

# 1. OVERVIEW

## INTRODUCTION

Williamson County, Texas, the lead applicant, has partnered with the cities of **Cedar Park, Hutto, and Liberty Hill** to form a multi-jurisdictional coalition to submit a joint application for a Fiscal Year 2026 Safe Streets and Roads for All (SS4A) Implementation Grant.

This initiative builds upon our successful FY2025 award and remains rooted in the Williamson County Safety Action Plan (WSAP), a foundational component of the broader Capital Area Metropolitan Planning Organization's (CAMPO) Regional Safety Action Plan (RSAP). Guided by the Safe System Approach and aligned with Texas's Road to Zero initiative, the RSAP sets ambitious but critical targets to halve serious roadway injuries and fatalities by 2035 and eliminate them by 2050.

From 2019 to 2023, Williamson County recorded 248 fatalities and 1,254 serious injuries, with disproportionate impacts on underserved communities and vulnerable road users, particularly student pedestrians. The WSAP defines "underserved need areas" using a data-driven and equity-focused approach. This includes Areas of Persistent Poverty, as well as Title VI census tracts and locations identified through CAMPO's Vulnerable Population Index, which accounts for factors such as income, race and ethnicity, age, disability status, language proficiency, and access to a vehicle. By incorporating these criteria, the plan ensures that communities facing the greatest transportation safety risks are effectively identified and prioritized for improvements.

The WSAP's detailed crash analysis and High Injury Network (HIN) findings have informed a targeted suite of projects designed to address primary contributing factors to pedestrian crashes, including dark roadway conditions, speed, intersection conflicts, and the lack of protected, signalized crossings near schools.

Williamson County and its partner agencies are seeking federal SS4A funds to implement a robust, coordinated deployment of pedestrian safety countermeasures aimed at reducing fatal and serious injury crashes among our most vulnerable road users. **This includes a comprehensive safety overhaul at 53 highly vulnerable crossing locations across the county.**

This application represents a coordinated and community-driven response to the region's urgent safety challenges. It builds on extensive stakeholder input and data-backed planning to deliver consistent, high-quality improvements that will make Williamson County's roads safer for all users, especially our children.

## SAFETY CONTEXT

Williamson County is addressing a major roadway safety crisis, which resulted in 248 fatalities and 1,254 serious injuries from 2019 to 2023, through this multijurisdictional application. This equates to a cumulative fatality rate of 40.72 per 100,000 residents over the five years. Texas is among the worst states for pedestrian fatalities, sitting at 36.1% above the national average.

The Williamson County Safety Action Plan (WSAP) identified key risk factors for fatal and serious injury (KA) crashes, prominently including dark roadway conditions (42%) and

intersection-related incidents (41%). Furthermore, vulnerable road users face significant exposure, with pedestrians involved in 88 fatal or serious injury crashes during this five-year period. These specific risk factors represent a severe and daily threat to student pedestrians navigating the 53 unsignalized **or under-protected school and arterial crossing locations** targeted in this proposal.

Notably, underserved communities — which represent 40% of the population and cover only 22% of the county's land area — disproportionately suffer the consequences of these missing safety features, accounting for 54% of all fatal and serious injury crashes. This stark data is driving our project prioritization, ensuring we aggressively deploy protected, signalized pedestrian infrastructure to address the most critical safety inequities for children and families across the county.

## **JURISDICTION**

Williamson County is one of Texas' and the United States' fastest-growing counties, with an estimated population of 697,000. Over the past two decades, the population has grown by more than 140%, underscoring the urgency of addressing transportation safety amid rapid development. The county features a diverse landscape — from urban centers to rapidly developing suburbs such as **Cedar Park and Hutto**, to **historically** rural areas like **Liberty Hill**. Crucially, this rapid transition from rural expanses to dense suburban and urban centers has resulted in a fragmented pedestrian network. Today, many schools are situated along high-volume arterials originally designed for rural traffic, entirely lacking modern, protected pedestrian infrastructure.

As growth continues to outpace infrastructure upgrades, the county faces significant road safety issues that disproportionately impact vulnerable road users — specifically children and student pedestrians. Underserved communities, which represent 40% of the population, are particularly vulnerable to these systemic inequities, often bearing the brunt of missing safety features. The combination of rising rates of dangerous driving behaviors (such as speeding and failure to yield) and the lack of signalized, protected crossings creates a severe, daily hazard for students navigating these roadways.

To combat this crisis, Williamson County invited municipalities within its borders to join this multi-jurisdictional grant application, successfully forming a coalition with three participating cities: Cedar Park, Hutto, and Liberty Hill. By uniting in a coordinated, countywide strategy, the participating jurisdictions are working together to implement tailored, context-appropriate safety improvements across 53 critical crossing locations. This seamless, cross-jurisdictional approach ensures that municipal boundaries do not impede pedestrian safety, directly aligning with both the Safe System Approach and national Road to Zero goals.

## **BACKGROUND**

Williamson County and its municipal partners prioritize collaborative planning, infrastructure investment, and public safety. In 2022, CAMPO secured funding from the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program to develop a Regional Safety Action Plan (RSAP). Consequently, the Williamson County Safety Action Plan (WSAP) was officially adopted on June 3, 2025. This plan completely fulfills the FY26 SS4A Implementation

Grant requirements, featuring a comprehensive safety analysis, robust stakeholder engagement, and a prioritized list of infrastructure, policy, and behavioral interventions.

The WSAP outlines **targeted intersection upgrades** and various systemic countermeasures, prominently including critical pedestrian safety enhancements. These initiatives emerged from rigorous, data-driven analyses focusing on high-incident areas, underserved communities, and clear crash pattern evaluations. The strategies directly align with the Safe System Approach and the Texas Transportation Commission’s “Road to Zero” vision to eliminate roadway fatalities.

