



Pedestrian Safety

Austin City Auditor's Office | May 2026

Background



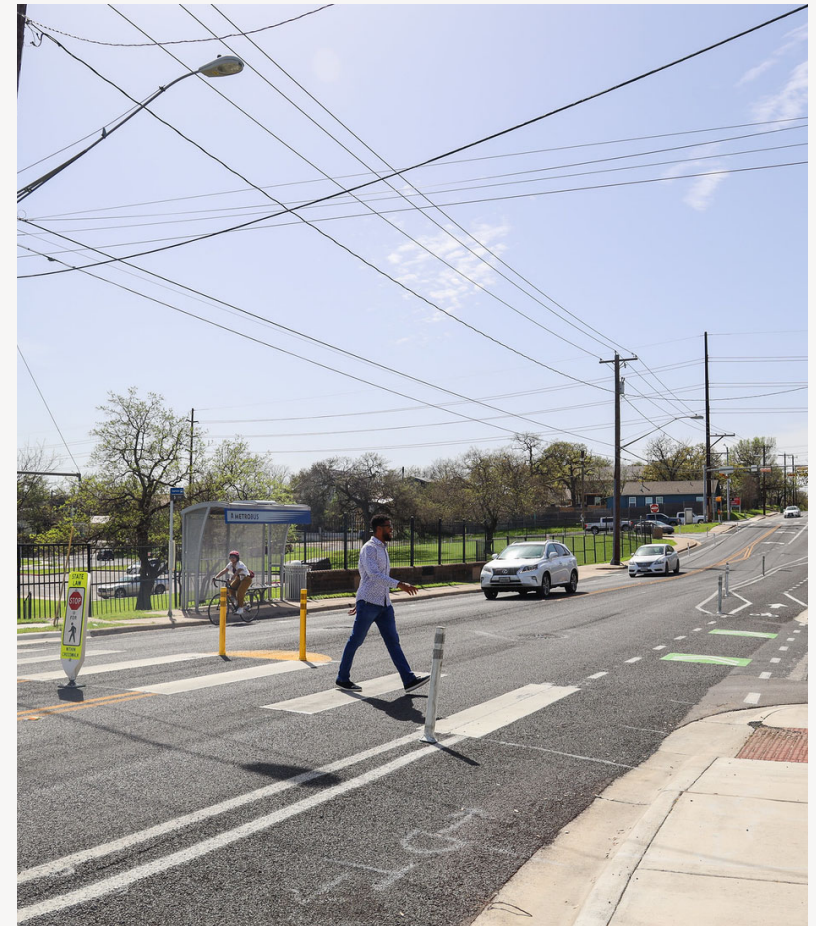
City goal to reduce traffic fatalities to zero



