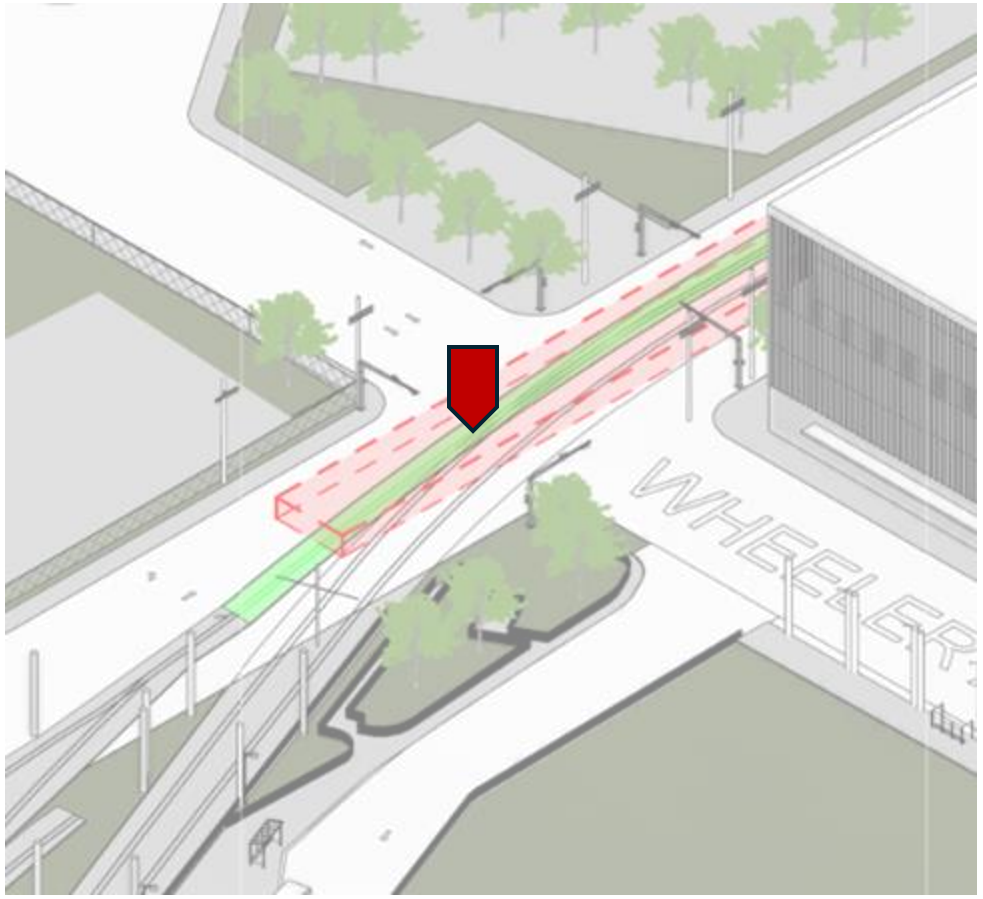
Tier 2
- Single Tracking (Bidirectional) with Pocket Track
  - Supplemental Bus Bridges, as needed

Tier 3
- Single Tracking (Bi-directional) without Pocket Track
  - Bus Bridges, as needed

Tier 4
- LRT Outage with Functional Tracks & Bus Bridging
  - Construction outside revenue or extended non-revenue window

Tier 5
- LRT Outage with no functional track to ROC
  - Includes track or system, physically preventing operations

WORST CASE SCENARIO. AVOID TO EXTENT POSSIBLE.



SINGLE LANE
CLOSURES

FULL STREET
CLOSURES

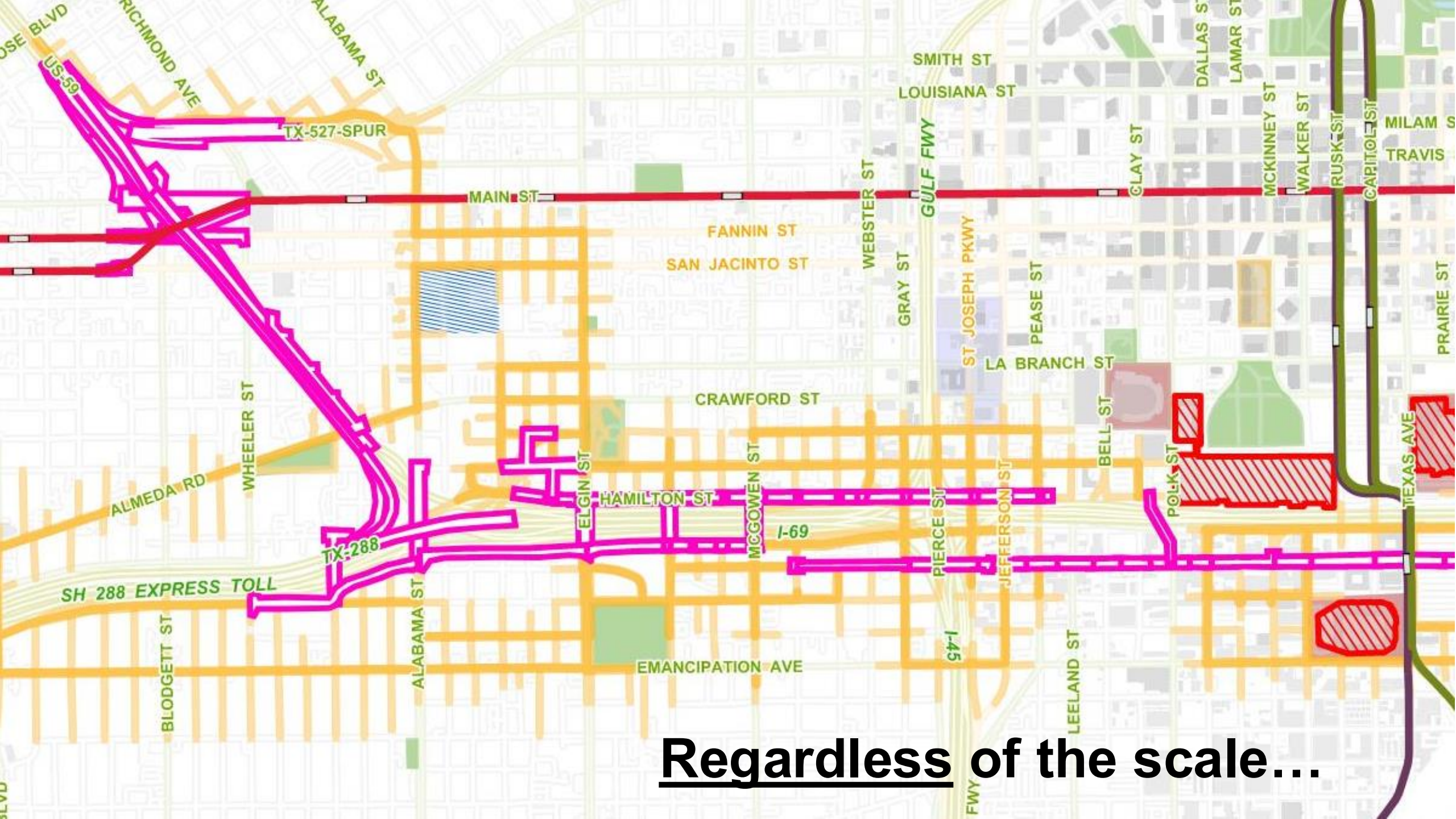
CONGESTION
IMPACTS

MULTIMODAL VARIABLES

Can we still measure impacts to the pedestrian?

