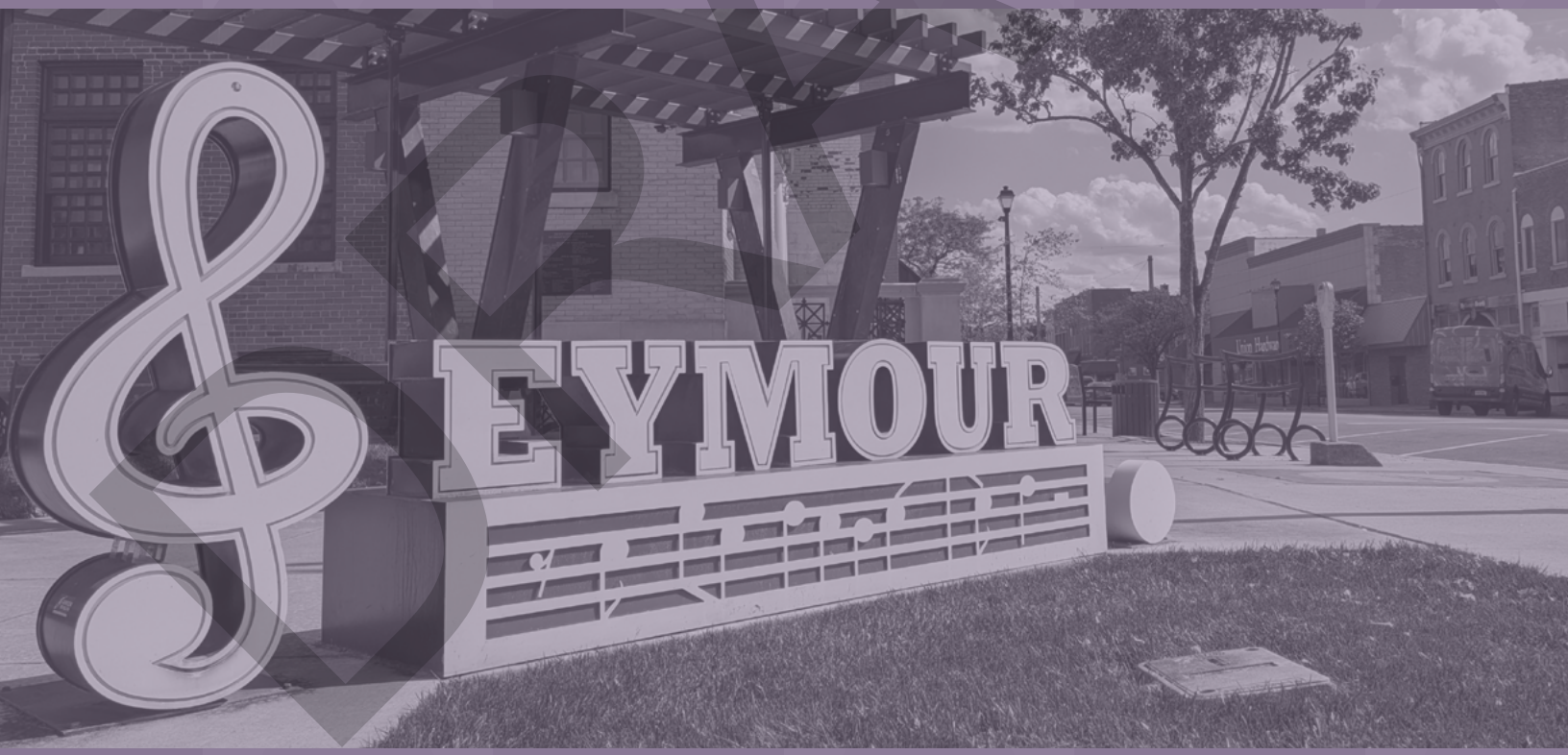
SAFER STREETS FOR SEYMOUR

TRANSPORTATION SAFETY ACTION PLAN

SEPTEMBER 2025



Traffic crashes are a leading cause of preventable death in the United States. According to the National Highway Traffic Safety Administration (NHTSA), 2021 saw over 43,000 traffic deaths across the nation, a 16-year high. Almost 43,000 people were again killed in traffic crashes in 2022 and just under 40,100 people were killed in 2023.

This transportation safety action plan identifies actionable strategies to make Seymour streets safer for all road users and eliminate traffic deaths and serious injuries by 2050.

SAFER STREETS FOR SEYMOUR TRANSPORTATION SAFETY ACTION PLAN

PRODUCED BY LOCHMUELLER GROUP, LLC

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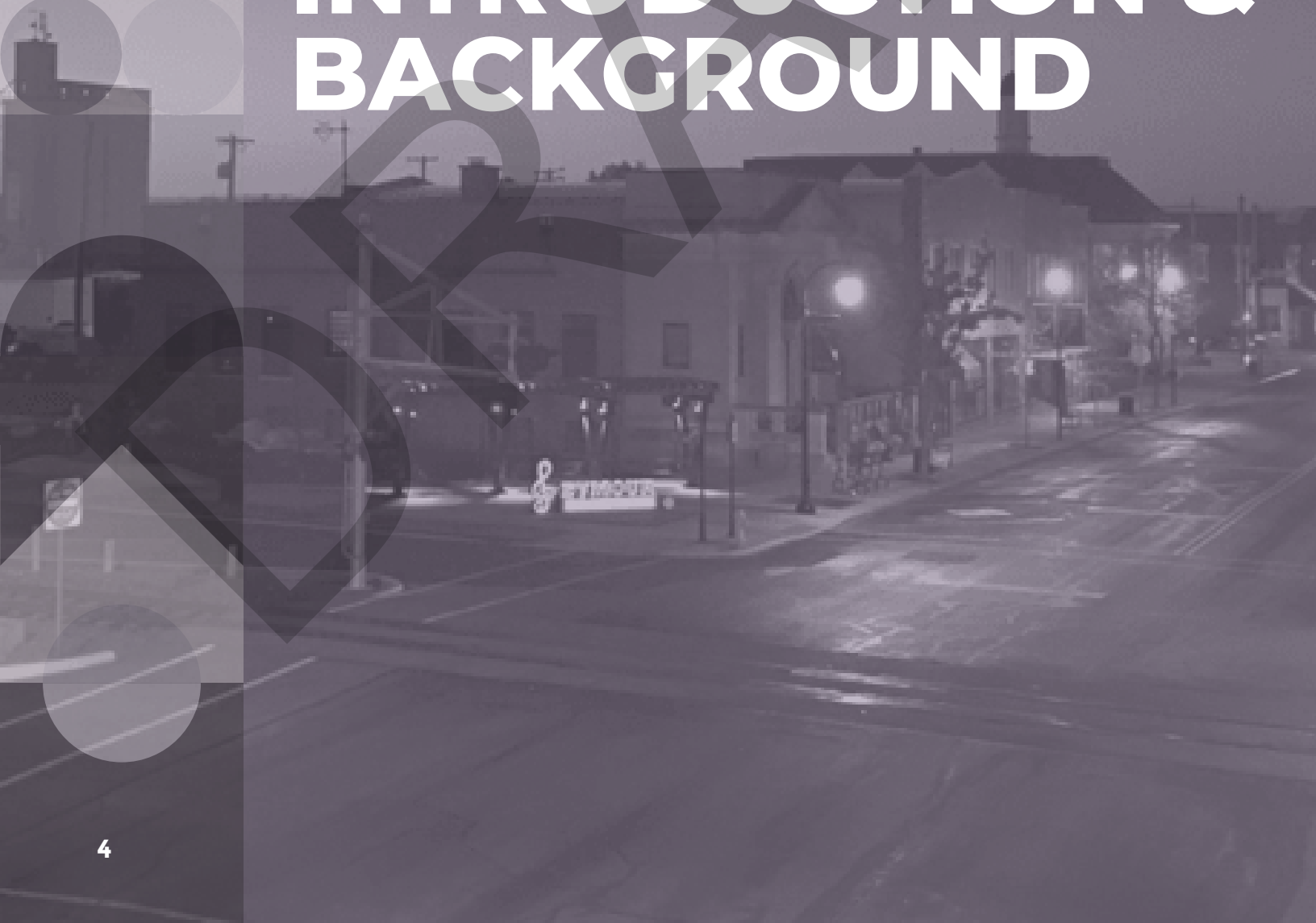
INTRODUCTION & BACKGROUND



PURPOSE AND COMMITMENT

The purpose of the Safer Streets for Seymour Transportation Safety Action Plan is to assess roadway safety challenges across the city and identify systemic and targeted strategies to enhance transportation safety and eliminate traffic deaths and serious injuries by 2050.

