



SEGUIN
TEXAS

It's real.

CITY OF SEGUIN

SAFETY FOR ALL MODES

MULTIMODAL TRANSPORTATION

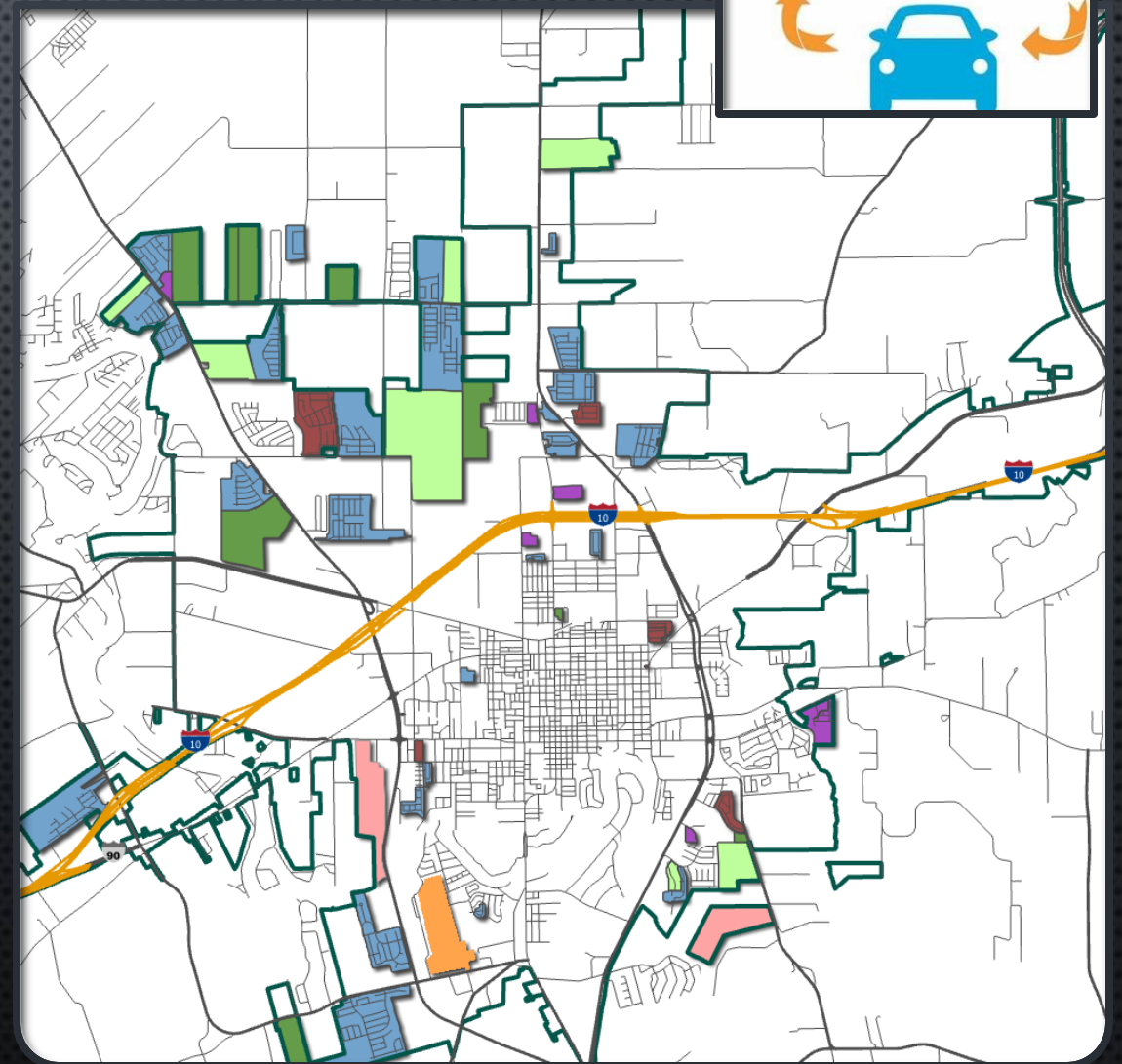
Melissa Reynolds, PE, CFM
Director of Engineering & Capital Projects