Building upon the foundational safety work established by our regional Action Plan, funding from this FY2026 SS4A Implementation Grant will enable Williamson County and its newly expanded coalition of participating municipalities to take immediate, life-saving actions. Specifically, this grant will fund the coordinated, countywide deployment of **highly effective pedestrian safety infrastructure at 53 targeted locations** that currently lack modern, protected infrastructure. **Because each municipality faces unique pedestrian challenges, the countermeasure packages have been specifically tailored to their local contexts. These improvements range from the installation of mast arms and overhead flashing beacons (such as HAWK signals) at 32 county school crossings, to the deployment of advanced intersection controls — including LED blank-out signs, Leading Pedestrian Intervals (LPIs), and modernized signal cabinets — at 15 critical locations in Cedar Park, and targeted safety elements at 4 new intersections in Hutto and 2 school locations in Liberty Hill.**

## 2. LOCATION

Williamson County is part of the rapidly growing Central Texas region just north of Austin, Texas. The area encompasses urban, suburban, and rural settings, traversed by critical corridors such as I-35, U.S. 183, and U.S. 79, as well as numerous state and county roads.

### HIGH-INJURY NETWORK

The WSAP identified a High-Injury Network (HIN) based on a robust analysis of crash data from 2019 to 2023, guiding our data-driven investments. The HIN, illustrated in Figure 1 (along with the **53** proposed project locations), includes high-crash intersections and roadway segments with elevated risks for fatal and serious injury (KA) crashes.

While major corridors like I-35 at SH 29 show concentrated safety issues, our spatial analysis reveals a critical vulnerability: students are frequently forced to navigate these exact high-risk HIN segments daily to reach their schools. To explore the High Injury Network in more detail, including specific locations and crash patterns, view the interactive High Injury Network map.

Systemic risks were further identified through crash tree diagram analysis of roadway segments and intersections, which pinpointed locations that exhibited common high-risk characteristics. Factors contributing to fatal and serious injury crashes prominently include dark roadway conditions, speeding, failure to yield, distracted driving, and aggressive driving. Crucially, these severe risk factors perfectly overlap with our 32 county-targeted school crossings and **21** municipal crossings, which currently expose vulnerable children to high-speed traffic because they lack adequate lighting, protected pedestrian facilities, and modern intersection control.

## PROJECT LOCATIONS

The proposed pedestrian safety infrastructure will be deployed systemically at **53** high-risk locations geographically dispersed across unincorporated Williamson County and the participating cities of **Cedar Park, Hutto, and Liberty Hill**. In addition to the 53 location-specific capital improvements, Cedar Park is deploying a massive systemic safety upgrade by installing targeted illumination at 575 crosswalks located within a two-mile radius of local schools.

## DETERMINING PROJECT LOCATIONS

These **53** locations were chosen through a data-driven, multi-jurisdictional process. Prioritization was based on crash history, safety impacts, underserved communities, the absence of existing signalized protection, and specific site data submitted by our **three** municipal partners. This helped identify areas with higher crash severity, particularly for vulnerable users, and where investment has lagged. Furthermore, our spatial analysis ensures that an equitable portion of these **53** locations falls within or directly serves Underserved Communities (USCs), addressing systemic inequities and ensuring that every student has a safe path to school.

In addition to safety data, practical factors were considered, such as cost effectiveness, quick build feasibility, availability of funds, alignment with capital projects, and local agency priorities. This ensured the selected projects were impactful, realistic for quick implementation, and supported by regional stakeholders.