MEASURING TO PRESERVE & PROTECT

Goals:	Objectives:	Strategies:
Pedestrian Access and Safety	• Enhance pedestrian safety & comfort. • Maintain continuous access for pedestrians during construction.	• Implement clear and safe pedestrian pathways. • Ensure proper signage and communication about alternate routes.
Continuous Access to Bus Bays	• Minimize disruptions to bus services. • Ensure convenient access for transfers for customers.	• Develop a robust METRO bus detour plan. • Maximize all bus bays (new and old) to maintain consistent service.
Continuous Rail Operations	• Ensure continuous operations. • Minimize service disruptions.	• Prioritize rail operation upgrades. • Have flexibility for shutdown scenarios.



<u>Regardless</u> of the scale…

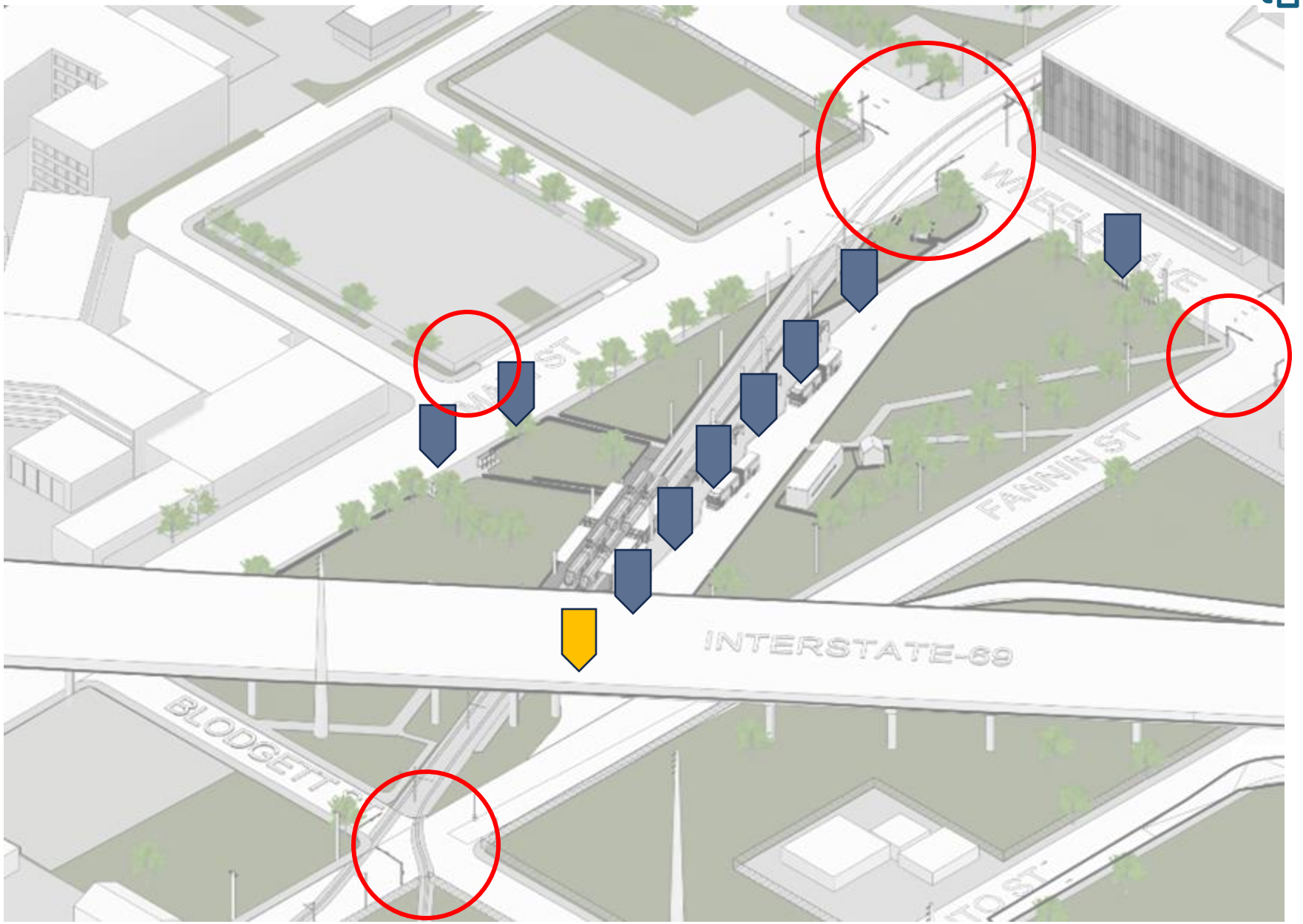
Initial Prep-work

Understand where pedestrians start the journey in the site

Obtain field observations and feedback for deviating with existing operations.

25 65 5

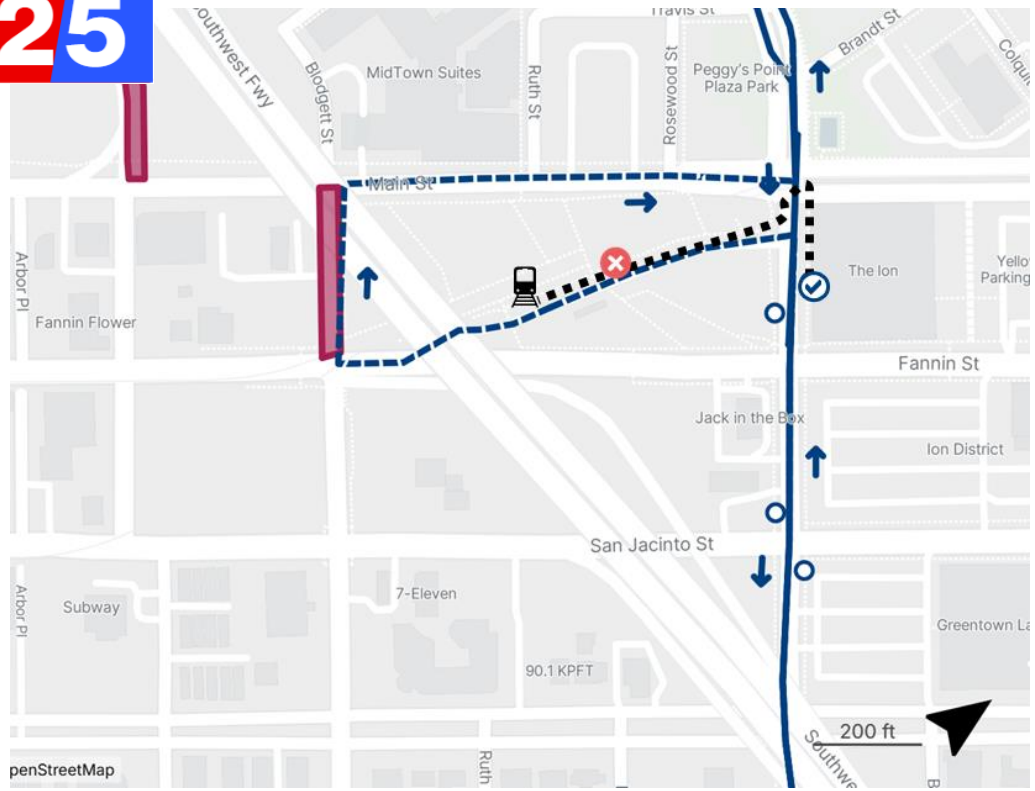
6 Interior Bus Bays
1 Interior METROLift Bay
3 Periphery Bus Stops
10 total spots