OUR PLAN TO PLAN FOR GROWTH

17% increase in Seguin in 10 years

31% increase in Guadalupe County

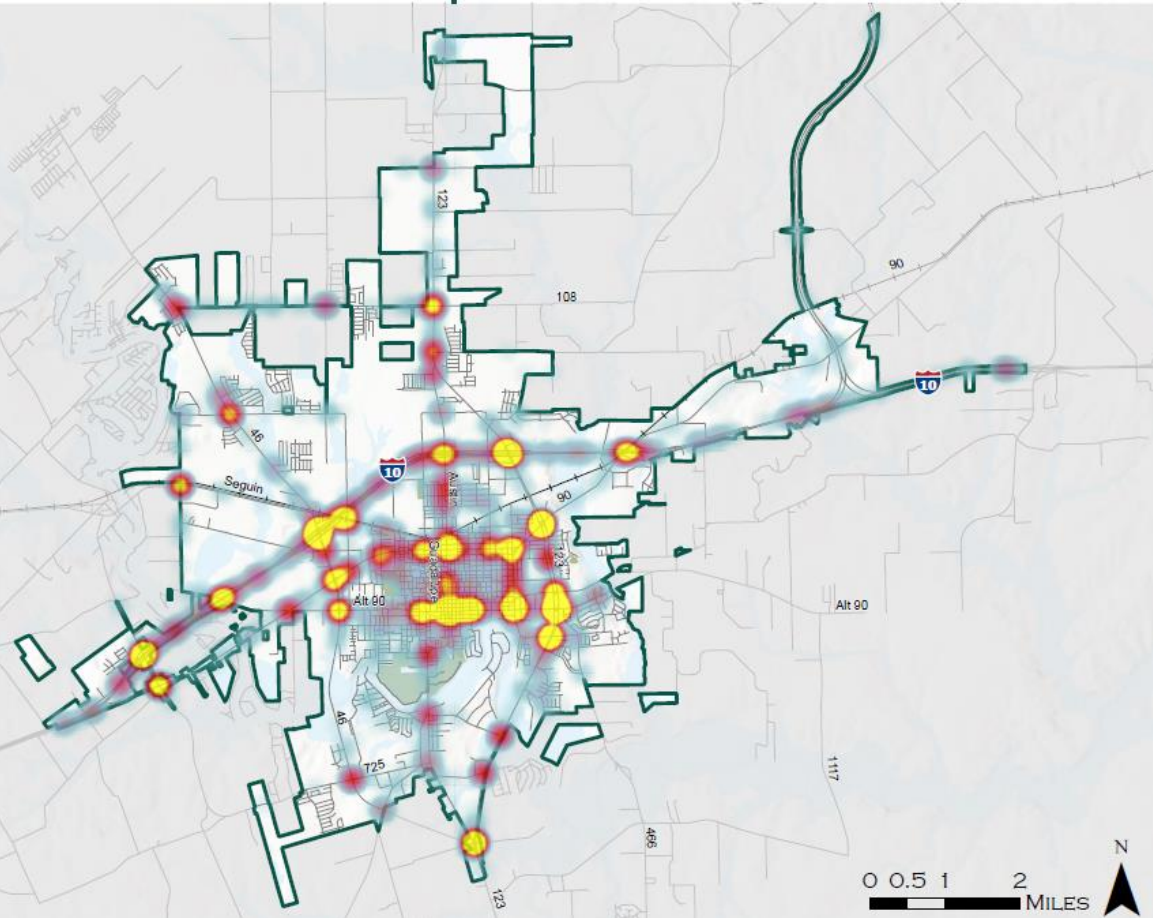
50% + increase on the Horizon for
Seguin