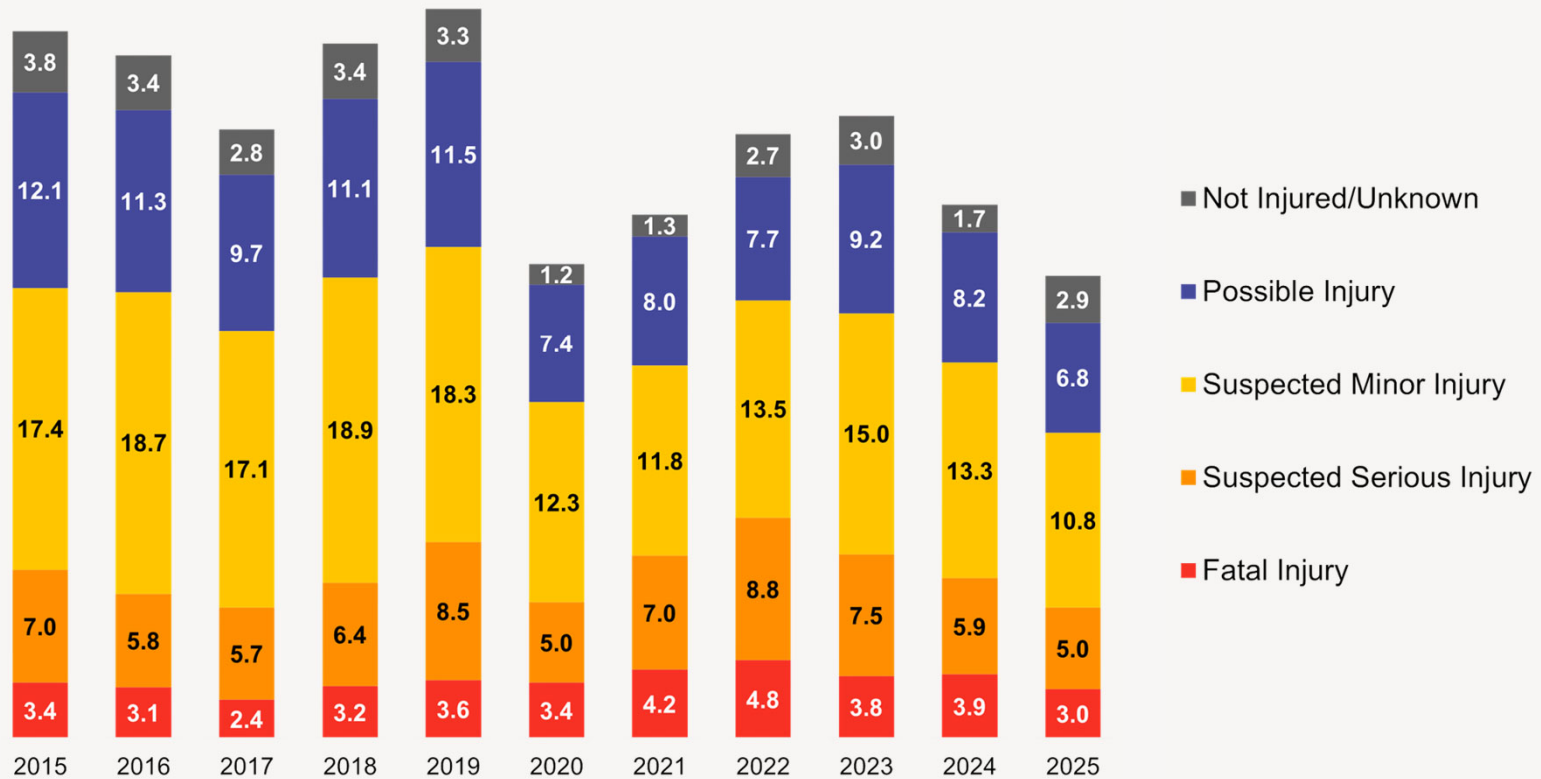
Engineering, education, and enforcement



Several groups play a role in pedestrian safety



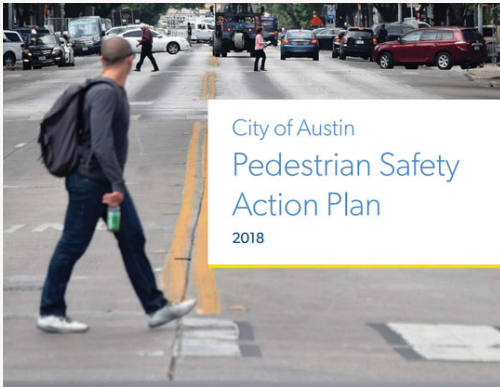
Pedestrian crashes per 100,000 residents have been decreasing since 2023



Finding 1

The City has made efforts to improve pedestrian safety, but incomplete data and jurisdictional authority limit progress.

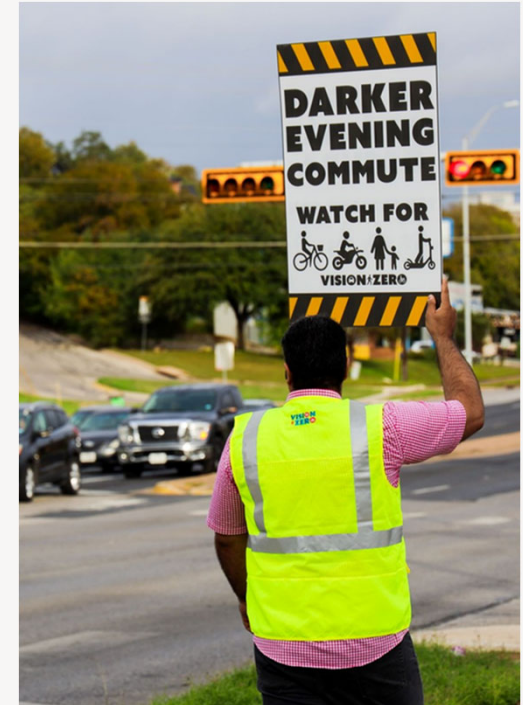
Plans



Engineering



Education



The City uses data to guide decision-making for pedestrian safety efforts



Underreporting



EMS, Fire, and hospital data not yet integrated



Missing geolocation and contributing factors

The City needs to cooperate with the State to implement pedestrian safety enhancements



64% of pedestrian fatalities occurred on State-owned roads

The City and State have similar goals but different design standards



Finding 2

About 40% of fatal pedestrian crashes involve people experiencing homelessness.