PURPOSE AND COMMITMENT STATEMENT FOR THE SAFER STREETS FOR SEYMOUR TRANSPORTATION SAFETY ACTION PLAN

The purpose of the Seymour Transportation Safety Action Plan (TSAP) is to identify and address roadway safety issues across the City and extraterritorial jurisdiction (ETJ) through a collaborative and data-driven approach. This plan brings together the City of Seymour, stakeholders, and the public to prioritize actions aimed at ***eliminating traffic deaths and serious injuries by 2050.*** Every year, accidents affect countless lives and cost the commuxnity millions, emphasizing the urgent need for effective safety measures.

The leadership across the City of Seymour is committed to fostering a safer transportation environment for all users, including vulnerable users such as pedestrians and cyclists. By setting clear safety goals and focusing on high-crash areas, the SAP aims to implement targeted safety improvements. Together, we are dedicated to creating a culture of safety that reflects the values of our communities and promotes access to safe transportation for everyone.

INTRODUCTION

Traffic crashes are a leading cause of preventable deaths in the United States. According to the National Highway Traffic Safety Administration (NHTSA), 2021 saw over 43,000 traffic deaths across the nation, a 16-year high. Almost 43,000 people were again killed in traffic crashes in 2022 and just under 40,100 people were killed in 2023.

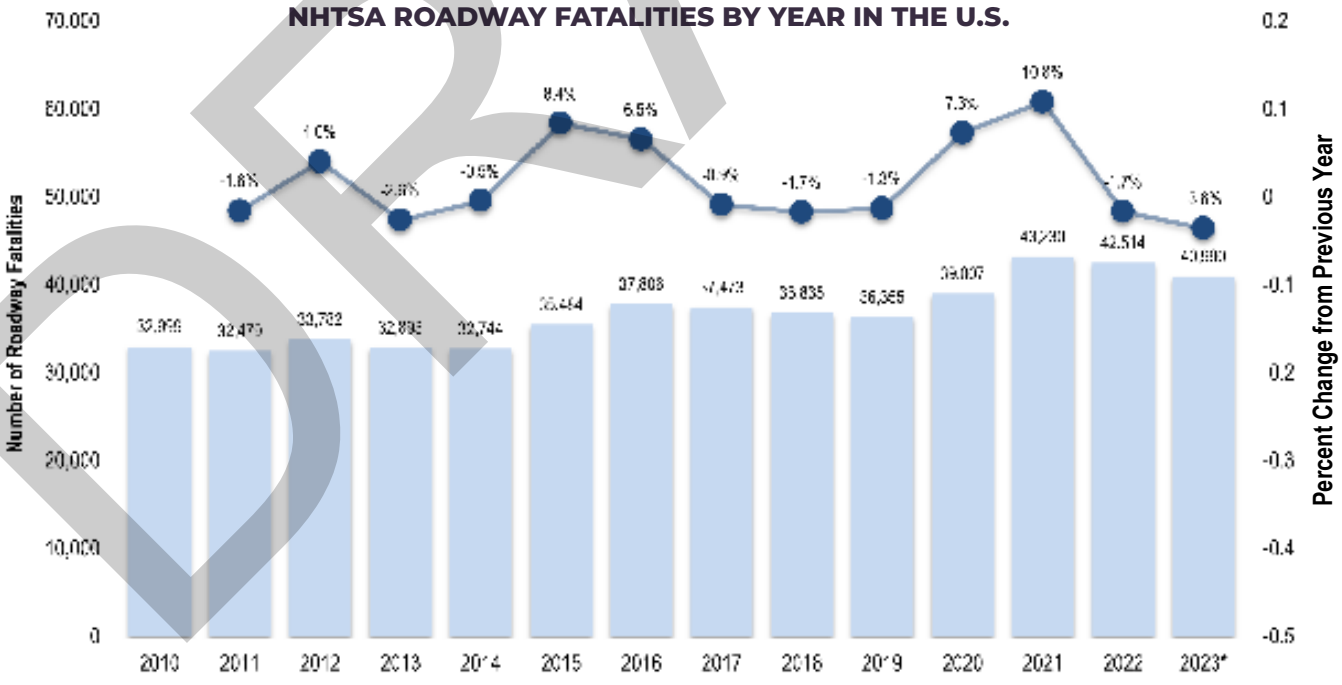
Although fatalities appear to be falling, this decrease is only a trend towards pre-pandemic fatality levels. Since 2020, notable increases include:

- Fatalities on urban roads up 16%
- Pedestrian fatalities up 13%
- Bicycle fatalities up 5%
- Speeding related fatalities up 5%

Throughout the Seymour area, an average of three people are killed each year in traffic crashes, and another 45 are seriously injured. The Seymour Transportation Safety Action Plan is a strategic step toward engaging and coordinating with the public, planners, engineers, law enforcement, and first responders to improve traffic safety for all users.

It will take a concerted and organized effort from various stakeholders and agencies to ensure this plan is implemented and zero traffic deaths and serious injuries become a reality.

The Safer Streets for Seymour Transportation Safety Action Plan is a plan aimed at eliminating fatal and serious injury crashes. The Plan combines an analysis of crash patterns with actionable strategies to make Seymour streets safer, not just for motorists, but for all users including those who bike, walk, roll, or use public transportation. The Transportation Safety Action Plan meets all the requirements of the Safe Streets and Roads for All (SS4A) program and will allow localities in the study area to apply for SS4A implementation grant funding for safety improvements.



*NHTSA Early Estimate

SAFETY ACTION PLAN

The Safer Streets for Seymour Transportation Safety Action Plan is designed to guide the implementation of strategies and projects aimed at reducing and eliminating fatalities and serious injuries on the City's roadways. The Plan incorporates data-informed decision-making, accounts for vulnerable users, and utilizes proven safety countermeasures from national best practices, while leveraging input from local stakeholders and communities.

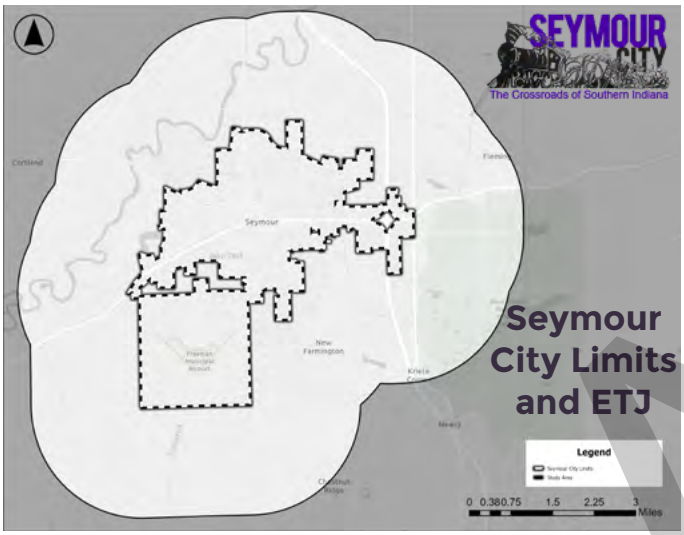
The strategies and projects selected for the Transportation Safety Action Plan are based on the findings from the technical safety analysis and the policy and process review, and align with federal and state priorities. The approach is centered on the Safe System Approach, a framework that emphasizes designing roadways that account for human error, reducing crash forces to prevent fatalities and serious injuries, and promoting shared responsibility among all road users, designers, and policy makers.