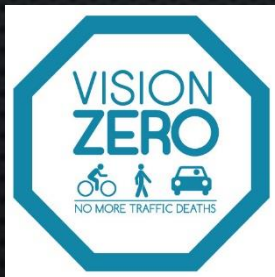
UPDATED CRASH HEAT MAP (2018-2022) CITY OF SEGUIN SAFETY ACTION PLAN

EXHIBIT 2: CRASH HEAT MAP



KimleyHorn

S | S
— | —
4 | A

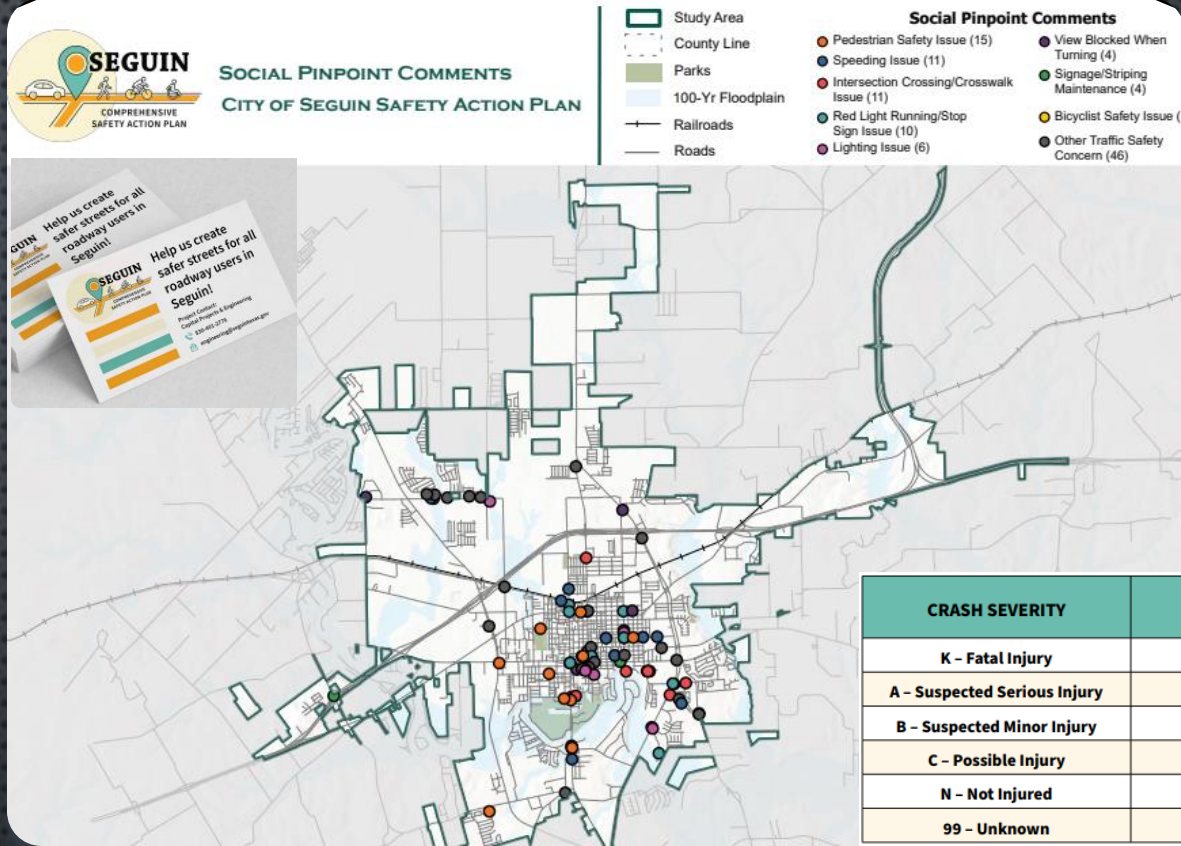
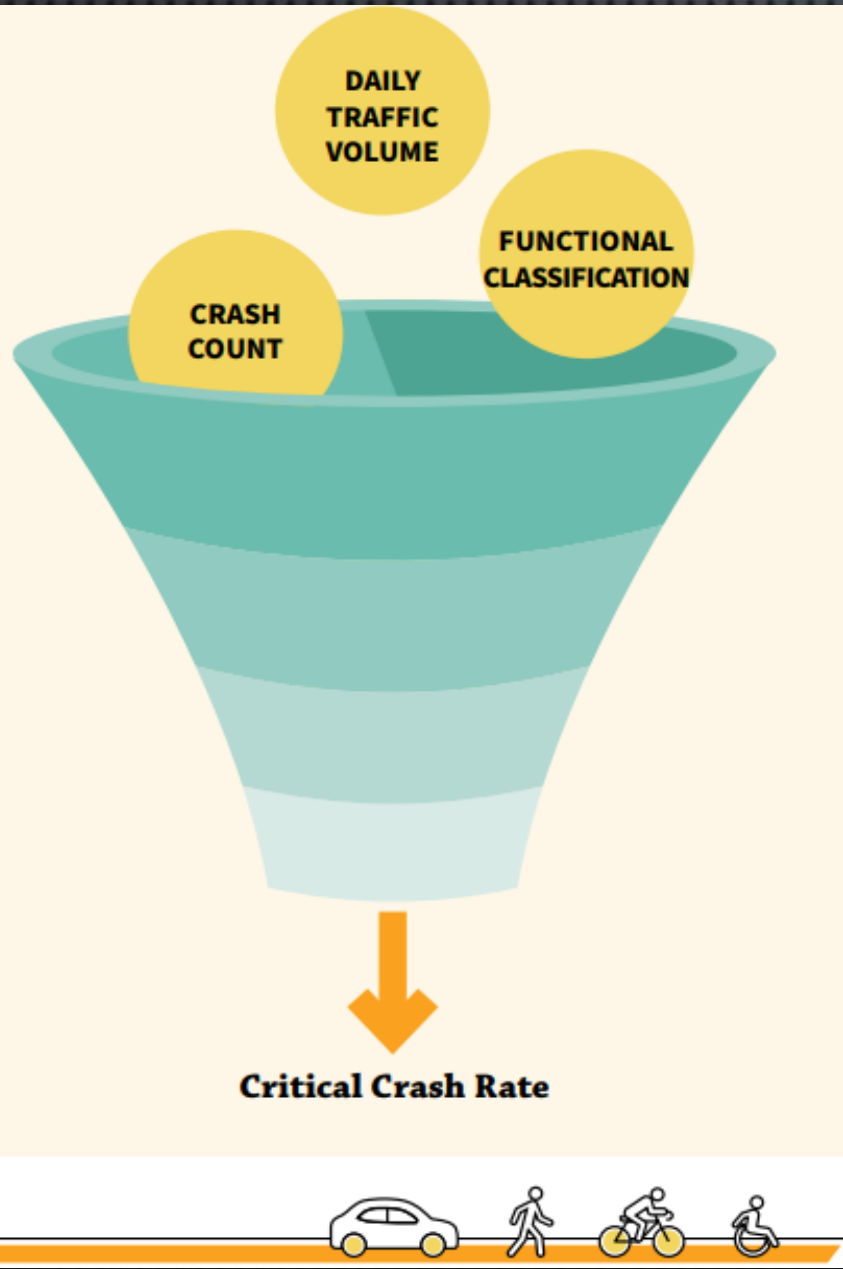