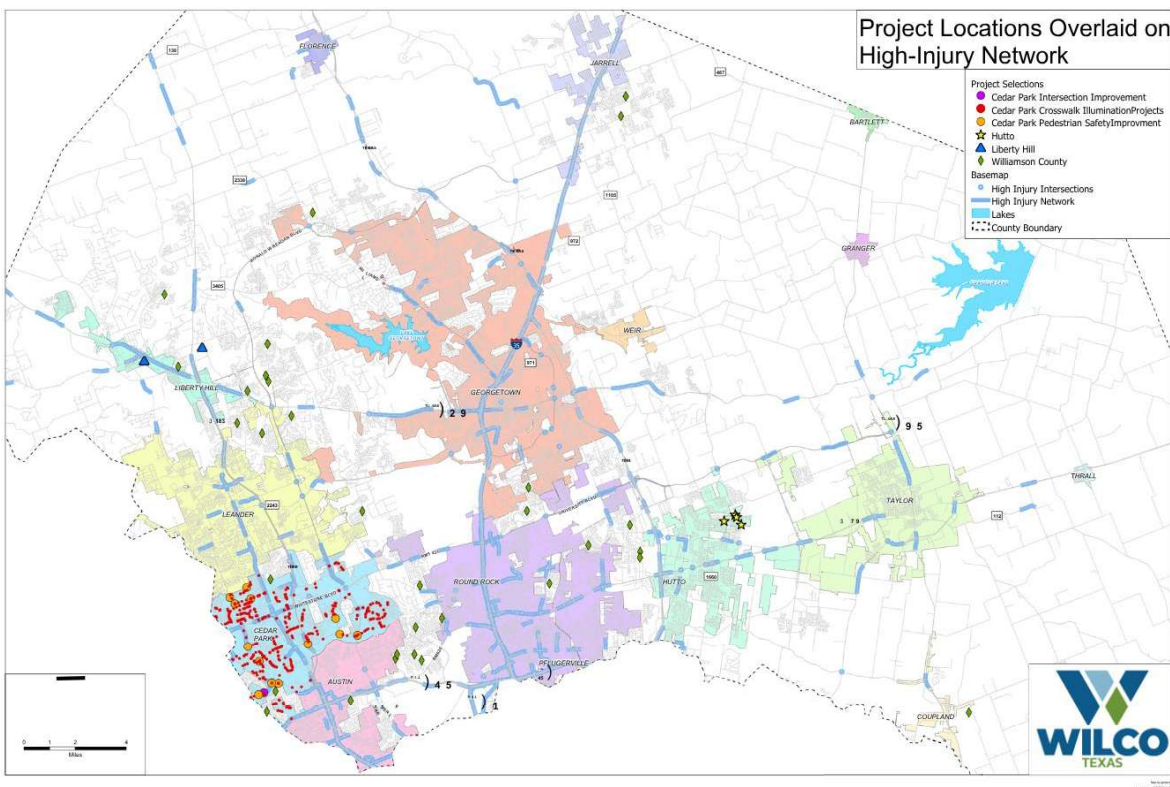


FIGURE 1: Project Locations Overlaid On High-Injury Network  
(Systemic project locations are approximate and subject to additional analysis)

### 3. RESPONSE TO SELECTION CRITERIA

#### CRITERION #1: SAFETY NEED

##### THE SAFETY PROBLEM

Williamson County and its partners face a growing and tragic roadway safety crisis. Between 2019 and 2023, the county recorded 248 fatalities and 1,254 serious injuries, with severe crashes increasing by 41% since 2020. This alarming trend mirrors Williamson County’s rapid population growth, which has exacerbated safety risks on infrastructure originally designed for lower traffic volumes. These figures indicate over 1,270 life-altering incidents and a rising public safety threat.

**Tragically, this crisis is not just historical data; it is an ongoing, present-day emergency for our most vulnerable residents.** In just the first few months of 2026, the county has experienced multiple severe pedestrian incidents, particularly near our schools. On April 1, 2026, a fourth-grade student at Teravista Elementary in Round Rock was tragically killed by a vehicle while riding his bicycle home in a crosswalk. Less than a month prior, in March 2026, another child was struck while riding a bicycle near Liberty Hill ISD schools, prompting urgent pleas from parents for speed reductions and better crossing areas. In February 2026, a 64-year-old pedestrian was killed in Jarrell. These recent, heartbreaking tragedies highlight the immediate, life-or-death need for the school zone and intersection infrastructure upgrades proposed in this grant.

**Specific Safety Problem & User Groups Affected:** While motor vehicle occupants face risks, Vulnerable Road Users (VRUs)—specifically pedestrians—are disproportionately exposed to severe outcomes. During the 2019–2023 period, **88 fatal or serious injury (KA) crashes involved pedestrians.** Furthermore, younger demographics (ages 15–20) were involved in 18% of all KA crashes. The specific safety problem this application addresses is the severe daily risk posed to children and student pedestrians who must navigate high-volume, high-speed arterials to reach school without the protection of signalized crossings. Specifically, evaluating the project areas provided by our municipal partners reveals that these exact crossing locations are proven danger zones, funneling unprotected children directly through the highest-conflict, high-speed intersections that have driven the county's devastating surge in severe pedestrian crashes.

**Contributing Factors:** The top contributors to KA crashes across the county are speeding, failure to yield the right-of-way, aggressive driving, and distracted driving—behaviors that account for approximately 80% of all serious injury and fatal crashes. For a child attempting to cross an unsignalized roadway, these driver behaviors are frequently lethal.



**Historical Trends & Temporal Patterns:** Peak crash periods coincide directly with morning and evening commute hours (particularly 7–8 a.m. and 3–6 p.m.), which directly overlap with school arrival and dismissal times, amplifying the exposure risk for student pedestrians.

## HIGH INJURY NETWORK & CRASH LOCATIONS

The WSAP identified both a segment-based and an intersection-based High-Injury Network (HIN) to visualize safety needs and support investment decisions. These analyses clearly demonstrate that a disproportionate share of crashes occurs at a small subset of roads and intersections.

Crucially, spatial analysis reveals that the 32 unsignalized county school crossings and **21 municipal crossings across Cedar Park, Hutto, and Liberty Hill** targeted in this application fall directly on or intersect with these high-risk HIN corridors. The crash risk associated with this specific safety problem is clearly described and displayed in Figure 1, which illustrates the HIN with crash heat maps highlighting crash concentrations, overlaid with the exact locations of the 53 proposed crossing improvements to demonstrate the geographic concentration of this risk.

## SAFETY RISK & PROACTIVE ANALYSIS

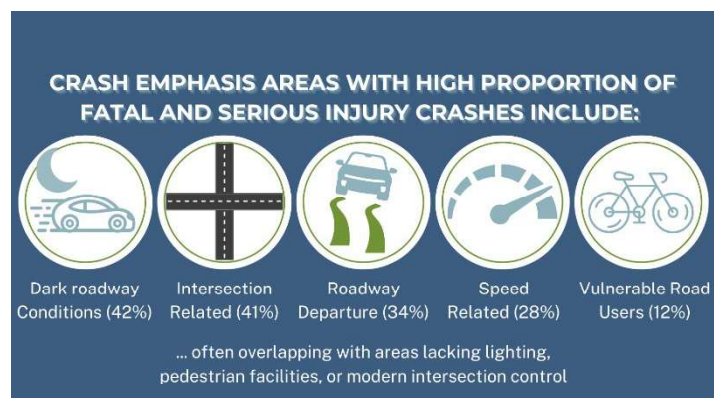
Beyond reactive crash data, the WSAP implemented a systematic, proactive safety analysis to identify risk indicators and select low-cost, high-impact countermeasures. This systemic hazard analysis examined crash factors to uncover common traits among high-risk sites.