Elements of the Plan

The Safer Streets for Seymour Transportation Safety Action Plan is structured around key elements designed to address both the systemic and localized nature of traffic safety. These elements include:

BACKGROUND

This project was initiated by the City of Seymour for area within the city limits and the two-mile extra-territorial jurisdiction (ETJ) surrounding Seymour.



Seymour's commitment to safer streets is grounded in the understanding that **traffic-related deaths and injuries are preventable**. By adopting a proactive, data-driven approach, Seymour aims to systematically address safety risks and prioritize interventions in areas with high safety concerns. The Plan focuses on improving safety for all road users, with a particular emphasis on vulnerable road users - people walking, bicycling, using transit, and riding a motorcycle. The approach aligns with national, state, and local safety goals to create a transportation network that is safe, equitable, and accessible.

This section of the plan provides essential background information, including related planning efforts, a description of the Safe System Approach, and outlines the key focus areas and implementation sub-groups that guide the plan. Additional chapters will cover the community engagement process, results from the data-driven analysis highlighting high injury networks and areas of persistent poverty, context-sensitive proven safety countermeasures, and actionable strategies aimed at helping local leaders achieve the goal of zero traffic deaths and serious injuries.

SAFE STREETS AND ROADS FOR ALL (SS4A)

The U.S. Department of Transportation (USDOT) has identified the need for comprehensive safety strategies that address the rising number of traffic-related deaths. The Safer Streets for Seymour Transportation Safety Action Plan reflects the core principles of the National Roadway Safety Strategy (NRSS), released by the USDOT in 2022, which emphasizes the adoption of a "Safe System Approach" that promotes shared responsibility among all road users, policymakers, engineers, and planners.

The SS4A initiative is a national program aimed at supporting local governments and metropolitan planning organizations (MPOs) in developing comprehensive safety action plans, demonstration projects, infrastructure improvements, and other strategies to reduce fatal and serious injury crashes. The program, part of the Bipartisan Infrastructure Law (BIL), allocates funding to local agencies to reduce traffic-related fatalities and serious injuries. Under this initiative, USDOT encourages local agencies like the City of Seymour to adopt evidence-based safety strategies and implement them through targeted investments in infrastructure and policy changes.

SS4A ELIGIBILITY

Safety Action Plan eligibility is determined by the SS4A Self-Certification Eligibility Worksheet. The requirements are listed below and next to each requirement is the page number of this plan document on which the information satisfying that requirement may be found.

Table 1: Safety Action Plan Requirements

Requirement	Page
Public Commitment to Zero Fatalities and Serious Injuries	5
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Analysis of Existing Conditions	21
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Prioritized, Time-Specific Projects and Strategies	42
Progress Metrics	80
Publicly Shared Online	N/A

The Safer Streets for Seymour Transportation Safety Action Plan will allow the City to apply for SS4A implementation grant funding for safety improvements.

The Safe System Approach

The Safe System Approach is the guiding paradigm of the USDOT National Road Safety Strategy for addressing roadway safety.

A commitment to zero traffic deaths and serious injuries requires a shift in philosophy to address roadway safety. This shift is demonstrated by a Safe System Approach which focuses on both human mistakes and human vulnerability to design a transportation system with redundancies built in to protect all users. The Safe System Approach is a holistic and human centered approach to roadway safety. The principles of the Safe System Approach are:

DEATH AND SERIOUS INJURIES ARE UNACCEPTABLE.
The Safe System Approach is an ethical principle that no one should suffer death or serious injury while using the transportation system.

HUMANS MAKE MISTAKES.
People will inevitably make mistakes but the transportation system can be designed to mitigate human mistakes to avoid death and serious injury.

HUMANS ARE VULNERABLE.
Human bodies have physical limits for tolerating trauma, therefore, it is critical to design a transportation system that accommodates physical human vulnerabilities.

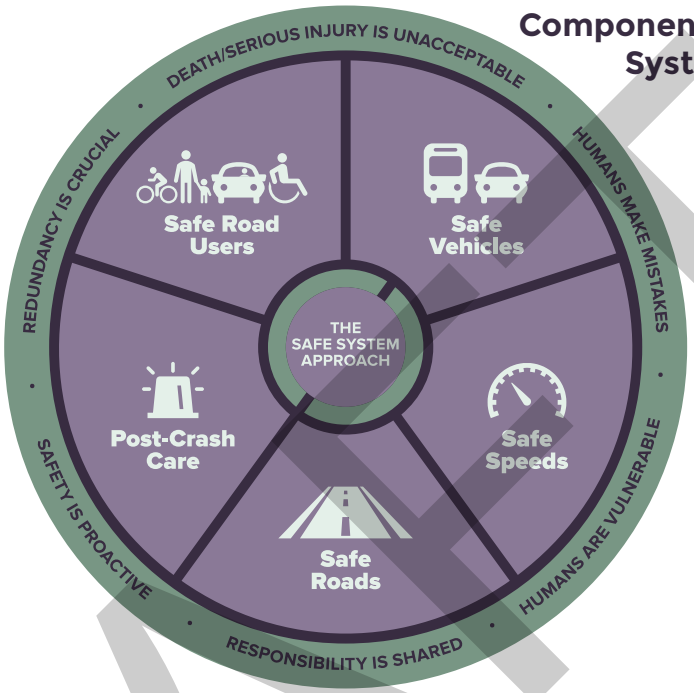
RESPONSIBILITY IS SHARED.
All stakeholders—including government at all levels, industry,non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.

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.

To learn more about the USDOT's Safe System Approach, click here.

Components of the Safe System Approach



IMPLEMENTING THE SAFE SYSTEM APPROACH

Implementation of the Safe System Approach revolves around five objectives, each with its own relevant actions.

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, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

SAFER PEOPLE

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

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.

KEY CONCEPTS

This plan does not live in a vacuum, but rather within a complex environment of interrelated concepts, programs, and terminology. The following descriptions are intended to clarify some common concepts that relate to safety and safety action plans in general.

VISION ZERO

Vision Zero is the global movement to end traffic-related fatalities and serious injuries by incorporating a Safe System Approach to roadway safety. Though sometimes used interchangeably, Vision Zero is the goal and a Safe System Approach is the way to achieve that goal.

TOWARD ZERO DEATHS

Toward Zero Deaths is another traffic safety program focused on reducing traffic fatalities to zero. Toward Zero Deaths and Vision Zero are complimentary efforts that support the same goals and the use of a Safe System Approach.

Toward Zero Deaths emphasizes the development of educational programming and safe driving behaviors.

VULNERABLE ROAD USERS

Vulnerable Road User is a term meant to describe those who are most at risk in the event of a crash. The term is often applied to pedestrians and bicyclists but is sometimes broadened to include motorcyclists or specified to the elderly or the disabled. The concept of a vulnerable road user is important because they account for a growing share of roadway fatalities in the U.S.

UNDERSERVED COMMUNITY

Underserved communities, also referred to as Areas of Persistent Poverty, are defined as counties or census tracts that consistently have greater than or equal to 20 percent of the population living in poverty as measured by the US Census Bureau.

TRANSPORTATION EQUITY

Transportation Equity is fairness with respect to the distribution of access, mobility, connectivity, opportunity, benefits, and impacts of circumstances affecting the provision of a safe, reliable, and affordable transportation system and services.

Transportation equity can be classified into three types:

- Procedural equity is focused on the involvement of diverse public stakeholders in the processes by which transportation decisions are made.
- Geographic equity focuses on the distribution of impacts across geography and space.
- Social equity is focused on the distribution across population groups.

CRASHES, NOT ACCIDENTS

The specific language used to describe events can significantly alter the meaning. Fatal and serious injuries have a real impact on crash victims and families who must face the realities of an unforgiving transportation system.

The term 'accident' implies there is little that can be done to prevent an event where no fault is evident. However, crashes are preventable, and changing semantics can profoundly alter people's perception of the problem and empower communities to end traffic violence and make safer streets.