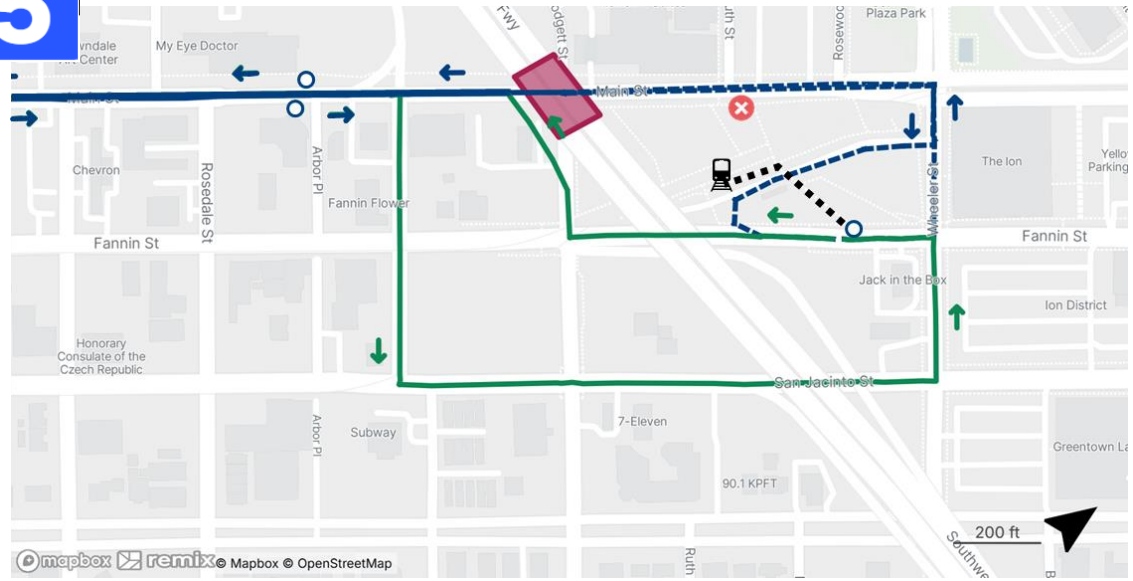
Example Detours

- Existing bus path
- Discontinued bus path
- New bus path
- Existing bus stop
- New bus stop
- Discontinued bus stop
- Temporary bus stop
- Red Line station
- Transfer walking path
- Road/construction closure

25



65



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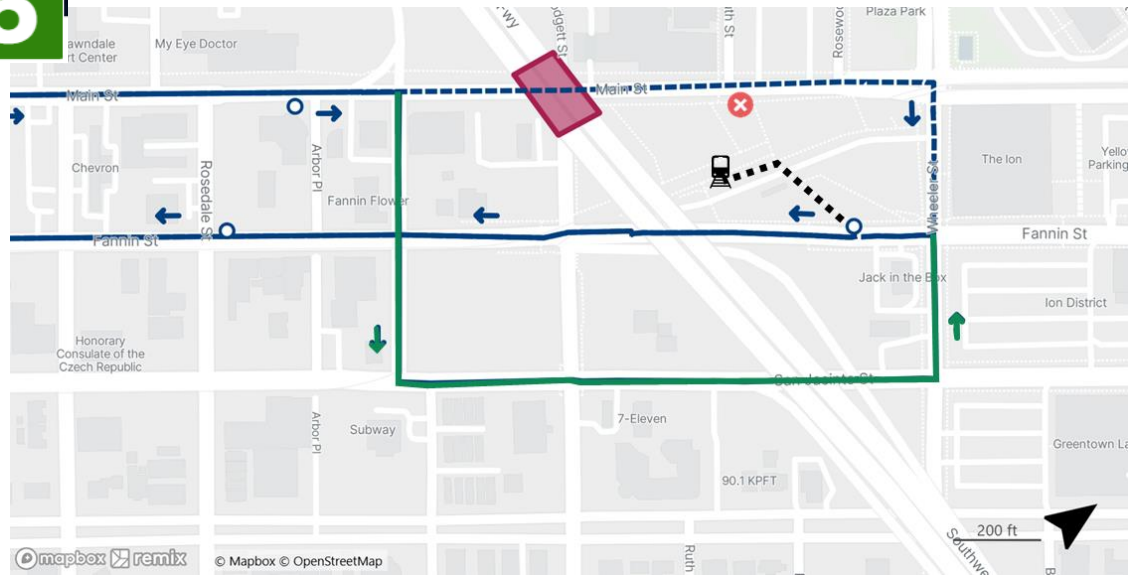


Early Pedestrian Risks (0-3 years)

Figure 5. Average Speed Heat Map

SINGLE LANE
CLOSURES

FULL STREET
CLOSURES

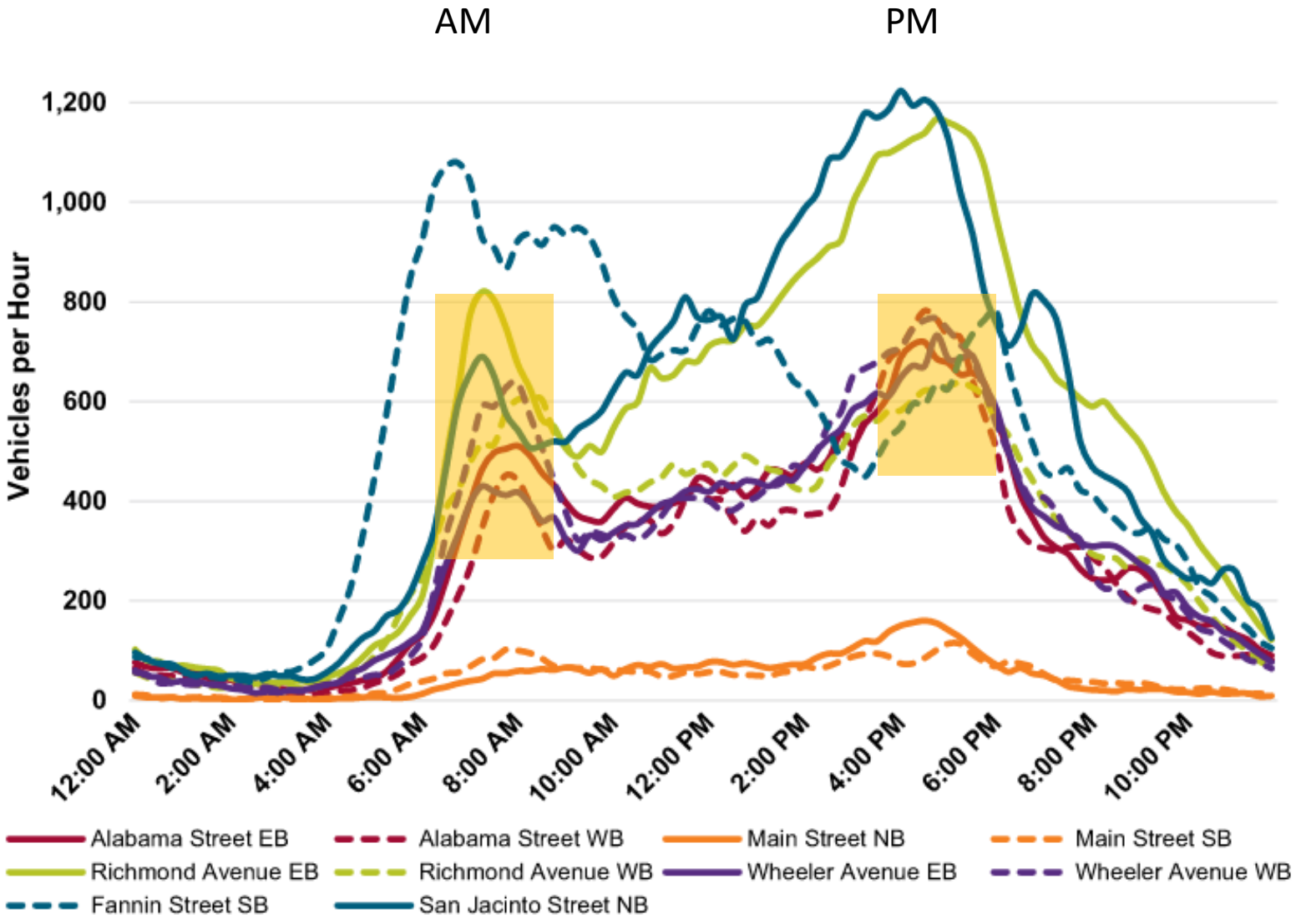
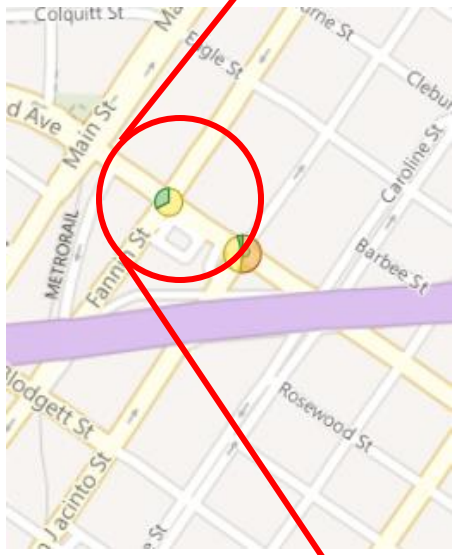
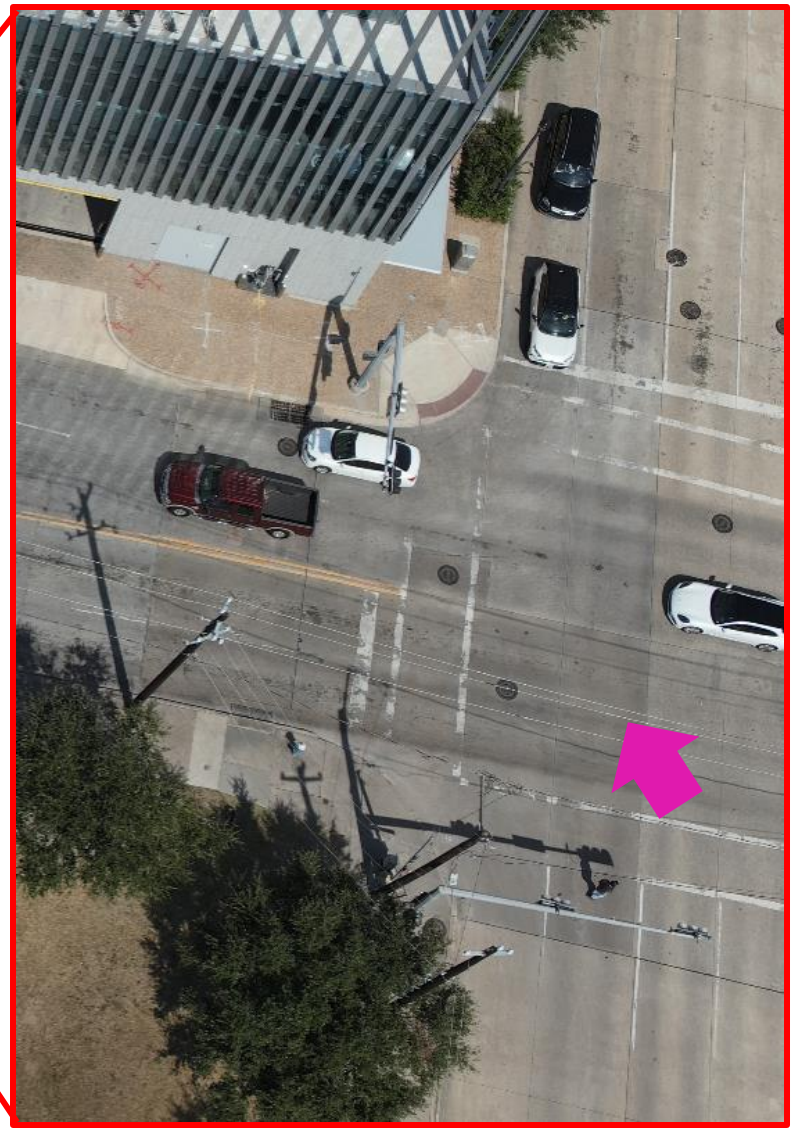