The analysis pinpointed high-risk roadway features that perfectly describe our **53** targeted crossings. Major proactive risk contributors to KA crashes include intersection/mid-block crossing conflicts (41%) and dark roadway conditions (42%). Because dark roadway conditions account for 42% of fatal and serious injury crashes, Cedar Park's systemic illumination of 575 crosswalks is a direct, data-driven response to proactively protect students walking to school in early morning or evening hours. These systemic risks overlap directly with locations lacking adequate lighting, protected pedestrian facilities, and modern intersection control. **For example, safety evaluations at Cedar Park's 15 selected locations highlighted the need for advanced intersection controls like Leading Pedestrian Intervals (LPIs) and LED blank-out signs to proactively manage turning vehicle conflicts.**

**Simultaneously, securing the 4 new-location intersections in Hutto and the 2 critical school crossings at Liberty Hill's elementary and middle schools ensures that physical safety features are built into the region's rapidly expanding footprint before severe crashes can occur.** Without physical infrastructure—such as overhead flashing beacons, **upgraded signal cabinets**, or mast arms—to command right-of-way and force drivers to yield, the risk of a pedestrian KA crash remains unacceptably high.

Furthermore, this proactive analysis revealed that safety risk is not distributed evenly. Our analysis of underserved communities found that although these areas cover only 22% of the county's land area, they account for:

- **54% of all fatal and serious injury crashes**
- **63% of total crashes**



To mitigate these proactively identified risks, countermeasure packages were developed based on guidance from the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT). The child-friendly, context-appropriate treatments proposed in this grant—including mast arms, pedestrian push buttons, advanced control systems, **custom controller logic**, and overhead flashing beacons—are direct, evidence-based solutions to the specific roadway features endangering students at these locations.

## CRITERION #2: Safety Impact

### PROTECTING OUR STUDENTS AND PEDESTRIANS

Williamson County and its partner cities are committed to ensuring that every child walking to school and every resident crossing the street can do so safely. This initiative prioritizes the installation of modernized pedestrian crossings and enhanced school zone protections to eliminate preventable injuries. By focusing on "Safe Routes to School," we are investing in a future where our roads are built to protect our most vulnerable residents.

### ALIGNED WITH PEDESTRIAN SAFETY NEEDS

Our data-driven approach identified that our most vulnerable road users — especially children — require more than just paint on the road. We are implementing robust, hardware-driven safety measures designed to command driver attention and protect people on foot. **Because our three partner cities have varying infrastructure needs, this approach deploys a flexible, highly effective suite of countermeasures:**

- **Advanced Crossing Technology:** We are installing heavy-duty mast arms equipped with high-intensity flashing lights, **including HAWK signals and Rectangular Rapid-Flashing Beacons (RRFBs). In Cedar Park, we are installing LED blank-out signs and modifying signal heads to create highly visible, adaptable warnings for drivers.** These systems ensure that drivers can see a pedestrian crossing from a distance, well before they reach the intersection.
- **Accessible Pedestrian Controls:** New, easy-to-use push buttons and modern signal controllers will be installed to give pedestrians a dedicated, timed window to cross safely. **To maximize pedestrian safety at 15 critical Cedar Park locations, we are implementing Leading Pedestrian Intervals (LPIs), replacing outdated signal cabinets, and programming custom controller logic to eliminate conflicts between crossing students and turning vehicles.**
- **Safe School Zones:** By targeting neighborhoods near schools—**such as the specific safety enhancements at the elementary and middle schools in Liberty Hill**—and underserved areas, we are creating a "safety shield" for students. These improvements ensure that the path to the classroom is clearly defined and protected by active signaling.
- **New Intersection Safety:** **In rapidly growing areas like Hutto, we are integrating these vital safety elements proactively at four new-location roadway intersections, ensuring pedestrian safety is built into the infrastructure from day one.**

### PROVEN STRATEGIES FOR WALKABLE COMMUNITIES

The County and its municipal partners are implementing **53** high-priority safety improvements specifically chosen for their impact on pedestrian safety. Every new signal, mast arm, and crossing button is part of a systemic effort to reduce the distance pedestrians must travel across traffic and to ensure they have the right-of-way when they need it most.

## GEOGRAPHIC SCALE AND PEDESTRIAN IMPACT

These safety benefits will reach across the entire county, from busy urban centers to rural school routes. Spanning the unincorporated county and **three** participating municipalities, this coordinated rollout ensures equitable, highly visible protection for students regardless of their zip code. Cedar Park’s systemic illumination project maximizes our geographic safety impact by applying a proven, low-cost lighting countermeasure across 575 distinct crosswalks, ensuring high-visibility protection across a massive portion of the city's school routes. The project scope includes:

- **53** new locations for active flashing lights, **advanced signal controls**, and speed feedback signs to protect school zones and high-traffic crossings.
- **Full Infrastructure Overhaul:** The installation of new poles, mast arms, and electronic controllers to create a permanent, visible safety network for our community.