INJURY CLASSIFICATIONS

Each record in the crash data represents one crash and includes an injury status for each crash. Different levels of injury severity carry distinct implications for public health, emergency response, and roadway improvements. Injury classifications are defined as follows:

Fatal Injury: Any injury that results in death within a 30 day period after the crash occurred.

Incapacitating Injury: A non-fatal injury that prevents the injured person from walking, driving,or normally continuing the activities the person was capable of performing before the injury.

Incapacitating injuries are also referred to as serious injuries and together with fatal injuries are the target of this safety action plan.

Non-incapacitating Injury: An injury, other than a fatal or incapacitating injury, which is evident to the officer at the scene of the crash and may require medical treatment.

Possible Injury: Any injury reported or claimed which is not visible.

Property Damage Only (PDO): No apparent injuries.

To better summarize trends and patterns, injury classifications are grouped into three groups:

- Killed or Seriously Injured (KSI) - K and A crashes
- Minor Injury - B and C crashes
- Property Damage Only (PDO) - O crashes

WHAT WE HEARD

Public and stakeholder engagement is a critical component of any successful planning process and aims to increase transparency, build dialogue and trust, and promote collaboration between members of the community, experts in the field, and agency decision makers.

SAFETY COMMITTEE

The Safer Streets for Seymour Transportation Safety Action Plan Safety Committee was established to provide the City and project team with expert knowledge and connections to various groups and industries. The Safety Committee was tasked with assisting in the development, implementation, and monitoring of the plan in compliance with requirement number two in the SS4A Self-Certification Eligibility Worksheet.

The Safety Committee is composed of various City departments including engineering, public works, police, communications, and the Mayor's office. Safety Committee members committed to membership responsibilities including:

- Sharing knowledge and ideas with the project team,
- Encouraging others to get involved,
- Assuming leadership roles to ensure the plan is implemented, and
- Developing a program to monitor the plan's success.

PUBLIC OUTREACH

During the development of the Transportation Safety Action Plan, a strategic engagement process was conducted to ensure broad community involvement and meaningful feedback. The process began in early 2025 with the formation of a Safety Committee and the launch of a project webpage featuring interactive feedback tools. An initial stakeholder list was created to support communication and outreach efforts. A community survey was then developed, accompanied by a promotional campaign including social media, email blasts, and flyers.

Public meetings were held both in person to present findings and gather valuable input. The engagement concluded in Fall 2025 with the collection of final public comments, ensuring that the community's voice influenced the comprehensive Transportation Safety Action Plan. The engagement process is detailed on the following pages.

STAKEHOLDER INTERVIEWS & FOCUS GROUPS

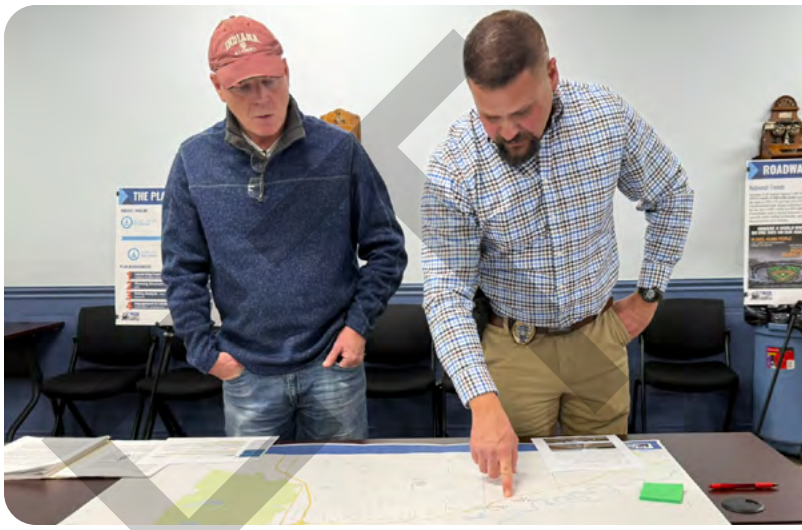
The project team met with representatives of Seymour institutions and community partners to learn about transportation safety issues and needs from different perspectives in the community. Participants included representatives from Seymour Police Department, Seymour Community Schools, Seymour Main Street, Jackson County EMS, Seymour Transit, and Jackson County United Way. These meetings provided valuable context regarding the transportation needs of Seymour's diverse community, as well as critical issues facing emergency responders to provide post-crash care.

OPEN HOUSE 1

During the public open house for the Safer Streets for Seymour Transportation Safety Action Plan, community members provided valuable input highlighting a range of safety concerns across the area. One major concern highlighted during the meeting was US 50 and CR 375 N, where residents desire a left-turn lane for safety due to visibility concerns caused by a hill. One fatality has occurred here in the past year. Similarly, the Hangman's Crossing intersection (US 50, CR 600 E, and W 2nd St) was discussed as a significant safety concern, with limited sight distance, excessive speeds, and a unique lane configuration.

Other comments related to poor roadway conditions on O'Brien St and other collectors and arterials, congestion on major arteries like US 50, speeding traffic and a lack of sidewalks in some neighborhoods, and the need for safer crossings for pedestrians throughout the community.

Other attendees expressed concerns about unlicensed drivers, driver impairment, and dangerous driving behaviors, sharing news articles, assembled data, and anecdotal experiences. This feedback highlights the need to address transportation safety through a system, multipronged approach.



OPEN HOUSE 2

SUMMARY OF OPEN HOUSE AND PUBLIC COMMENTS PROVIDED DURING THE MEETING. TO BE ADDED AFTER MEETING IN LATE SEPTEMBER.

Survey Results Summary

SURVEY RESULTS SUMMARY

In an online survey, respondents primarily said that they use driving as their main mode of transportation, however, over one third of respondents reported they walk weekly. Comfort levels varied widely: many respondents feel safe on roadways in Seymour but more feel unsafe or very unsafe. Key traffic safety concerns consistently highlighted were distracted and aggressive driving, speeding, and poorly maintained roads. Respondents wish to prioritize intersection design and safety and improvements to the pedestrian network.

High priority improvements identified by respondents include two-way to all-way stop conversions, adding left-turn lanes where none exist, and separating right-turn lanes. Respondents would like to see more and better lighting, new sidewalks, and flashing beacons to improve the pedestrian network. Respondents overwhelmingly desire bicycle lanes physically separated from vehicles to improve bicycling in the community. These results demonstrate a strong desire for safer, more accessible transportation for all users.

99%

Percent of respondents utilize a personal vehicle on a weekly basis.

45%

Percent of respondents want the pedestrian network to be a focus of the plan.

55%

Percent of respondents say they feel **unsafe or very unsafe** traveling on Seymour roadways.

65%

Percent of respondents say they observe distracted drivers utilizing cell phones on daily.

Public Input Map

RESULTS OF THE PUBLIC MAPPING TOOL

The safety survey was supplemented with a public input mapping tool. The mapping tool allowed respondents to identify specific locations of concern and submit comments to describe their concerns. Map users were able to "like" comments already submitted by others to show their support.

The City encouraged community map users to share their experiences, insights and ideas to improve roadway safety by participating in identification of safety issues that may not appear through data analysis alone.