VISION ZERO TEXAS
**WE CAN END
TRAFFIC DEATHS
IN TEXAS**



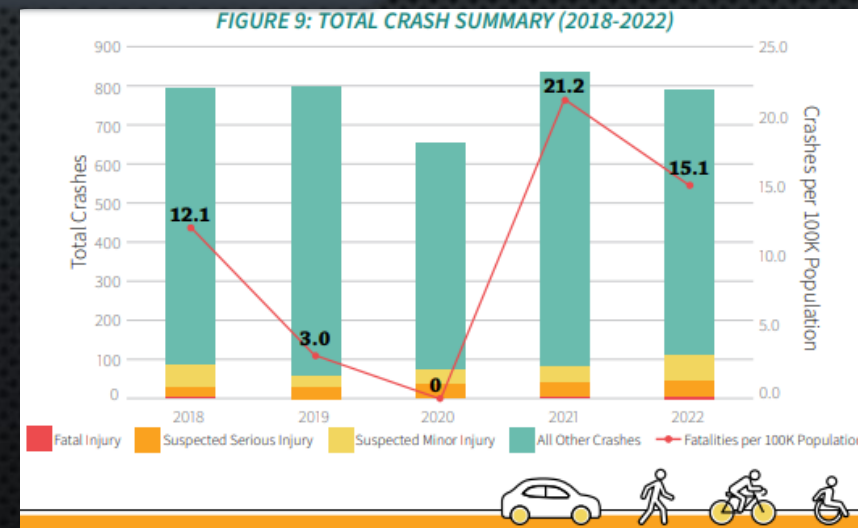
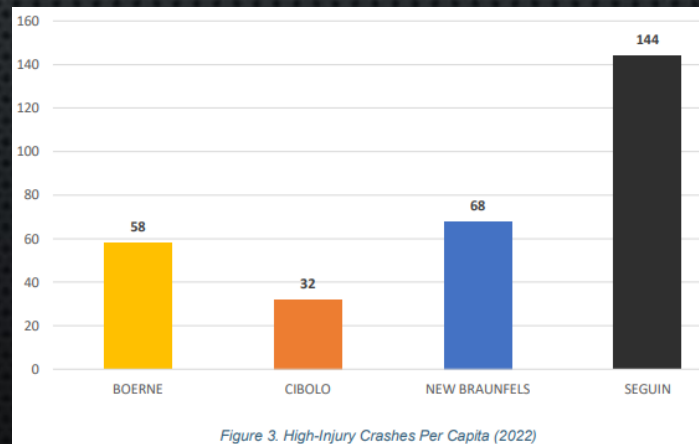
November 2024

- VISION:
- STRIVING FOR A **SAFER COMMUNITY**, SEGUIN IS DEDICATED TO DEVELOPING AN EQUITABLE TRANSPORTATION NETWORK THAT
- **PRIORITIZES SAFETY, PRESERVES ALL LIVES, AND MAINTAINS THE EXISTING COMMUNITY CHARACTER.**
- AS REGIONAL LEADERS, OUR MISSION IS TO IDENTIFY AND MITIGATE VULNERABILITIES TO ESTABLISH THE STANDARD FOR REGIONAL SAFETY AND INCLUSIVE TRANSPORTATION **FOR ALL USERS.**