## Measuring Impact Through Crash Modification Factors (CMF)

Table 1: Proposed Strategies and Expected Safety Impact (CMF)

Safety Strategy/ Countermeasure	Locations Applied	Proven Safety Benefit/ CMF	Safe System Element
Leading Pedestrian Intervals (LPis) & LED Blank-Out Signs	Cedar Park (15 Locations)	<b>Reduces pedestrian-vehicle crashes by 60%</b> (FHWA Proven Safety Countermeasures for intersection conflicts).	Safer People, Safer Roads
Rectangular Rapid-Flashing Beacons (RRFBs) & HAWK Signals	County (27 locations), Liberty Hill (2 locations)	<b>Reduces pedestrian crashes by up to 47%</b> and increases motorist yielding rates to up to 98%.	Safer People, Safer Vehicles
Systemic Crosswalk Illumination	Cedar Park (565 Locations)	<b>Decreases nighttime pedestrian crashes by up to 42%</b> (Directly addresses the 42% of K/A crashes occurring in dark conditions).	Safer Roads, Safer People
Location-Specific Intersection Controls (Heavy-duty Mast Arms & New Intersections)	Hutto (4 Locations), County & Liberty Hill Sites	<b>Reduces severe angle and pedestrian crossing crashes.</b> (Provides dedicated right-of-way and protected crossing intervals).	Safer Roads, Safer Speeds
Speed Feedback Signs	Systemic deployments across the network	<b>Reduces speed-related crashes by 7%</b> (TxDOT HSIP Guidelines).	Safer Speeds

## ALIGNMENT WITH THE SAFE SYSTEM APPROACH

The Williamson County safety proposal is built on a "Safe System" foundation designed to eliminate pedestrian fatalities and serious injuries. We are integrating community-focused solutions to create a protective shield around our residents:

- **Safer People:** Our primary focus is protecting students and pedestrians. By installing overhead mast arms with high-intensity flashing lights **and utilizing Leading Pedestrian Intervals**, we provide a clear, visible warning to drivers and give pedestrians a head start to cross safely.
- **Safer Roads:** We are transforming high-risk areas into safe corridors. By installing accessible push buttons and modern signal controllers, we give pedestrians a dedicated, protected time to cross the street without competing with turning vehicles.
- **Safer Speeds:** To ensure drivers remain alert in sensitive areas, we are deploying speed feedback signs at key locations. These signs are proven to reduce speeds in neighborhoods and school zones, providing a safer environment for children walking to class.

## CONSIDERATION OF LAND USE AND THE BUILT ENVIRONMENT

Our projects are specifically tailored to the places where our community is most active. We are targeting residential hubs and school districts to reduce vehicle-pedestrian conflicts through:

- **Neighborhood-Specific Design:** We are installing physical safety enhancements in high-traffic areas to ensure pedestrians have a continuous, protected path.
- **Safety in Growth Areas:** To keep pace with the rapid growth in **Cedar Park and Hutto**, we are installing robust signal infrastructure and warning signs to ensure that new developments remain walkable and safe.
- **Safe Access to Schools and Parks:** Every improvement is concentrated near schools and parks—**such as the targeted upgrades at the Liberty Hill elementary and middle schools**—to ensure "Safe Routes to School." These systemic upgrades ensure that parents can feel confident when their children head out the door each morning.

## CRITERION #3: Implementation Costs

### IMPLEMENTATION AND COMMUNITY INVESTMENT

Williamson County and its partners are seeking federal funding to launch this comprehensive pedestrian safety overhaul. With a total investment of \$22M (including \$17.5M Federal SS4A request and a \$4.5M local match), this package focuses entirely on our High-Injury Network to provide:

- **New High-Visibility Crossings:** Installing the **53** new pedestrian crossing systems featuring overhead mast arms, flashing lights, **custom signal logic**, and user-friendly push buttons.
- **Speed Awareness Tools:** Placing speed feedback signs to protect school zones and residential corridors where children are most active.
- **Reliable Hardware:** Deploying new electronic controllers, **signal cabinets**, and signal poles to create a permanent, state-of-the-art safety network.

This investment ensures that in Williamson County, the safety of our school children and pedestrians is our highest priority, turning dangerous crossings into secure pathways for everyone.

Table 1: Project location and cost Estimates (all costs are planning level cost estimates in 2026 dollars)