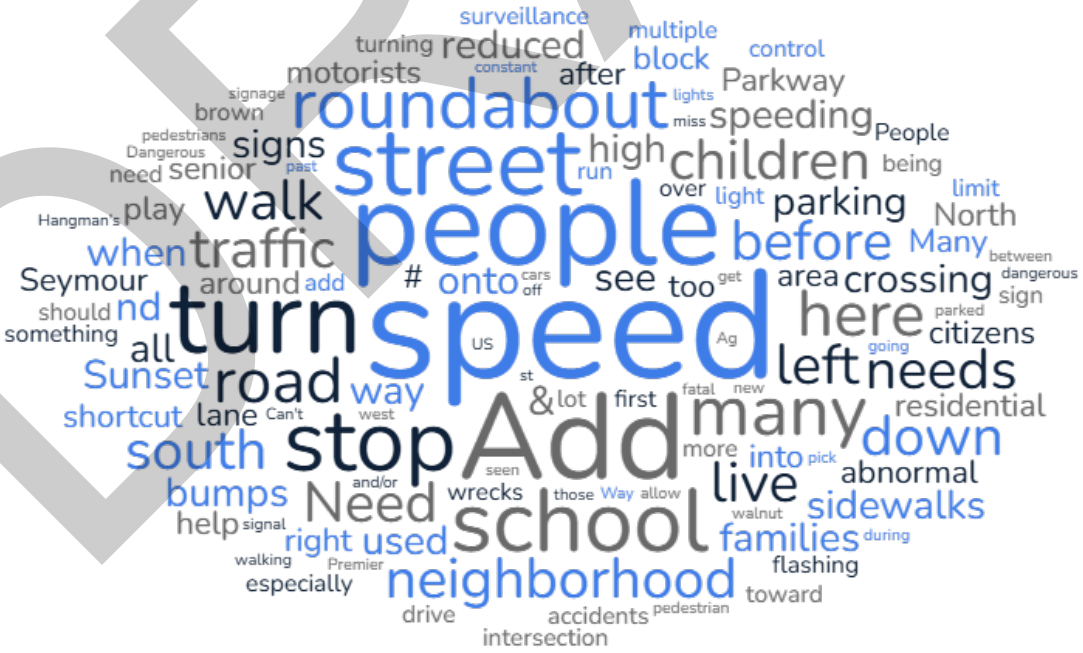
The categorized locations are shown in the map and summary table to the right. The Word Cloud visually represents the most frequently stated words in the comments, showing that Speed, People, Add, and Turn were the most mentioned in the mapping tool comments.

Mapping tool comments focused on safety and frequent crash locations, particularly US 50 at Airport Road, Walnut and 6th Street, and Community Drive during school hours. Speeding, lack of sidewalks, poor visibility, and severe potholes were frequently mentioned concerns. Roundabouts, new stop signs, and left-turn signals were solutions requested. Sunset Parkway and other residential streets were noted to be used as short-cuts, causing safety issues for residents.

A detailed report on the results of the mapping tool, online survey, including ages, incomes, and other demographic data is included in the Appendix.

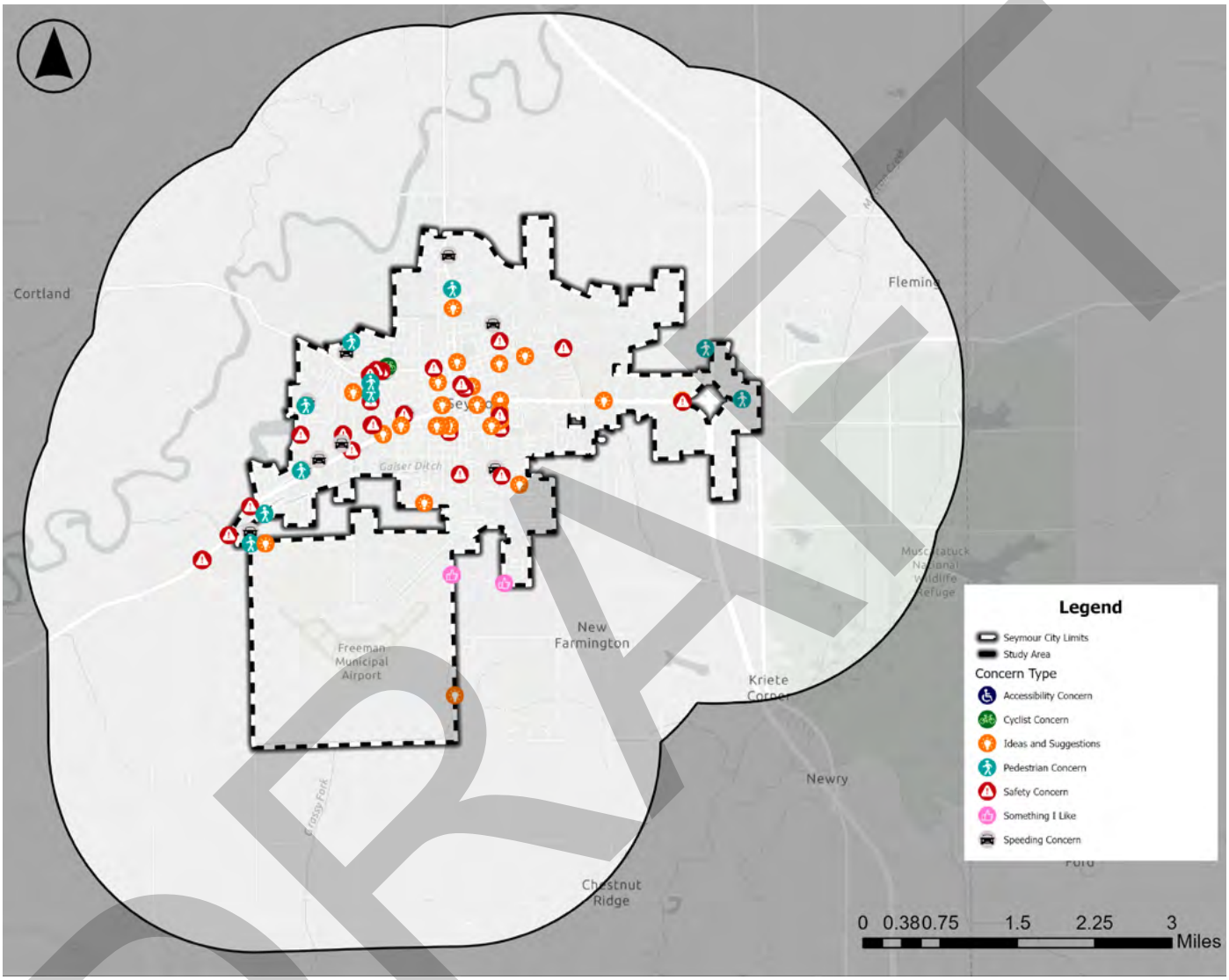
Table 2: Map Comments by Category

Concern Category	Count	Percent
Safety Concern	29	36%
Idea and Suggestion	25	31%
Speeding Concern	12	15%
Pedestrian Concern	11	14%
Something I Like	2	3%
Bicyclist Concern	1	1%
Total	80	



Concern Locations Comment Word Cloud

Map 1: Input Map Comments by Category



ANALYSIS

EXISTING CONDITIONS ANALYSIS

The purpose of the Safer Streets for Seymour Transportation Safety Action Plan is to comprehensively assess roadway safety challenges across the City and extraterritorial jurisdiction (ETJ) (the study area) and identify systemic and targeted strategies to enhance transportation safety.

Analyzing current conditions provides an invaluable understanding of transportation safety needs, issues and opportunities and establishes a baseline against which the City of Seymour can measure progress on its path to zero traffic deaths and serious injuries. This section of the Plan includes three key elements: the safety analysis, the High Injury Network (HIN), and the plan and policy review.

The safety analysis evaluates recent crash data to identify key themes and trends that can be addressed through proven safety countermeasures. It also uses a network screening tool based on observed crash history to identify high crash locations.

The results of the crash analysis are then used to develop the high injury network -- the roadways with the highest concentration of fatal and serious injury crashes.

Finally, the plan and policy review examines recent planning efforts and capital projects for their alignment with this study, identifying opportunities to advance specific recommendations and strategies from these related efforts.

CRASH ANALYSIS

The Plan incorporates data from local crash reports, traffic studies, and other analyses to identify high-risk locations and prioritize interventions. This data-driven approach ensures that resources are allocated efficiently to areas where they will have the greatest impact.

The Seymour Transportation Safety Action Plan reviews crash data from 2019 through 2023 to provide a comprehensive look at crash trends, roadway conditions, and risk locations across the city and surrounding two-mile buffer. The analysis draws on data from Indiana's ARIES reporting system to highlight contributing factors, roadway contexts, and high-risk corridors. These insights guide Seymour's data-driven approach to roadway safety planning.