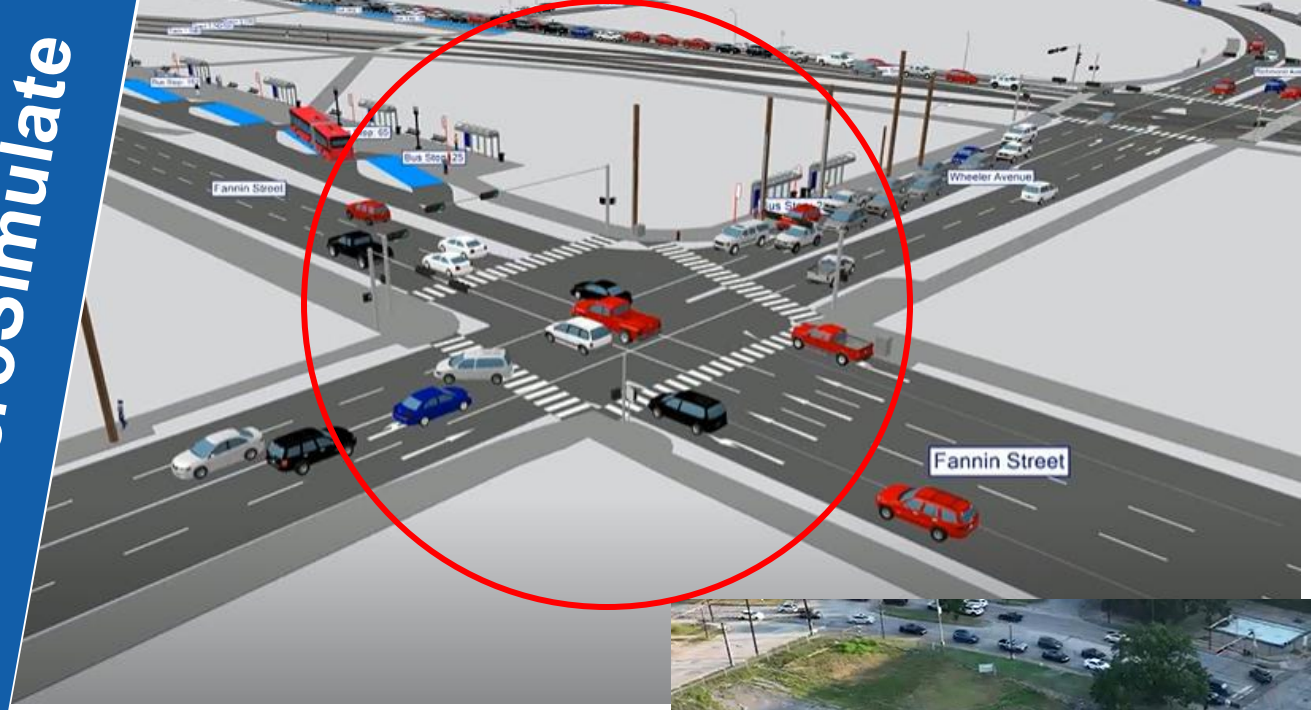
Figure 3. 24-hour Count Hourly Traffic Volumes