PROJECT	FEDERAL REQUEST (80%)	LOCAL NON-FEDERAL MATCH (20%)	TOTAL PROJECT COST
<b>CEDAR PARK</b>	<b>\$4,099,160</b>	<b>\$1,024,790</b>	<b>\$5,123,950</b>
Anderson Mill Rd & Cypress Creek Rd	\$18,480	\$4,620	\$23,100
Bagdad Rd & New Hope Rd	\$7,040	\$1,760	\$8,800
Bagdad Rd & Kettering Dr	\$71,280	\$17,820	\$89,100
Cypress Creek Rd & El Salido	\$71,280	\$18,820	\$89,100
Cypress Creek Rd & Lakeline Blvd	\$75,680	\$18,920	\$94,600
Brushy Creek Rd & Darkwoods Dr/183A	\$161,040	\$40,260	\$201,300
Brushy Creek Rd & Vista Ridge Blvd	\$63,360	\$15,840	\$79,200
Brushy Creek Rd & Parmer Ln	\$23,760	\$5,940	\$29,700
Lakeline Blvd & Little Elm Trl	\$84,480	\$21,120	\$105,600
Lakeline Blvd & Buttercup Creek Blvd	\$75,680	\$18,920	\$94,600
Lakeline Blvd & Park St	\$73,920	\$18,480	\$92,400
Lakeline Blvd & New Hope Dr	\$75,680	\$18,920	\$94,600
Lakeline Blvd & Cougar Country Dr	\$25,520	\$6,380	\$31,900
Vista Ridge Blvd & Park St	\$60,720	\$15,180	\$75,900
Cypress Creek Rd. at Sun Chase Blvd.	\$984,840	\$246,210	\$1,231,050
Illumination Improvements - School Crossing	\$2,226,40	\$556,600	\$2,783,000
<b>HUTTO</b>	<b>\$860,364</b>	<b>\$215,091</b>	<b>\$1,075,455</b>
CR 132 & Chickasaw Lane	\$317,579	\$79,395	\$396,974
CR 132 & CR 133	\$85,961	\$21,490	\$107,451
CR 133 & Giorgio Moroder Drive	\$105,374	\$26,344	\$131,718
CR 133 & Otello Way / Milano River Road	\$351,450	\$87,862	\$439,312
<b>LIBERTY HILL</b>	<b>\$604,224</b>	<b>\$151,056</b>	<b>\$755,280</b>
Liberty Hill Fire Department	\$238,581	\$59,645	\$298,226
Legacy Ranch Middle School	\$365,643	\$91,411	\$457,054
<b>WILLIAMSON COUNTY</b>	<b>\$604,224</b>	<b>\$151,056</b>	<b>\$755,280</b>
Block House Creek Elementary School	\$374,000	\$93,500	\$467,500
Bar W Elementary School	\$374,000	\$93,500	\$467,500
Benold Middle School	\$374,000	\$93,500	\$467,500
Bill Burden Elementary School	\$374,000	\$93,500	\$467,500
Brushy Creek Elementary School	\$374,000	\$93,500	\$467,500
Carver Elementary School	\$374,000	\$93,500	\$467,500
Cedar Valley Middle School	\$374,000	\$93,500	\$467,500
Coupland Middle School	\$374,000	\$93,500	\$467,500
Cypress Elementary School	\$374,000	\$93,500	\$467,500
Double File Elementary School	\$374,000	\$93,500	\$467,500
Elsa England Elementary School	\$374,000	\$93,500	\$467,500
Fern Bluff Elementary School	\$374,000	\$93,500	\$467,500
Forest North Elementary School	\$374,000	\$93,500	\$467,500
Gus Almquist Middle School	\$374,000	\$93,500	\$467,500
Herrington Elementary School	\$374,000	\$93,500	\$467,500
Igo Elementary School	\$374,000	\$93,500	\$467,500
Jarrell Elementary School	\$374,000	\$93,500	\$467,500
Kerley Elementary School	\$374,000	\$93,500	\$467,500
Lariat Trails Elementary School	\$374,000	\$93,500	\$467,500
Larkspur Elementary School	\$374,000	\$93,500	\$467,500
Naumann Elementary School	\$374,000	\$93,500	\$467,500
Parkside Elementary School	\$374,000	\$93,500	\$467,500
Pearson Ranch Middle School	\$374,000	\$93,500	\$467,500
Rancho Sienna Elementary School	\$374,000	\$93,500	\$467,500
San Gabriel Elementary School	\$374,000	\$93,500	\$467,500
Santa Rita Elementary School	\$374,000	\$93,500	\$467,500
Santa Rita Middle School	\$374,000	\$93,500	\$467,500
Teravista Elementary School	\$374,000	\$93,500	\$467,500
Tierra Rosa Elementary School	\$374,000	\$93,500	\$467,500
Veterans Hill Elementary School	\$374,000	\$93,500	\$467,500
Walsh Middle School	\$374,000	\$93,500	\$467,500
<b>TOTAL</b>	<b>\$17,531,748</b>	<b>\$4,382,937</b>	<b>\$21,914,685</b>

## CRITERION #4: Engagement and Collaboration

The Williamson County joint grant application demonstrates a robust and inclusive approach to community-led safety. By focusing on meaningful partnerships across jurisdictions and disciplines, we are ensuring that our investments in pedestrian crossings and school zone infrastructure directly address the areas where our residents feel most at risk.

### INVESTMENT IN UNDERSERVED COMMUNITIES

This application prioritizes underserved communities, which account for 40% of our population and are disproportionately affected by roadway incidents. Over 63% of total crashes occur in these areas, making them the highest priority for our safety enhancements.

To protect these vulnerable road users, our **53** locations heavily target high-risk intersections within or near underserved census tracts. In participating cities like Cedar Park, Liberty Hill and Hutto we are installing physical safety features — including **Leading Pedestrian Intervals (LPIs)**, **LED blank-out signs**, and overhead mast arms with flashing lights—to provide a secure environment for families and students who rely on walking as their primary mode of transportation.

### DATA-DRIVEN AND COMMUNITY-INFORMED

Our safety plan utilizes both data and direct public feedback to ensure we are providing help where it is needed most. Community input was gathered through extensive outreach, addressing specific transportation safety concerns:

- **In-Person Pop-Up Events:** Engaged over 450+ participants in Georgetown, Cedar Park, and Round Rock to discuss neighborhood walking routes.
- **Interactive Mapping & Surveys:** Gathered 300+ survey responses and 71 geolocated comments specifically highlighting concerns about speeding, poor lighting, and unsafe crossings.
- **Bilingual Outreach:** Developed English and Spanish materials for libraries, churches, and transit stations to ensure all residents could weigh in on the proposed pedestrian improvements.

Survey feedback was clear: the community wants slower speeds and safer ways to cross the street. This proposal directly answers that call by installing accessible push buttons, modern signal controllers, and speed feedback signs.

### SUSTAINED COLLABORATION AND PARTNERSHIP

The development of this plan was a team effort between Williamson County, local cities, and regional agencies. On April 10, 2026, Williamson County formally invited 14 municipalities within its borders to join a coordinated, countywide application to address challenging pedestrian crossings. The cities of **Cedar Park, Hutto, and Liberty Hill** have officially joined this joint initiative. This ensures "shared ownership" of our pedestrian safety goals.

By coordinating across jurisdictions, we share a unified commitment to pedestrian safety, but we are tailoring the specific countermeasures—from Cedar Park's advanced signal logic to Hutto's

newly designed intersections—to fit the unique context of each community. This localized approach ensures we are deploying the exact right protections for the right environments, making the road safer for pedestrians throughout the county.