CRASH SEVERITY

From 2019 to 2023, there were 5,089 reported crashes in Seymour and its buffer area. Of these, 239 crashes (4.7%) resulted in a fatality or serious injury (KSI). Seventeen crashes involved at least one fatality, while 222 crashes resulted in a serious injury. While KSI crashes make up less than 5% of all crashes, their community impact is significant and are the central focus of this plan. The COVID-19 pandemic created unusual traffic conditions in 2020, lowering overall crashes. Additionally, changes to Indiana's crash reporting system may have contributed to underreporting of incapacitating injuries in later years.

CRASH LOCATION

Crash density was highest along major corridors such as US 50 (Tipton St), US 31, State Road 11, and Interstate 65. Intersections along US 50, particularly at Walnut St and 4th St, were consistent hot spots. While property-damage-only crashes occur throughout the network, serious injury and fatal crashes are disproportionately concentrated on higher-volume, higher-speed arterials.

US Routes (US 50, US 31) accounted for 35% of KSI crashes but only 21% of all crashes, underscoring the elevated risk along these corridors. On interstates, state routes, and county roads, run-off-road crashes were the most common severe collision type.

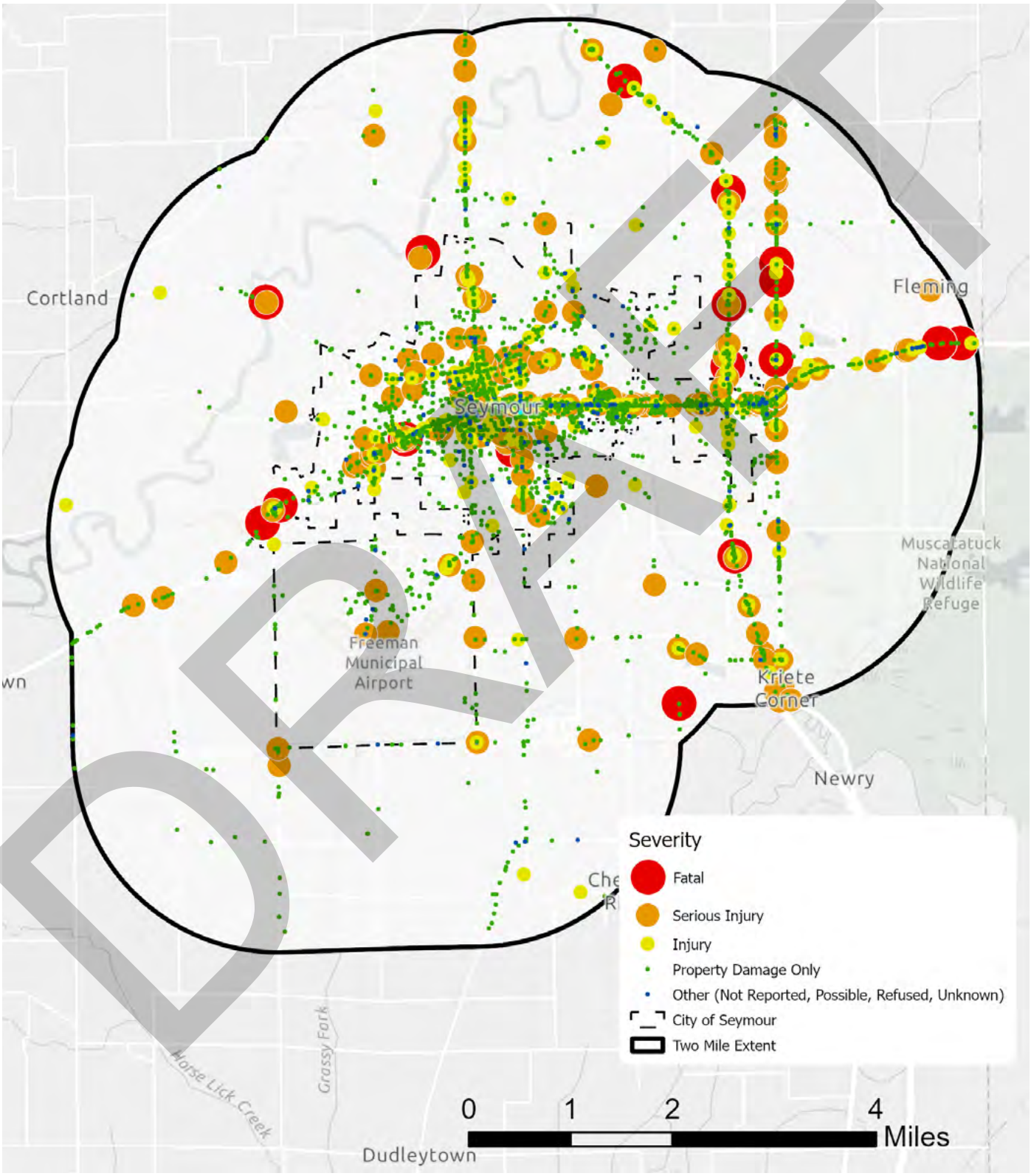
ENVIRONMENTAL CONDITIONS

Most severe crashes occurred in daylight and on dry pavement, suggesting that weather is not the primary driver of severity. Instead, higher speeds and traffic volumes during normal conditions increase the likelihood of serious outcomes.

Table 3: Crashes by Severity, 2019 – 2023

Crash Severity	2019		2020		2021		2022		2023		Total	
	#	%	#	%	#	%	#	%	#	%	#	%
Fatal	5	0.6%	5	0.6%	0	0.0%	4	0.3%	3	0.3%	17	0.3%
Serious Injury	70	7.8%	60	6.7%	36	3.4%	28	2.4%	28	2.6%	222	4.4%
Injury	35	3.9%	31	3.5%	55	5.2%	81	6.9%	75	7.0%	277	5.4%
Property Damage Only	711	79.4%	770	85.9%	944	88.9%	995	85.1%	929	87.1%	4,349	85.5%
Possible Injury, Refused Treatment, or Not Reported	75	8.4%	30	3.3%	27	2.5%	61	5.2%	31	2.9%	224	4.4%
Total	**896**	**100%**	**896**	**100%**	**1,062**	**100%**	**1,169**	**100%**	**1,066**	**100%**	**5,089**	**100%**

Map 2: Crashes by Severity, 2019 - 2023

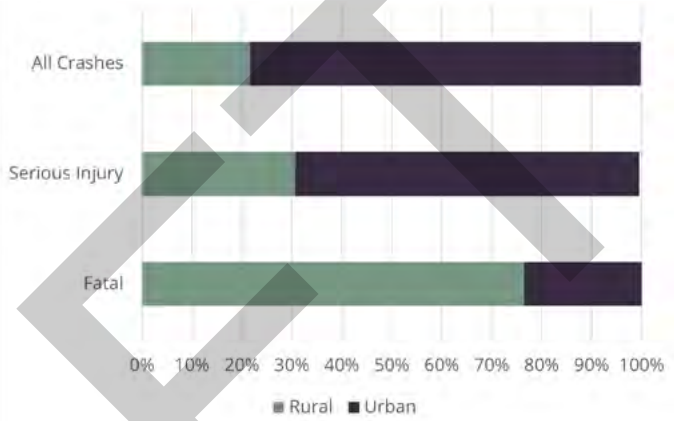


CONTRIBUTING FACTORS

The most common primary factors for all crashes were animal/object in roadway (14.5%), unsafe backing (14.2%), and following too closely (10.3%). However, KSI crashes were driven by more severe behaviors:

- Failure to Yield (25.1%)
- Following Too Closely (11.3%)
- Unsafe Speed / Too Fast for Conditions (8.8%)
- Run-Off-Road (7.5%)

This distinction highlights the importance of focusing on severity over frequency when prioritizing countermeasures.



VEHICLES AND CRASH DYNAMICS

Single-vehicle crashes make up 44% of KSI crashes, often linked to roadway departure or loss of control. Crashes involving three or more vehicles, though less frequent, are nearly three times more likely to result in a fatal or serious injury compared to two-vehicle crashes.