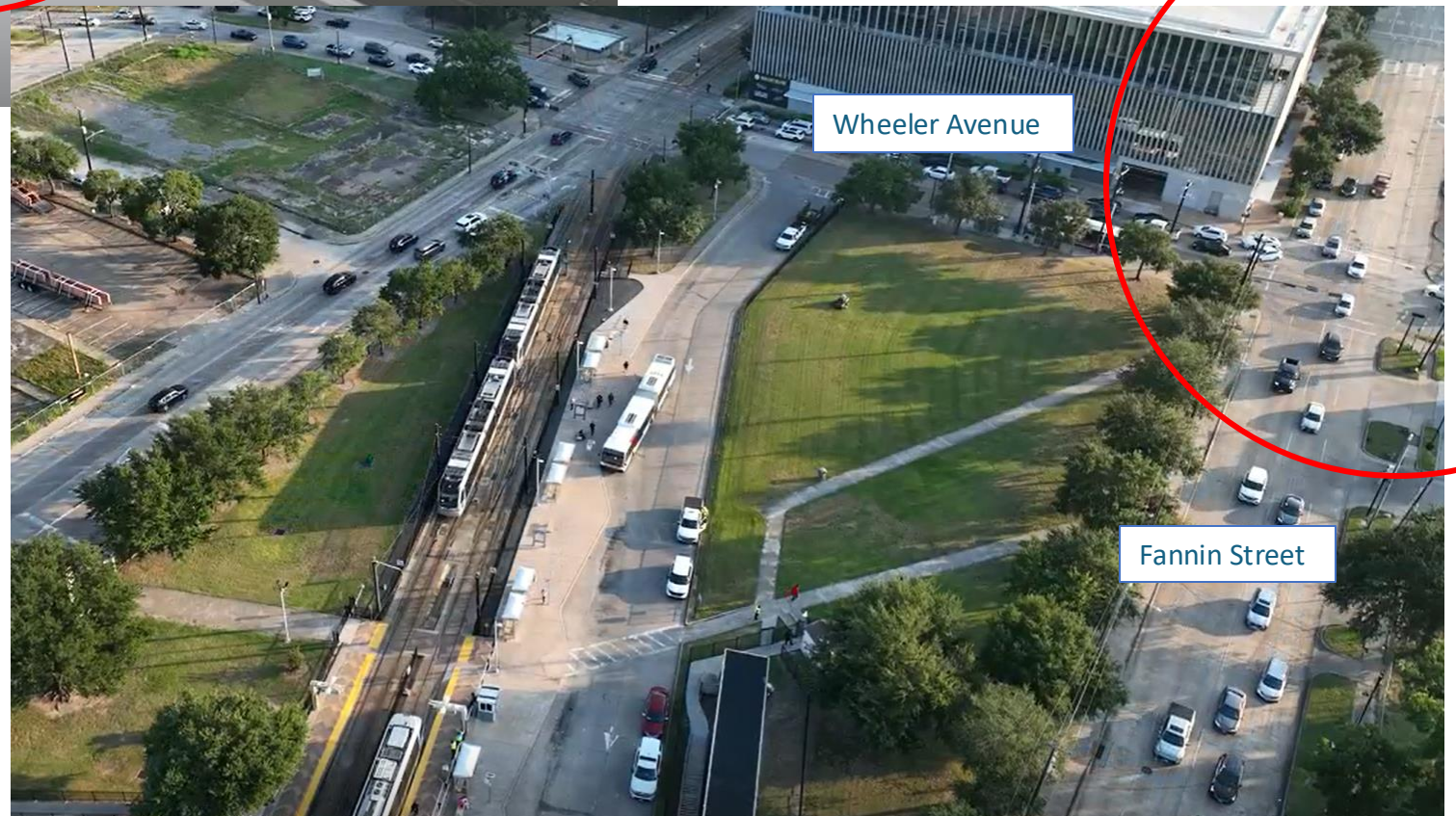
Dive into the Pedestrian Safety Data



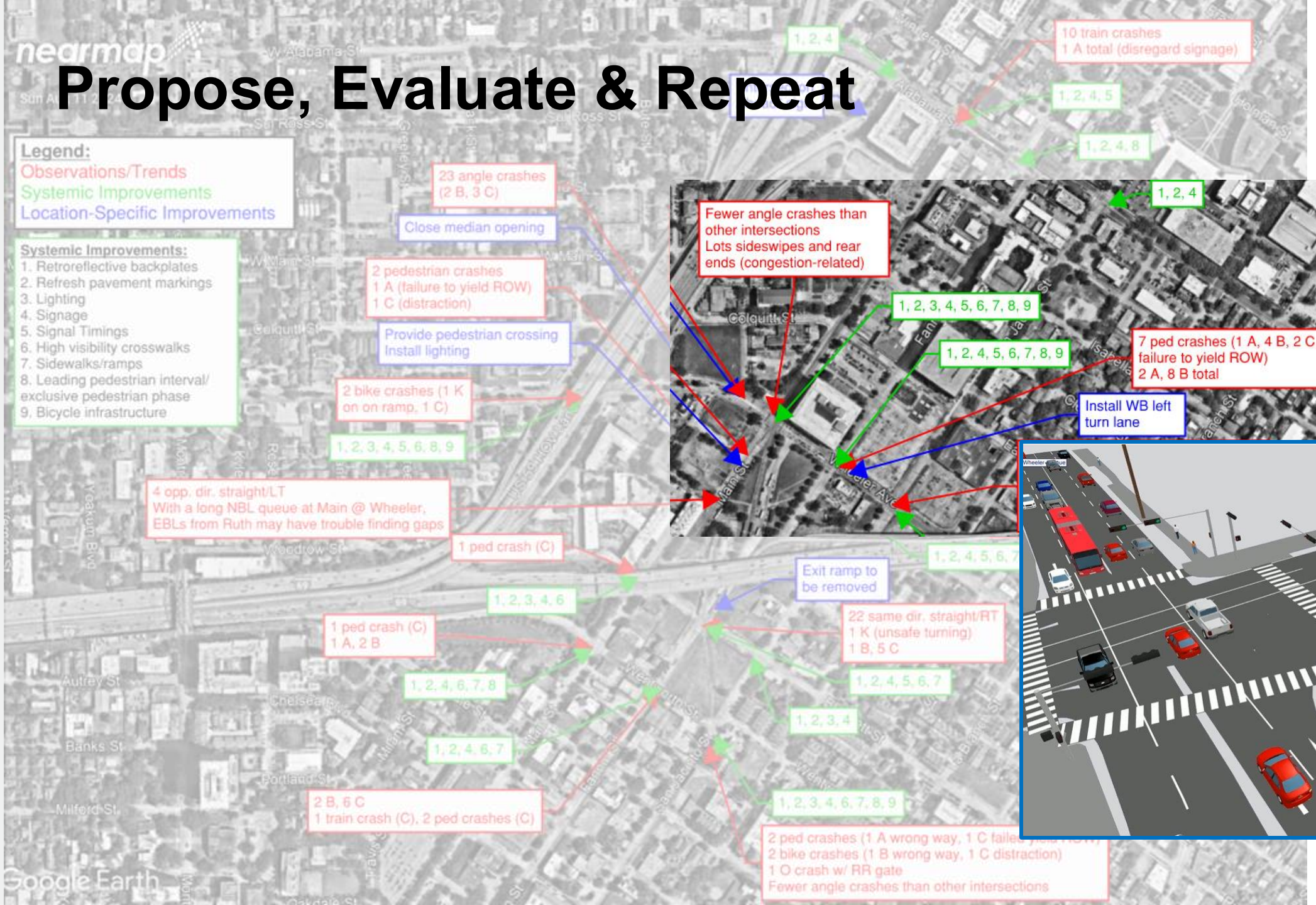


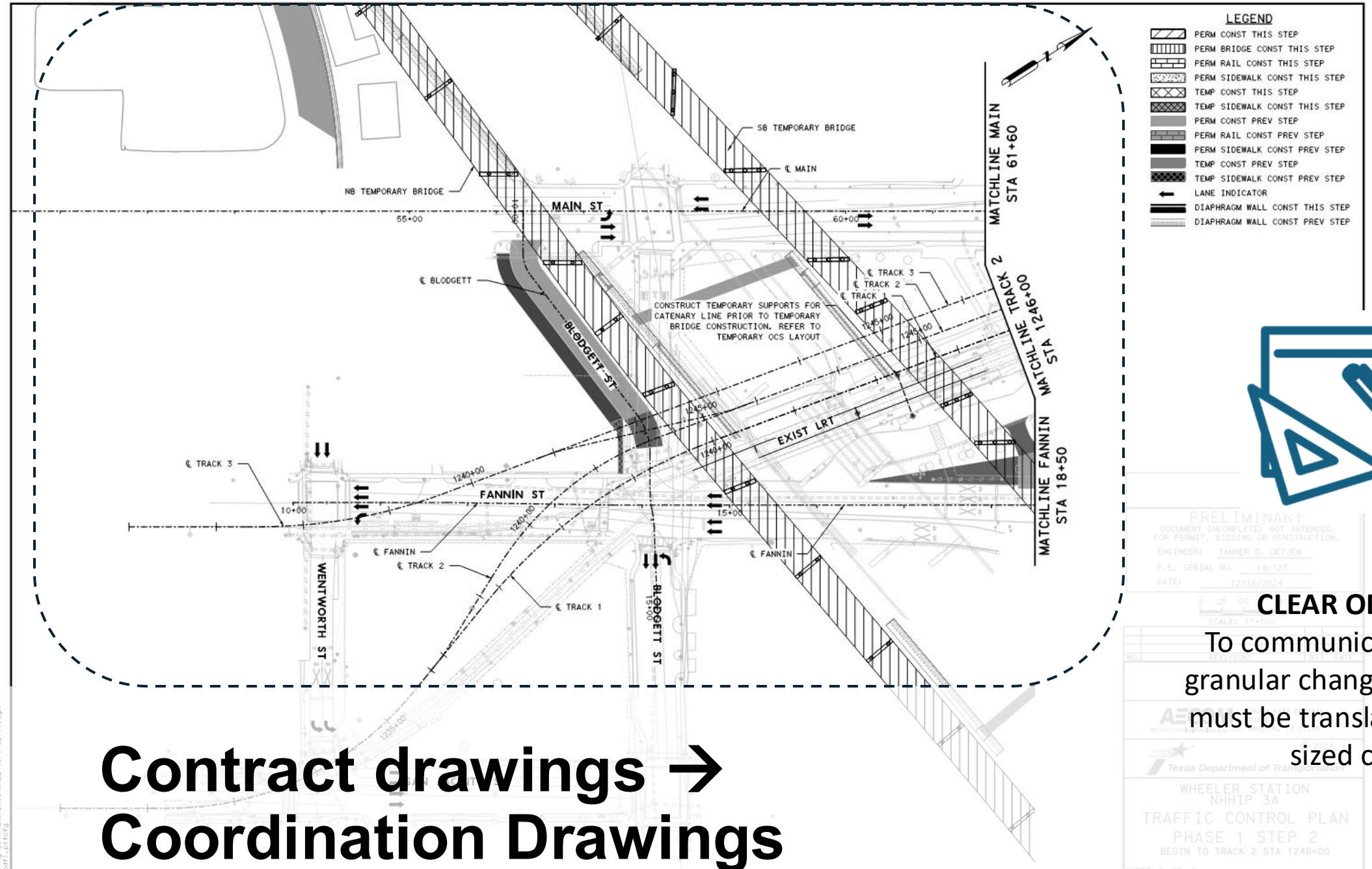
Simulate, Calibrate and MicroSimulate





Propose, Evaluate & Repeat



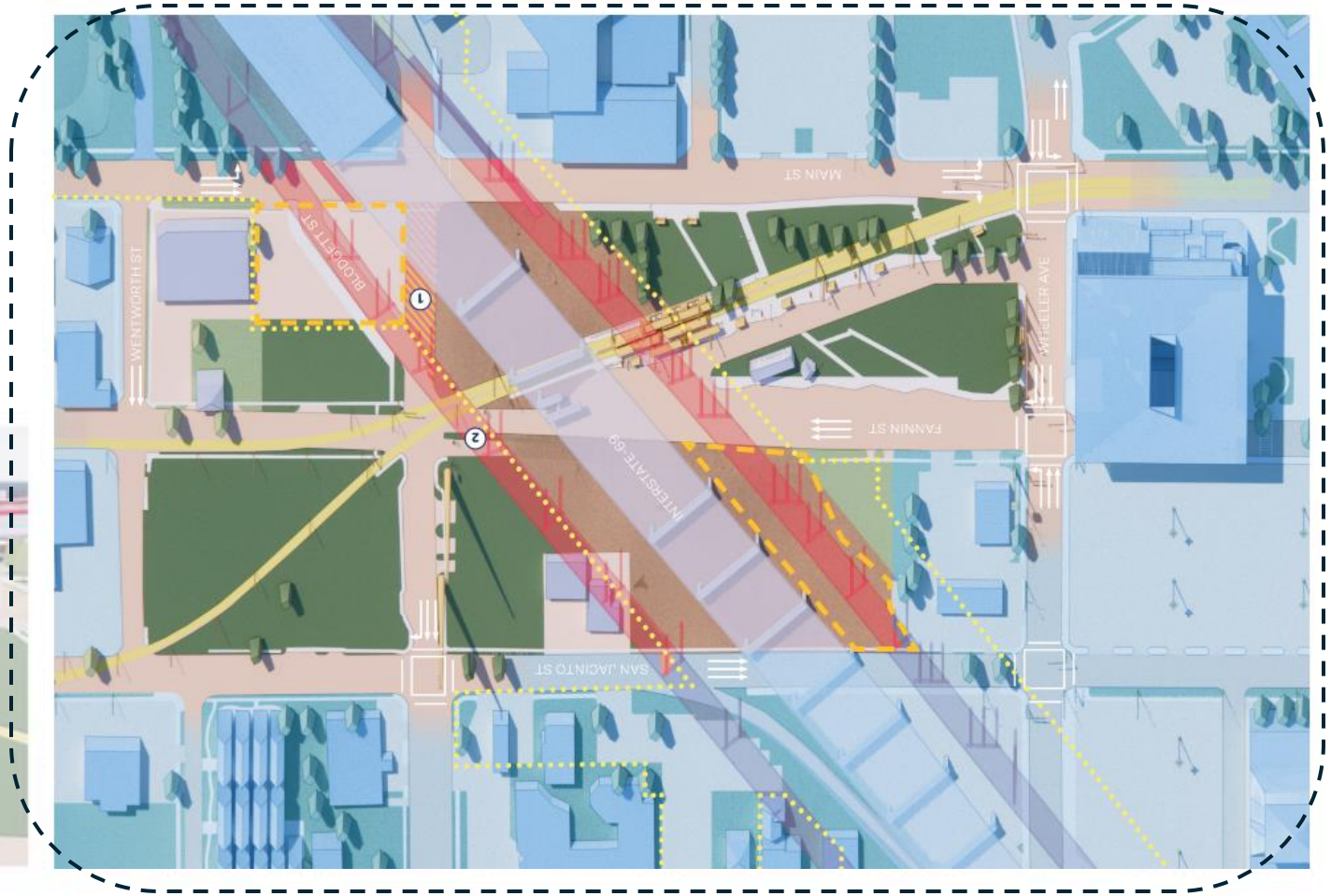


Contract drawings → Coordination Drawings

CLEAR OBJECTIVE

To communicate the most granular changes, complexity must be translated into bite-sized chunks

Phase 1 Step 2



Sidewalks (sq ft)	55,033 (Existing)	41,085 (This Phase)
Softscape (sq ft)	322,180 (Existing)	247,749 (This Phase)
Hardscape (sq ft)	240,932 (Existing)	320,804 (This Phase)
Tree Canopy	54 Trees	27 Trees