## ENGAGEMENT THROUGH ALL PROJECT PHASES

Our commitment to the community doesn't end with the grant award. We will continue to engage stakeholders through:

- **Design & Construction:** Ensuring local school districts and neighborhood associations are informed as new mast arms and signals are installed.
- **Evaluation & Transparency:** Using public progress reports to show how these new crossings are reducing speeds and improving safety for our school children.

Through this collaborative framework, Williamson County is ensuring that every dollar spent on infrastructure is a direct investment in the peace of mind of our residents.

## 4. PROJECT READINESS

All participating jurisdictions are prepared to execute a grant agreement within one year and complete the full scope of pedestrian safety improvements for the 32 county and 21 municipal crossing improvements within five years of executing the grant agreement. Our project list is divided into two categories: 1) Systemic Safety Upgrades (rapid rollout) and 2) Location-Specific Safety Installations (major infrastructure).

### Systemic Safety Upgrades

These projects focus on immediate safety impacts for school zones and residential crossings. **While these upgrades deploy proven, standardized hardware, they require dedicated, site-specific engineering to ensure seamless integration across the varied infrastructure of our participating cities:**

- **Tailored Engineering and Design:** Because each jurisdiction operates distinct traffic networks, cities will conduct necessary site-specific design and custom programming (such as integrating custom controller logic and upgrading signal cabinets in Cedar Park) to ensure the countermeasures function optimally within their local environments. This careful upfront design process justifies the necessary engineering budgets and prevents costly delays during field installation.
- **Efficient Implementation:** Even with the need for localized, site-specific engineering, upgrading signal heads and installing speed feedback signs are straightforward tasks that require no environmental analysis, right-of-way acquisition, or utility relocation. Systemic upgrades, such as Cedar Park's 575-location crosswalk illumination project, rely on standardized hardware and do not require right-of-way acquisition or heavy utility relocation, allowing for an incredibly efficient and rapid deployment across the network.
- **Local Expertise:** Cedar Park, Hutto, and Liberty Hill will utilize their own specialized personnel or pre-qualified contractors for installations, integrating these safety upgrades into their existing work schedules. Williamson County will utilize qualified external contractors to ensure a fast rollout for county-wide systemic projects.

- **Risk Mitigation:** These projects are low-risk and expected to be completed within three years. To prevent delays related to material procurement, agencies will place orders for mast arms, flashing lights, and **signal cabinets** immediately upon grant execution.

### Location-Specific Safety Installations

For more complex pedestrian crossings and intersection re-designs across our **53** targeted locations, we have a clear, realistic path to construction. These capital projects—such as the four new-location intersections in Hutto and the overhead mast arms at the County and Liberty Hill schools—are designed to provide permanent, high-visibility protection. Because these represent major infrastructure improvements, they require robust, site-specific engineering:

- **Dedicated Engineering and Design:** Unlike simple plug-and-play upgrades, installing heavy-duty mast arms, HAWK signals, and advanced intersection geometry requires comprehensive civil, electrical, and structural engineering. The participating agencies have budgeted appropriately for this crucial design phase to ensure all new infrastructure seamlessly integrates with existing utilities, drainage, and topography without causing costly delays or change-orders during construction.
- **Minimal Barriers:** Despite the absolute necessity for rigorous upfront engineering, none of these capital projects require new right-of-way acquisition or major utility relocations, significantly reducing the potential for schedule delays once the design phase is complete.
- **Standardized Procedures:** City-led projects will comply with standard local government procedures for federal and state procurement. Once the site-specific design plans, specifications, and estimates for each new crossing are finalized, they will be efficiently put out for bid.
- **Mitigating Timelines:** To address potential schedule risks and effectively manage the complex design requirements, **Cedar Park, Hutto, and Liberty Hill** will either utilize specialized internal design teams or hire pre-qualified consultants who specialize in federal safety projects. This ensures that the engineering and installation of mast arms and advanced controllers stays strictly on schedule.
- **Regulatory Coordination:** For projects located on state-maintained routes, our agencies will continue their ongoing, proactive coordination with TxDOT to ensure all new flashing signals, mast arms, and pedestrian infrastructure meet strict safety standards and receive timely environmental and design approvals.

Table 3. Project Readiness Assessment

PROJECT	APPLICABLE PLANNING OR PROGRAMMING DOCUMENTS	FEDERAL REQS.	STATE REQS.	LOCAL REQS.	PERMITS	APPROVALS	MULTI-PARTY AGREEMENTS	NEPA	ROW ACQUISITION	UTILITY RELOCATION
Williamson County Pedestrian Crossings	WSAP	●	●	County or City	N/A	City/ County / LGPP	N/A	N/A	N/A	N/A
City of Liberty Hill Crossing	WSAP	●	●	County or City	N/A	City/ County / LGPP	N/A	N/A	N/A	N/A
City of Hutto Pedestrian Crossing	WSAP	●	●	County or City	N/A	City/ County / LGPP	N/A	N/A	N/A	N/A
City of Cedar Park Pedestrian Crossing	WSAP	●	●	County or City	N/A	City/ County / LGPP	N/A	N/A	N/A	N/A
City of Cedar Park Systematic Illumination	WSAP	●	●	County or City	N/A	City/ County / LGPP	N/A	N/A	N/A	N/A

Figure 3. Project Schedule By Year and Calendar Quarter



All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Table 1 of the [SS4A NOFO](#) describes [seven components of an Action Plan](#), which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

## Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6, and 8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5, and 7**.