URBAN VS. RURAL CONTEXT

Although rural crashes represent only 22% of total crashes, they account for 34% of KSI crashes and 76% of fatalities. Rural crashes are more likely to involve run-off-road and head-on collisions, reflecting higher speeds, limited access, and longer emergency response times.

VULNERABLE ROAD USERS

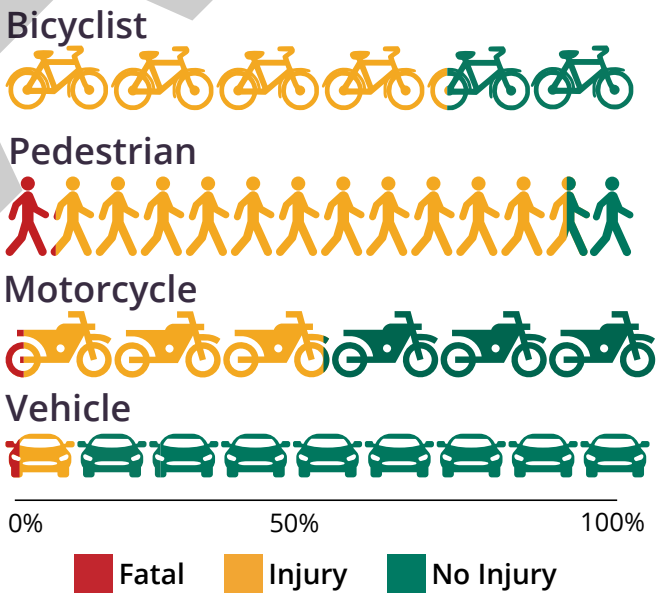
Vulnerable road users (pedestrians, bicyclists, motorcyclists) are disproportionately represented in severe outcomes.

Pedestrians: 24 crashes, including 2 fatalities and 15 serious injuries.

Bicyclists: 17 crashes, 41% resulting in serious injury

Motorcyclists: 75 crashes, with 2.9% fatal and 31% serious injury.

Nearly 1 in 5 KSI crashes involves a vulnerable road user, underscoring the need for targeted safety strategies.



UNLICENSED AND IMPAIRED DRIVING

Crashes involving unlicensed drivers made up 3.8% of all crashes but only 3.3% of KSI crashes, suggesting they are not disproportionately severe.

By contrast, suspected impaired driving was present in 17.6% of KSI crashes, more than three times the rate of all crashes. This aligns with national trends and highlights the role of impairment in the most severe collisions.

Key Crash Trends

CRASH ANALYSIS SUMMARY

The identification of crash trends does not mean that a certain roadway feature contributes or causes fatal or serious injury crashes. Rather, crash trends are simply used to identify common features of roadways or patterns of driver behavior which lead to increased numbers of fatal and serious injury crashes in order to identify other roadways or patterns that may have similar risk.

By analyzing local crash trends, the project team identified patterns related to crash severity such as not wearing a seatbelt, speeding and other reckless behavior, urban versus rural crash characteristics, and roadway classification characteristics. With this information the Seymour area is able to effectively target high risk crash types and driver behaviors and offer solutions to achieve the largest reduction in fatal and serious injury crashes.

34%

of KSI crashes occurred in rural areas, even though rural crashes represent just 22% of all crashes. Rural roads also accounted for 76% of fatalities.

25%

of KSI crashes were caused by Failure to Yield, the most common severe crash factor.

18%

of KSI crashes involved suspected impaired driving, more than triple the rate for all crashes.

44%

of severe crashes involved a single vehicle, often roadway departures.

High Injury Network

The High Injury Network (HIN) represents the small number of roadways (50 miles) that experience the majority of fatal and serious-injury crashes. The HIN helps decision makers prioritize safety improvements so that improvements have the greatest potential reduction of fatal and serious injury crashes.

The systemic safety analysis is a data-driven, multi-step process that includes identifying and evaluating risk factors, identifying locations with the greatest risk, and selecting appropriate countermeasures to mitigate risk and improve safety outcomes. Different from a typical network screening methodology that relies on observed crash history to identify high crash locations, such as the high injury network, a systemic safety analysis identifies high-risk roadway features throughout the network to identify locations with the greatest risk. The purpose of the systemic safety analysis is to evaluate the risk of roadway characteristics, identify locations with the greatest risk of fatal and serious injuries, and to develop systemic safety countermeasures to improve safety outcomes throughout the network.

HIGH INJURY NETWORK (HIN)

The HIN is a crucial element in the Seymour safety strategy that is used to identify and prioritize locations for safety improvements. It represents the small number of roadways that experience the majority of fatal and serious-injury crashes based on a safety index score that was calculated for each roadway segment and intersection. The safety index score evaluated segments and intersections based on the crash history (2019-2023).

Two metrics are included in the safety index score:

- Total Crashes - Crash frequency is the total number of crashes that occur along a segment.
- Crash Costs - Crash costs vary by severity level and are identified by the Federal Highway Administration Safety Program with individual states using adjusted costs.
- Total Injuries - Injury frequency is the total number of injuries that occur along a segment.
- Total Deaths - Death frequency is the total number of fatal injuries that occur along a segment.

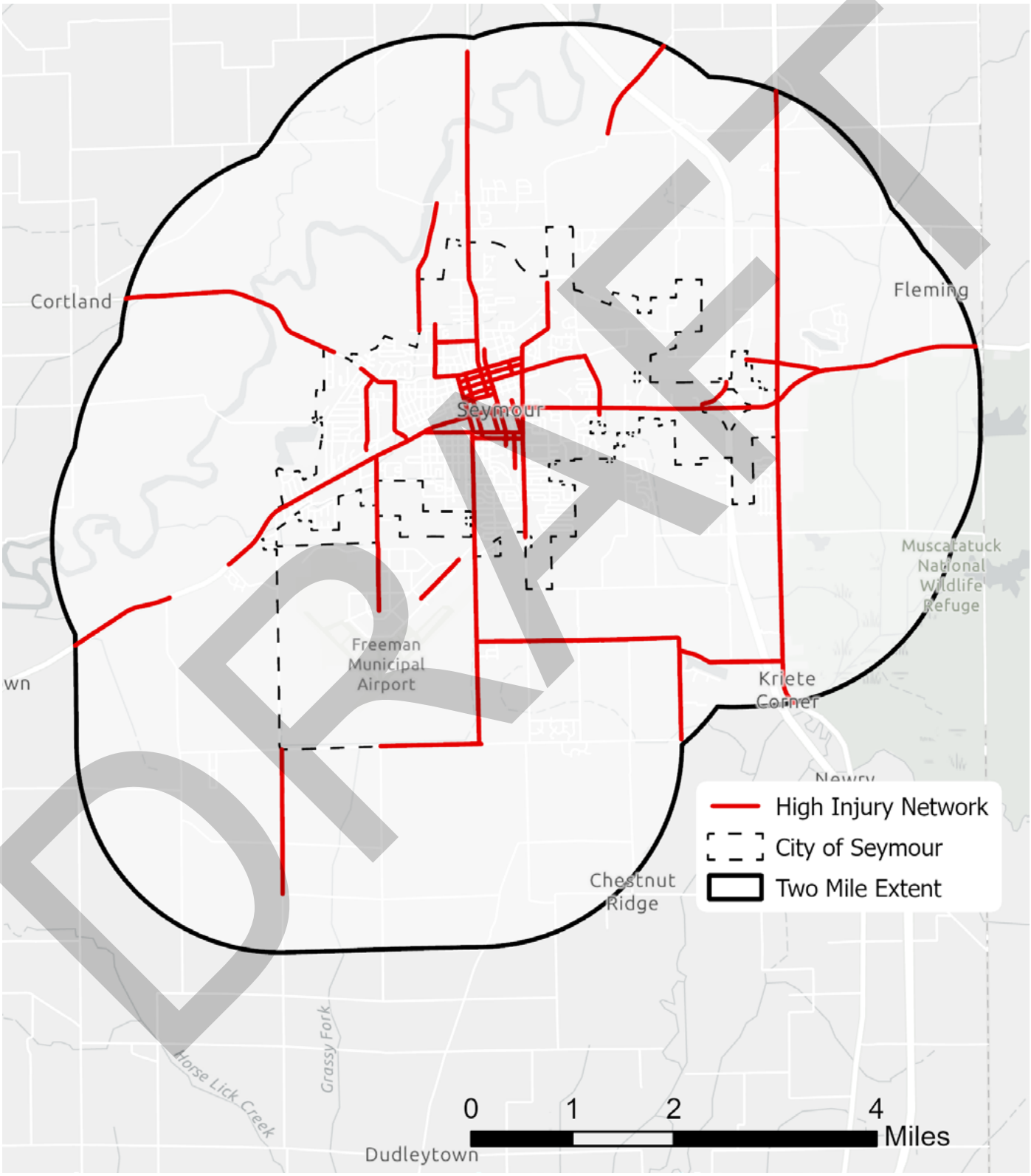
Higher safety index scores mean more fatal and serious injury crashes at a particular location and roadway segments and intersections with the highest safety index scores were made into the HIN. More information about the HIN can be found in the Appendix.