Previous Phase

Areas not counted towards surface calculations

NHHIP Impacts

Demolition / St. Closure

1. Old Blodgett St. Perm. Closed

New Construction

2. Temporary Bridges

Sidewalks (sq ft) 55,033 (Existing) 41,085 (This Phase)
Softscape (sq ft) 322,180 (Existing) 247,749 (This Phase)
Hardscape (sq ft) 240,932 (Existing) 320,804 (This Phase)
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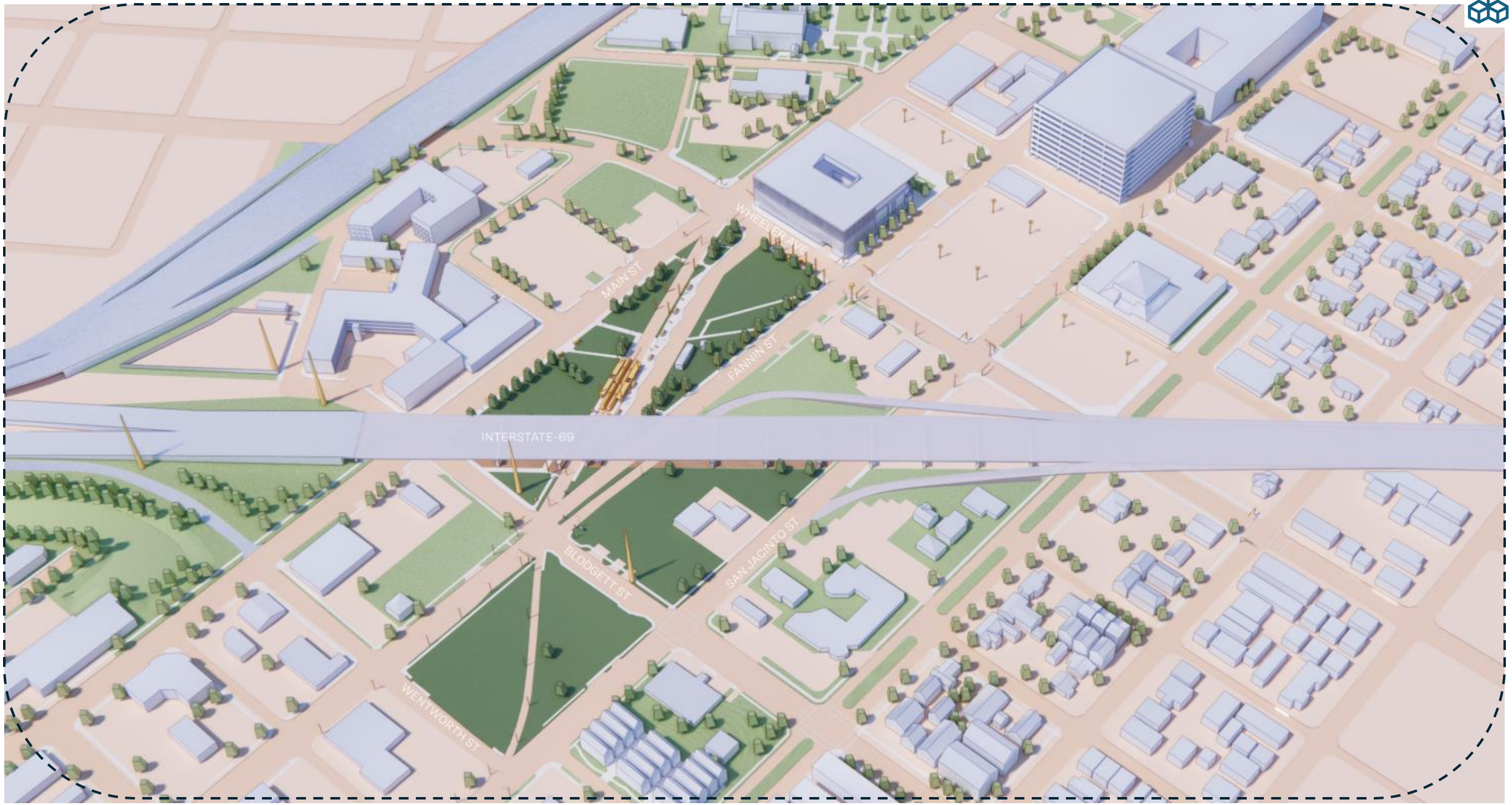
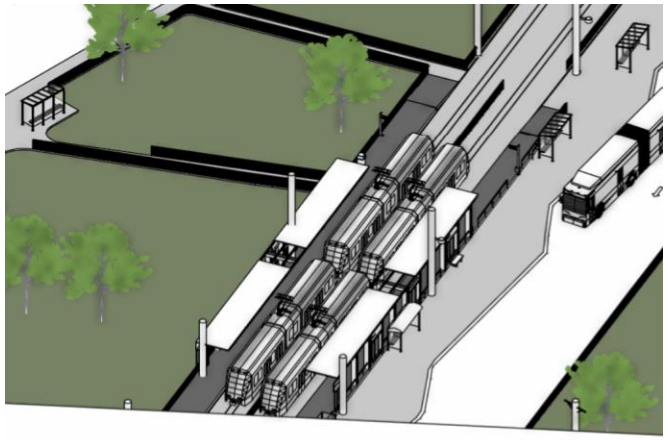
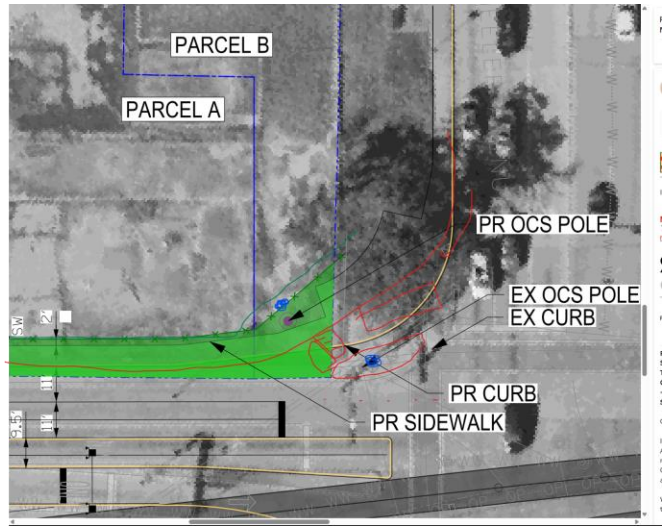
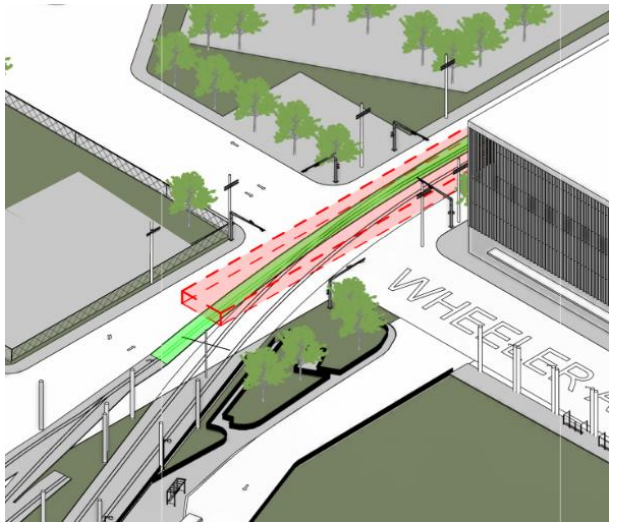