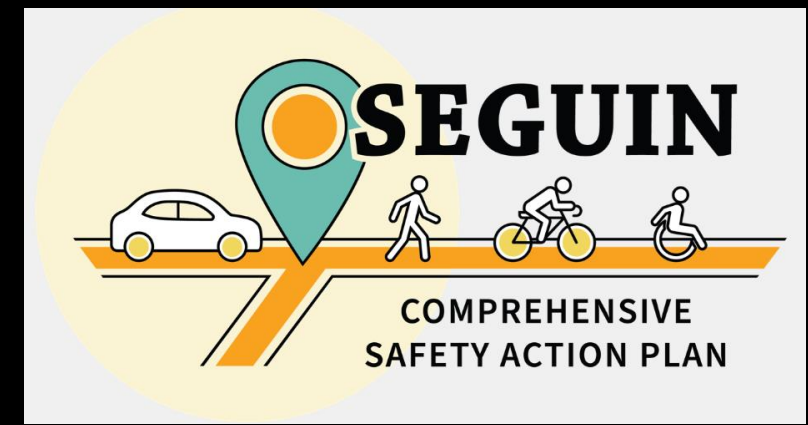
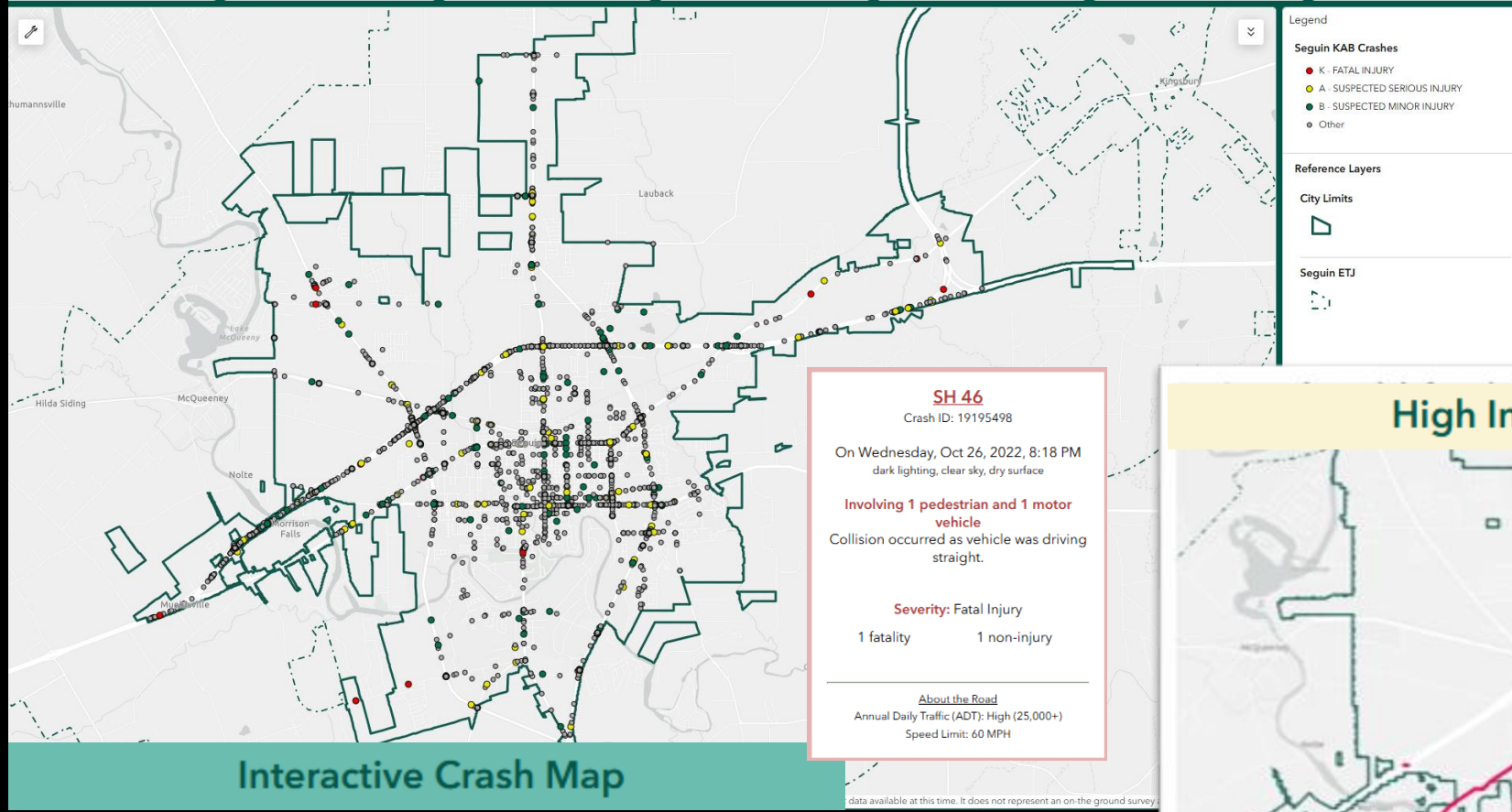


ALL THE
DATA

CRASH SEVERITY	CRASH COUNT	PERCENTAGE
K - Fatal Injury	18	0.4%
A - Suspected Serious Injury	189	5%
B - Suspected Minor Injury	253	6%
C - Possible Injury	454	11%
N - Not Injured	3192	77%
99 - Unknown	29	0.7%



100% of Total Crashes	100% of Fatalities	100% of Serious Injuries	100% of Freight Crashes	100% of Motorcycle Crashes	100% of Bicyclist Crashes	100% of Pedestrian Crashes
3,788	20	200	232	46	7	18
(3,788 Total Crashes)	(20 Total Fatalities)	(200 Total Serious Injuries)	(232 Total Freight Crashes)	(46 Total Motorcycle Crashes)	(7 Total Bicyclist Crashes)	(18 Total Pedestrian Crashes)