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

## Applicant Information

Lead Applicant: Williamson County UEI: C4BDCBLYNND6

## Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update
Williamson County Safety Action Plan 2025-06-24	<a href="https://www.wilcotx.gov/DocumentCenter/View/15564/Williamson-County-Safety-Action-Plan-PDF">https://www.wilcotx.gov/DocumentCenter/View/15564/Williamson-County-Safety-Action-Plan-PDF</a>	06-24-2025



# Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

## 1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

YES

NO

*Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.*

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Williamson County Safety Action Plan 2025-06-24	7
Supporting Documents: Williamson County Resolution passed May 12, 2026	1

## 2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

YES

NO

*Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.*

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Williamson County Safety Action Plan 2025-06-24	ii, 39-40

Supporting Documents:

Cedar Park Resolution No. XXXXX

Liberty Hill Resolution No. XXXXX

Hutto Resolution No. XXXXX

Letters of Support



### 3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location(s) of crashes, the severity, contributing factors, and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features, specific safety needs of relevant road users, or post-crash care and emergency response); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

YES

NO

*Note: Availability and level of detail of safety data may vary greatly by location. The [Fatality and Injury Reporting System Tool \(FIRST\)](#) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.*

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Williamson County Safety Action Plan 2025-06-24	11-26 and Appendix A

### 4. Engagement and Collaboration

Did development of the Action Plan include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

YES

NO

*Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.*

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Williamson County Safety Action Plan 2025-06-24	32-40



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## 5. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

**YES**

**NO**

*Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.*

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Williamson County Safety Action Plan 2025-06-24	41 and Appendix B

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## 6. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

**YES**

**NO**

*Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input, indication of expected time ranges to complete each project, and a description of how your community will prioritize projects in the future.*

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Williamson County Safety Action Plan 2025-06-24	42-62 & Appendices C & D



## 7. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

YES

NO

*Note: This should include a progress reporting structure and list of proposed metrics.*

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Williamson County Safety Action Plan 2025-06-24	9-10 & 63
<a href="https://www.wilcotx.gov/DocumentCenter/View/15564/Williamson-County-Safety-Action-Plan-PDF">https://www.wilcotx.gov/DocumentCenter/View/15564/Williamson-County-Safety-Action-Plan-PDF</a>	N/A

## 8. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2021 and May 26, 2026?

YES

NO

*Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.*

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)
Williamson County Safety Action Plan 2025-06-24		Cover Page



### SS4A Implementation Grant Application - Supplemental Estimated Budget

This budget template should be submitted with an Implementation Grant application. This template is structured based on Table 5 of the FY26 NOFO and illustrates the appropriate level of detail for project-level budget estimation. Please be as detailed as possible.

Please note that this form is set up to calculate project costs from any sub-activities and to calculate subtotals and totals. Please only enter information into white cells; the gray shaded cells are calculated based on the inputs to the white cells. If you add or remove rows to meet your project needs, check that these calculations are correct before submitting.

Note: The "Other Federal Funds" column listed below may include funds directly received from a Federal agency or funds received through a pass through agency (e.g., state governmental agency) that originated as federal funds.

#### Supplemental Estimated Budget

##### Itemized Estimated Costs of the (A) Supplemental Action Plan Activities (if applicable)

Activities	SS4A Federal Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
Supplemental Planning or Demonstration Activity	\$ -	\$ -	\$ -	\$ -
NA	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -
<b>Subtotal Budget for (A) Supplemental Action Plan Activities</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

##### Itemized Estimated Costs of the (B) Planning, Design, and Development Activities (if applicable)

Activities	SS4A Federal Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
Planning, Design, and Development - Design and Engineering	\$ -	\$ -	\$ -	\$ -
NA	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -
<b>Subtotal Budget for (B) Conducting Planning, Design, and Development Activities</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

##### Itemized Estimated Costs of the (C) Proposed Projects and Strategies

Activities	SS4A Federal Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
Implementation - Williamson County	\$ 11,968,000.00	\$ 2,992,000.00	\$ 14,960,000.00	\$ -
Engineering	\$ 1,152,000.00	\$ 288,000.00	\$ 1,440,000.00	\$ -
Construction	\$ 9,728,000.00	\$ 2,432,000.00	\$ 12,160,000.00	\$ -
Contingencies	\$ 1,088,000.00	\$ 272,000.00	\$ 1,360,000.00	\$ -
Implementation - City of Cedar Park	\$ 4,099,160.00	\$ 1,024,790.00	\$ 5,123,950.00	\$ -
Engineering	\$ 403,200.00	\$ 100,800.00	\$ 504,000.00	\$ -
Construction	\$ 3,313,860.00	\$ 828,464.00	\$ 4,142,324.00	\$ -
Contingencies	\$ 382,100.00	\$ 95,526.00	\$ 477,626.00	\$ -
Implementation - City of Hutto	\$ 860,364.00	\$ 215,091.00	\$ 1,075,455.00	\$ -
Engineering	\$ 345,613.60	\$ 86,403.40	\$ 432,017.00	\$ -
Construction	\$ 467,954.40	\$ 116,988.60	\$ 584,943.00	\$ -
Contingencies	\$ 46,796.00	\$ 11,699.00	\$ 58,495.00	\$ -
Implementation - City of Liberty Hill	\$ 604,224.00	\$ 151,056.00	\$ 755,280.00	\$ -
Engineering	\$ 78,000.00	\$ 19,500.00	\$ 97,500.00	\$ -
Construction	\$ 457,586.00	\$ 114,397.50	\$ 571,983.50	\$ -
Contingencies	\$ 68,638.00	\$ 17,159.52	\$ 85,797.52	\$ -
<b>Subtotal Budget for (C) Carrying Out Projects and Strategies</b>	<b>\$ 17,531,748.00</b>	<b>\$ 4,382,937.00</b>	<b>\$ 21,914,685.00</b>	<b>\$ -</b>
<b>Total Budget for Activities (A), (B), and (C)</b>	<b>\$ 17,531,748.00</b>	<b>\$ 4,382,937.00</b>	<b>\$ 21,914,685.00</b>	<b>NA</b>