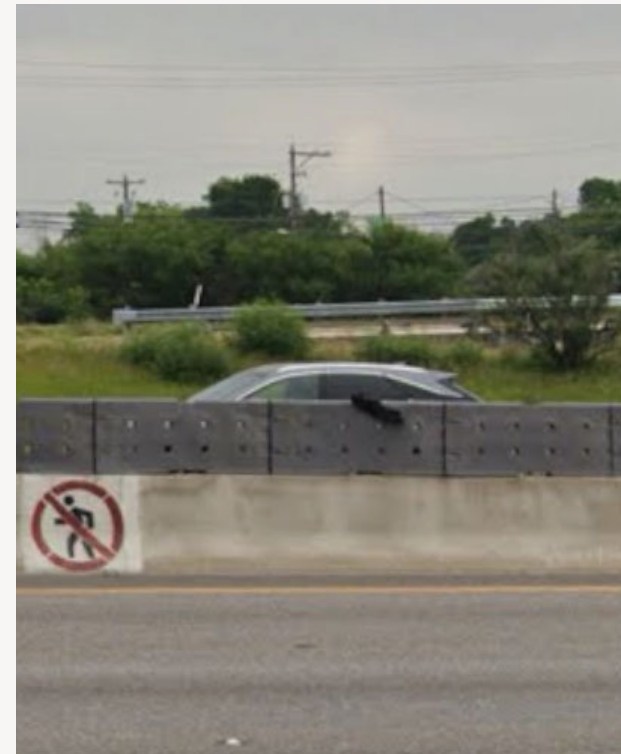
More targeted efforts are needed to protect this vulnerable population.

The City has worked with the State to discourage crossing and camping on high-speed roadways

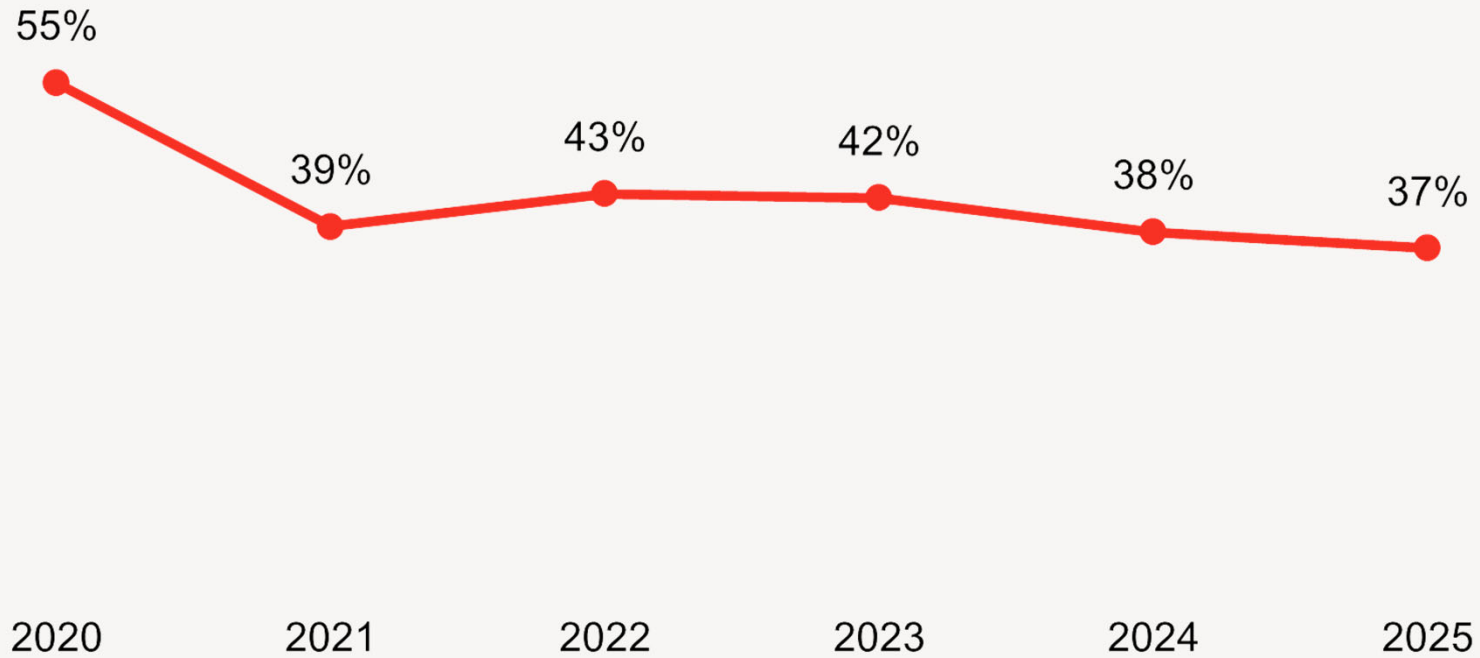
Before



After



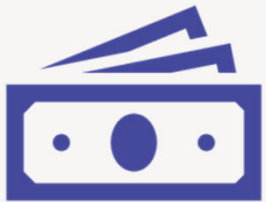
The percentage of fatal crashes involving people experiencing homelessness remains high



Additional Observation

Projected funding may impact the City's ability to meet pedestrian safety goals.

Future funding expectations make achieving pedestrian safety goals more challenging



Reliance on bond funding



Future funding is uncertain

Recommendations

The Director of Transportation and Public Works engage with applicable stakeholders to:

- 1 Work with partners to improve accuracy and completeness of pedestrian crash data.**
- 2 Continue to strengthen coordination between the City and State to achieve goals.**
- 3 Work with partners to improve safety for people experiencing homelessness.**



Questions?