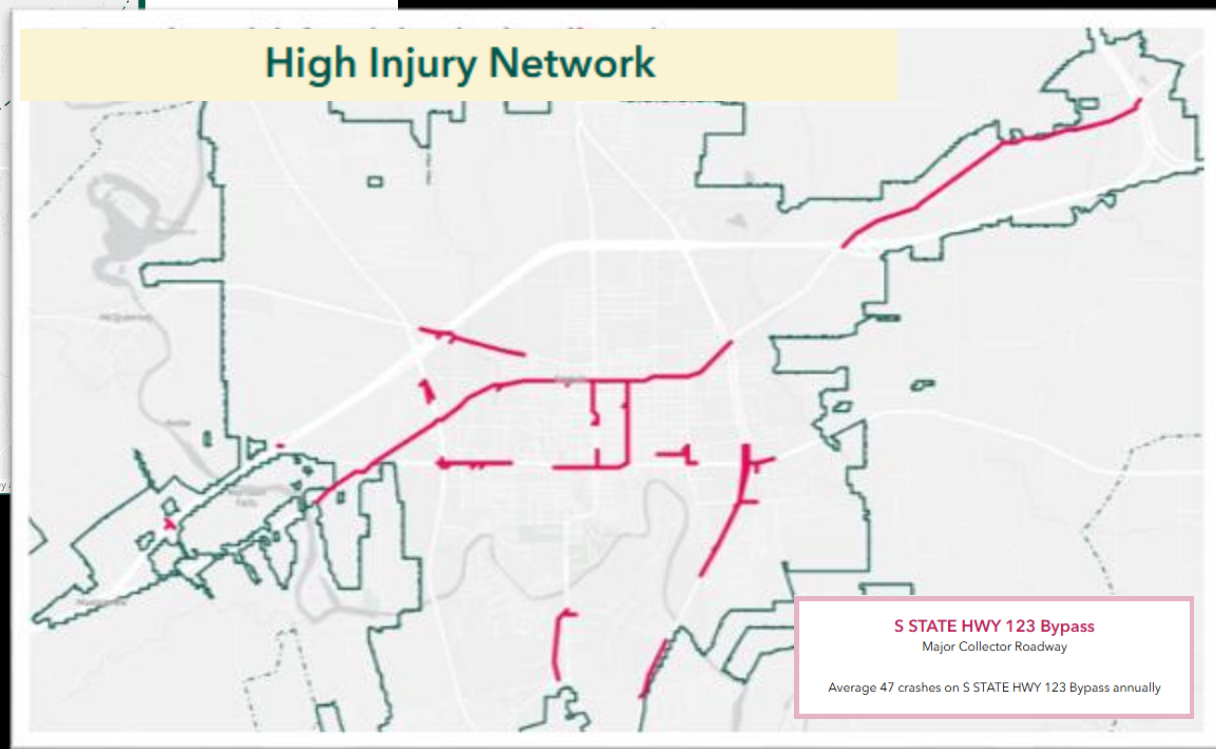


Key takeaways from these crash profiles are:

FOUR LANE ROADWAYS WITHIN DISADVANTAGED CENSUS TRACTS CAPTURED 35% OF ALL KAB CRASHES.

FOUR LANE ROADWAYS WITH A POSTED SPEED LIMIT OF 55 MPH OR HIGHER WERE ASSOCIATED WITH 50% OF ALL FATAL CRASHES IN SEGUIN.

MEDIUM TO HIGH SPEEDS WERE LARGELY ASSOCIATED WITH FATAL AND SEVERE CRASHES.



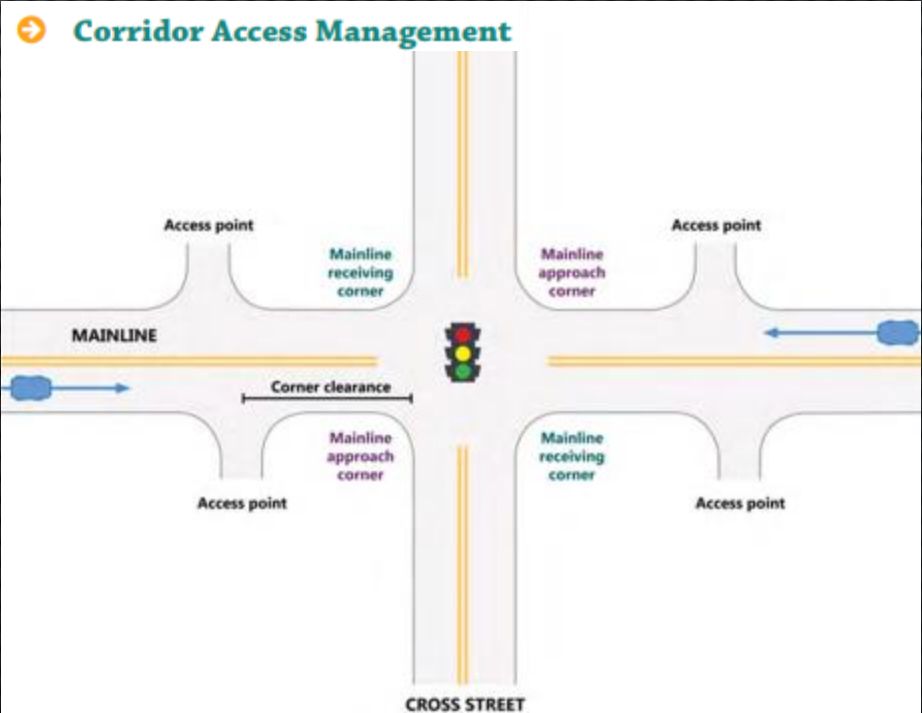
VISION ZERO – DEMO PROJECTS



4% of Total Crashes	0% of Fatalities	2% of Serious Injuries	3% of Freight Crashes	4% of Motorcycle Crashes	0% of Bicyclist Crashes	6% of Pedestrian Crashes
151	0	4	6	2	0	1
(3,788 Total Crashes)	(20 Total Fatalities)	(200 Total Serious Injuries)	(232 Total Freight Crashes)	(46 Total Motorcycle Crashes)	(7 Total Bicyclist Crashes)	(18 Total Pedestrian Crashes)