WHEELER AVE
MAIN ST
FANNIN ST
INTERSTATE-69
SAN JACINTO ST
BLODGETT ST
WENTWORTH ST


MAIN ST
FANNIN ST
INTERSTATE-69
BLODGETT ST
SAN JACINTO ST
WENTWORTH ST

Multi-disciplinary, iterative collaboration







Environmental Safety Impacts

Tree Canopy Loss

Existing Tree Canopy

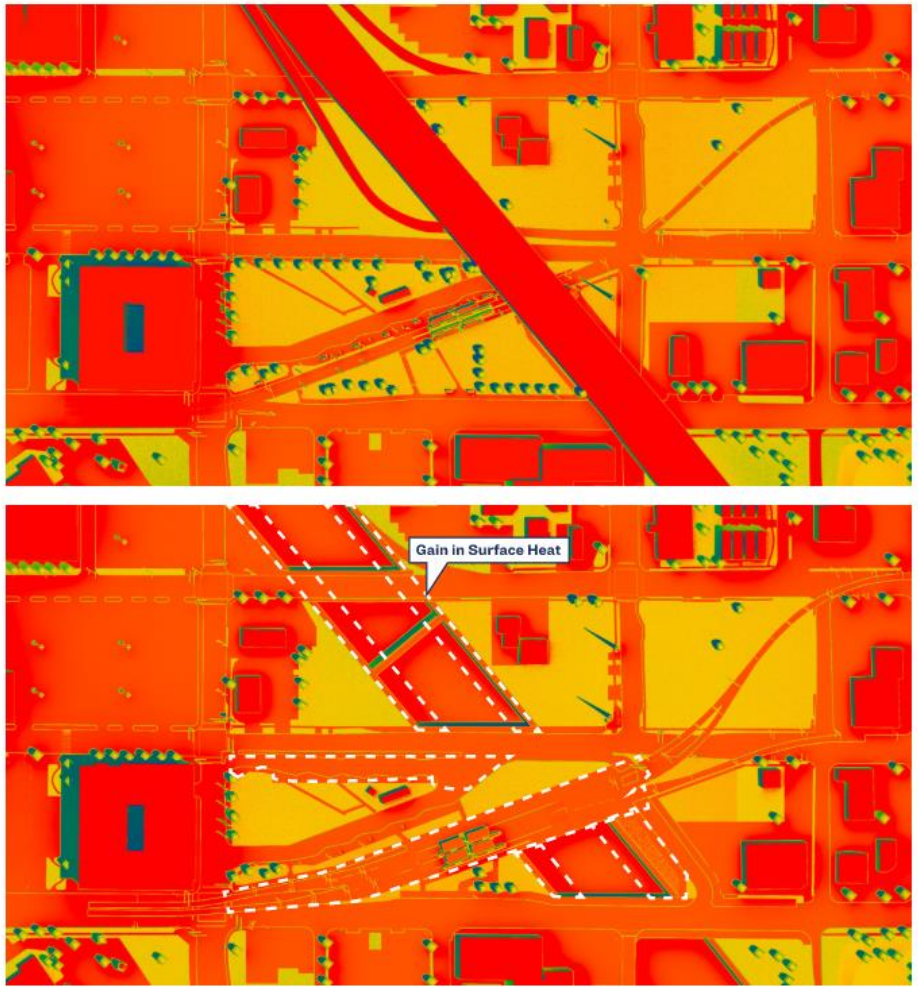
- 54 METRO Trees
- Non-METRO Trees

Post-NHHIP Canopy

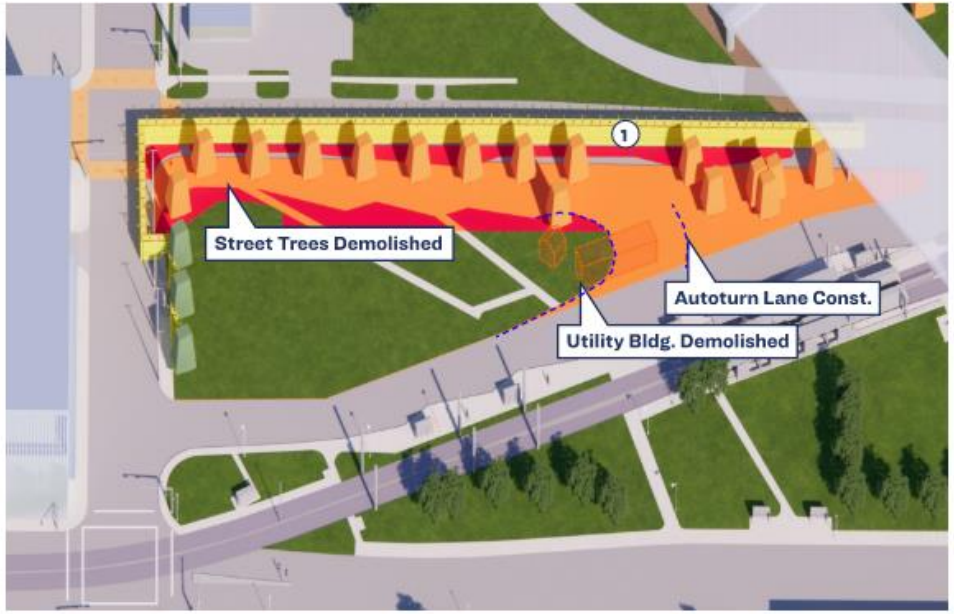
- 27 METRO Trees
- Non-METRO Trees
- Non-METRO Trees

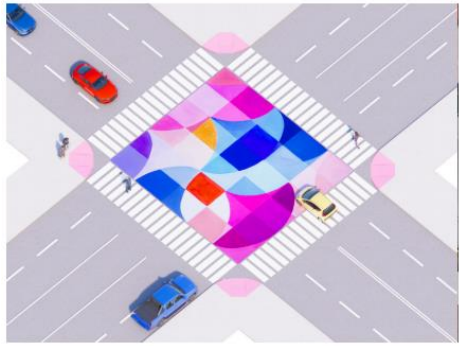
Existing and Final Condition

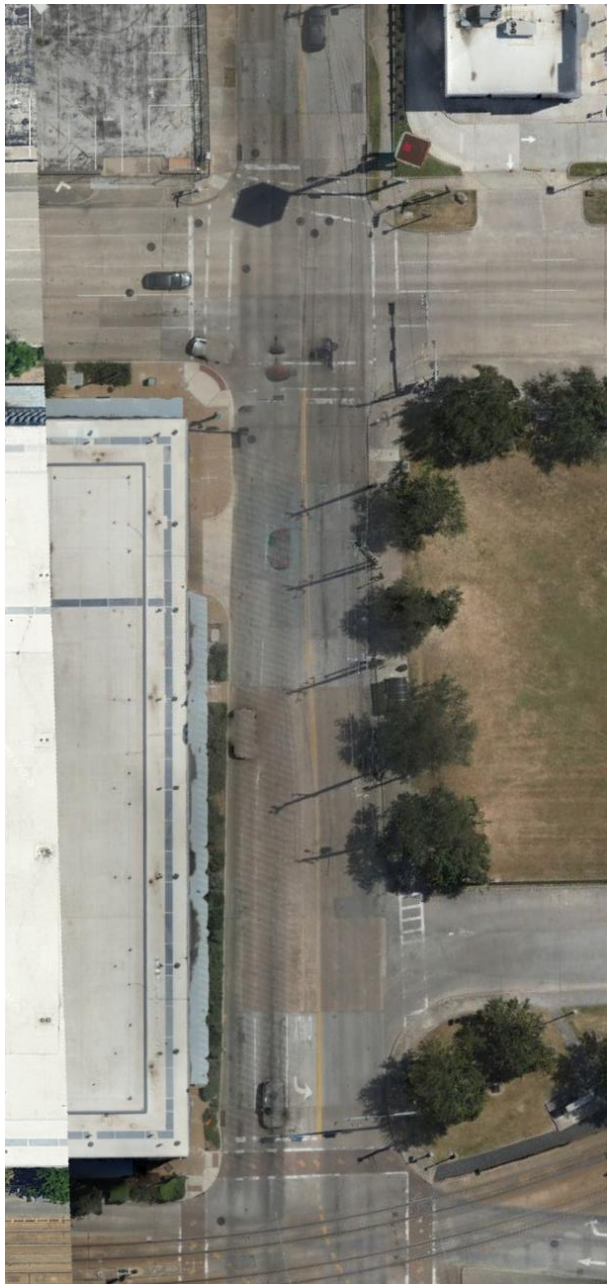
Wheeler Transit Area Heat Map, as it is currently compared to post-NHHIP construction condition.



Visioning process for Pedestrian safety







STRONG DATA-DRIVEN FOUNDATIONS DELIVER SAFER PEDESTRIAN ENVIRONMENTS

THANK YOU

Pedestrian Safety Forum

May 2026