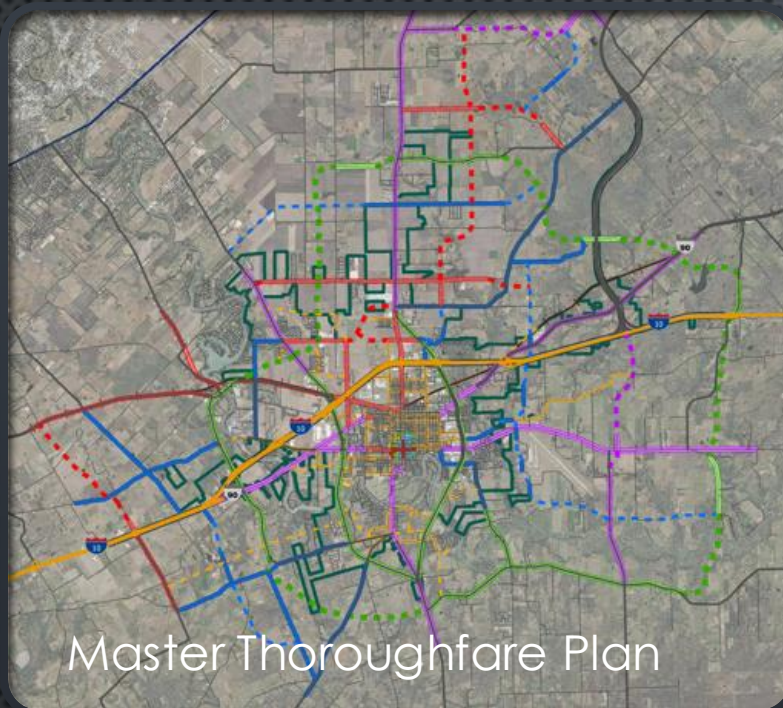
TABLE 20: SYSTEMIC COUNTERMEASURE TOOLBOX

SAFETY EMPHASIS AREAS	RAISED MEDIAN	CORRIDOR ACCESS MANAGEMENT	CHANGE DRIVEWAY WIDTH	IMPROVE SIGNING AND VISIBILITY AT SIGNALS	RETROREFLECTIVE BACKPLATES	FLASHING YELLOW ARROW	COORDINATED SIGNAL TIMING	LANE DESIGNATION MARKINGS AND SIGNS	WIDE EDGE LINES	HIGH CONTRAST LANE MARKINGS	IMPLEMENT SYSTEMIC SIGNALING AND MARKING IMPROVEMENTS	CHANGE RIGHT-TURN LANE GEOMETRY
CMF	0.29	0.93	0.25	0.732	0.85	0.975	-	0.75	0.635	0.75	0.734	0.558
Roadway & Lane Departure	•							•	•	•		
Speed-Related	•						•					•
Intersection-Related		•	•	•	•	•	•	•			•	•
Vulnerable Road Users	•			•			•					•
Distracted Driving				•	•			•	•	•	•	
Impaired Driving	•			•	•			•	•	•		
Unrestrained Persons	•						•					•

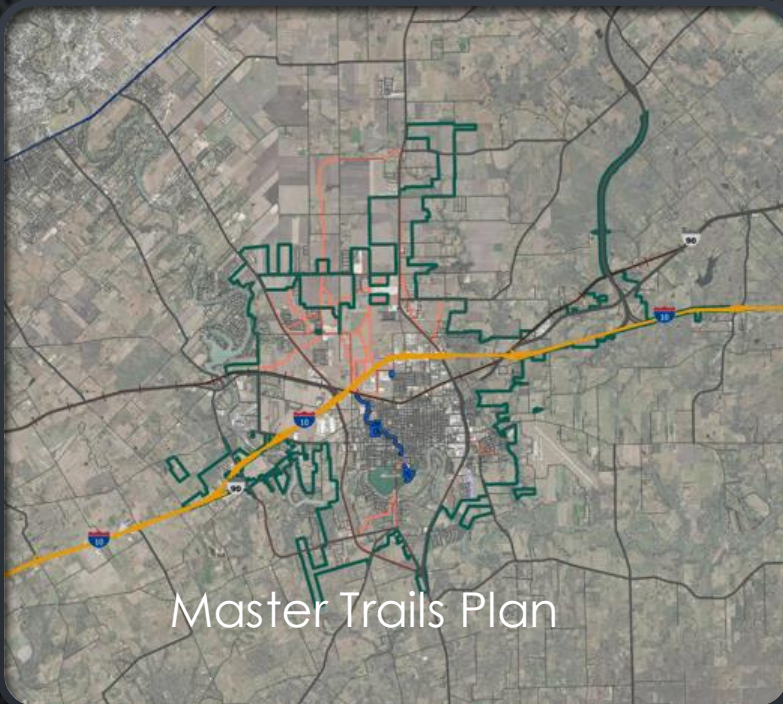




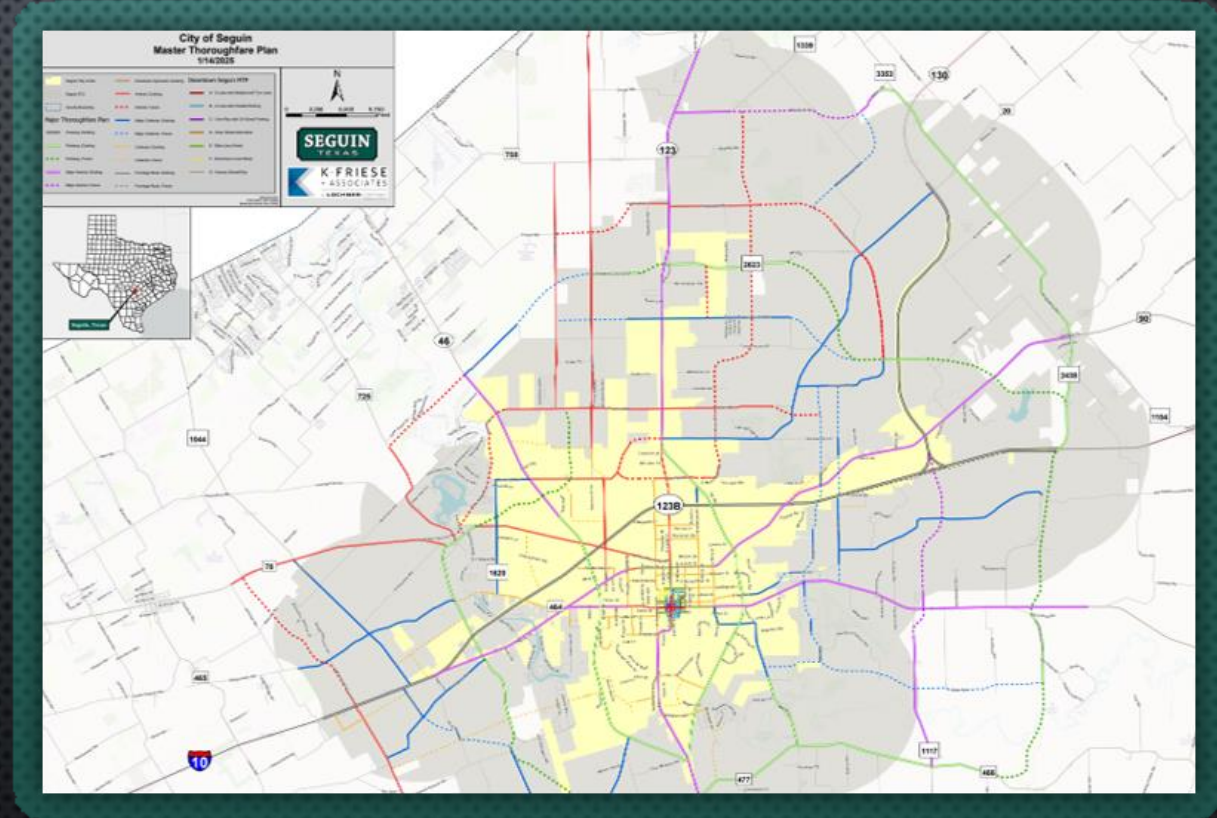
MOBILITY A MULTIMODAL APPROACH



Master Thoroughfare Plan



Master Trails Plan





Who Participated?

Members of the public, including residents, business owners, agencies, stakeholders, and public officials, participated in this Public Outreach

Major Feedback Themes:

- **General Support** - Strong support for the plan's recommendations
- **Traffic & Safety** - Concerns about congestion, one-way streets, and injury-prone areas.
- **Biking & Walking Improvements** - Support for expanding the bike network, fostering a positive culture around walking and biking, and improving crossing points.
- **Connectivity** - Interest in trail links to New Braunfels and quiet zone ties.
- **Sidewalks** - Support for building sidewalks and trails from neighborhoods so everyone in the community can access them.



44% of comments received suggest that **Crosswalks & Pedestrian Facilities** should be prioritized to improve safety in the City of Seguin

50% of participants suggest that **Expanding and Improving Existing Bike Paths & Trails** should be among the top priorities in the Seguin Transportation and Mobility Master Plan



All participants surveyed at this event listed the use of a **Personal Vehicle** as their main means of transportation, citing unsafe vehicle speeds for biking, and lack of bus stops and pedestrian facilities

The second largest mode of transportation surveyed is **Walking and Hiking** followed by the use of Public Transportation, specifically the Alamo Regional Transit (ART) program



The City of Seguin

TRANSPORTATION + MOBILITY MASTER PLAN

PLANNING AHEAD

- SAFE STREETS AND ROADS FOR ALL
- RECONNECTING COMMUNITIES PILOT PROGRAM
- RAISE GRANTS
- TxDOT's TRANSPORTATION ALTERNATIVES PROGRAM



U.S. Department of Transportation

THANK
YOU

mreynolds@seguintexas.gov



It's real.