The HIN accounts for all of the non-interstate fatal crashes, 86% of serious injury crashes, 76% of minor injury crashes, and 56% of crashes resulting in property damage only. Local roads make up nearly half of the HIN (49.6%), followed by principal arterials (24.59%), and major collectors (21.91%). The detailed HIN analysis is shown in the Appendix.

NOTABLE HIN CORRIDORS:

- **US Route 50**
- **US Route 31**
- **Indiana Route 258**
- **Indiana Route 11**
- **4th St**
- **Airport Rd**
- **Brown St**
- **Burkart Blvd**
- **Laurel St**
- **O'Brien St**
- **Sandy Creek Dr**
- **County Rd 600 E**
- **County Rd 275 N**

Map 3: Seymour High Injury Network



COMMUNITY MAKEUP

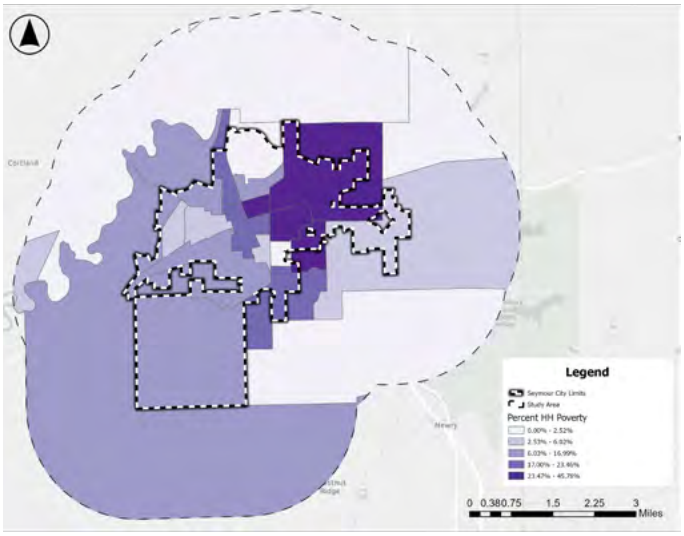
A safe and fair transportation system expands access to opportunities for all residents. Understanding the demographic composition of Seymour's diverse community can help to best align resources to address transportation needs.

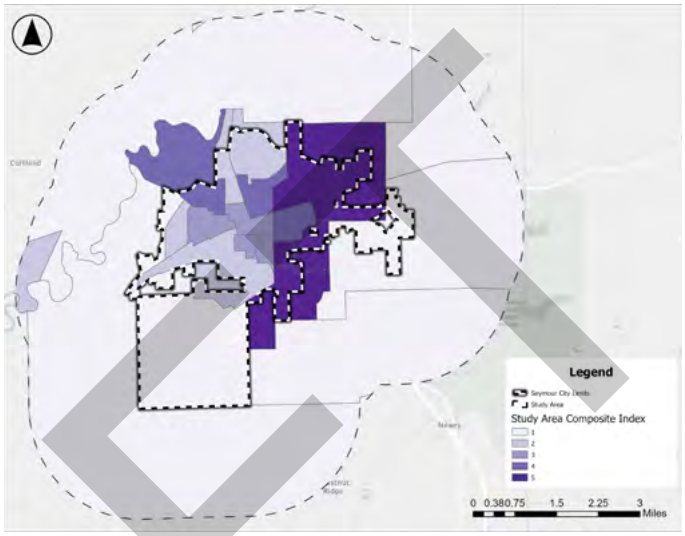
The City of Seymour is committed to a fair distribution of safety improvements so that all residents can feel safe when traveling.

PURPOSE OF EVALUATING COMMUNITY MAKEUP IN A SAFETY ACTION PLAN

A safe transportation system expands access to opportunities for all residents and helps reduce economic, environmental, and health burdens that can affect communities in different ways. In Seymour, transportation planning recognizes that some groups—such as households living in poverty, families with children and seniors, and those without access to a personal vehicle—may face greater challenges in getting where they need to go. These residents often rely more on walking, biking, and public transit, and may live in neighborhoods where transportation infrastructure is limited or in need of improvement.

Patterns of underinvestment in certain areas can result in higher rates of traffic-related injuries and deaths, especially among those who depend on alternative modes of transportation. By understanding where these challenges are most concentrated, Seymour can prioritize safety and mobility improvements that make a meaningful difference for those who need them most. This approach ensures that transportation projects are guided by a clear understanding of local needs, helping to create a safer and more accessible community for people of all ages and backgrounds.





POVERTY

Households living below the poverty line often have fewer resources for transportation and may rely more on walking, biking, or public transit. In Seymour, the percentage of households in poverty is mapped at the Census Block Group level, highlighting neighborhoods where economic hardship is more prevalent. These areas may have an increased need for safe pedestrian routes, reliable transit options, and improved roadway infrastructure to support daily travel.

AGE: CHILDREN AND SENIORS

Children and seniors represent groups with unique transportation needs. Young people may depend on safe routes to school, parks, and community centers, while older adults may require accessible sidewalks, crossings, and transit services. The demographic analysis shows the distribution of residents under 18 and over 65 across Seymour, identifying locations where investments in safety and accessibility can benefit those who are less likely to drive or who may be more vulnerable in traffic environments

NO VEHICLE ACCESS

Households without access to a vehicle face significant barriers to mobility, especially in areas where public transit is limited. In Seymour, the percentage of households without a vehicle is mapped using census tract data, applied to block groups. These neighborhoods may rely heavily on walking, biking, or shared rides, making improvements to non-motorized infrastructure and transit service especially important for supporting daily activities and access to essential services.

TARGET AREAS FOR TRANSPORTATION IMPROVEMENTS

By combining these three indicators—poverty, age, and vehicle access—Seymour's planners can identify a composite index of Target Areas where transportation investments will have the greatest benefit. These areas are prioritized for safety and mobility projects, ensuring that improvements reach neighborhoods with higher concentrations of residents who may be more affected by transportation challenges. The approach supports a transportation system that meets the needs of all ages and income levels, and helps ensure that everyone in Seymour can travel safely and efficiently.

PLAN AND POLICY REVIEW

The Seymour Transportation Safety Action Plan is not starting from scratch. It builds on years of planning work at the city, county, and state levels. This review looked at existing ordinances, comprehensive plans, corridor studies, and recent initiatives to understand how Seymour has already been working toward safer streets and where new opportunities remain.

LOCAL CODES AND ORDINANCES

Seymour's Code of Ordinances establishes the rules that shape daily transportation and safety. Key provisions include:

- Sidewalk Fund – dedicated funding for the construction and maintenance of sidewalks and curbs.
- Traffic Code – regulations for driving, walking, and biking; includes signage, striping, and school zone safety rules.
- General Regulations – protect public rights-of-way from obstructions or damage.
- Land Usage Standards – design standards for subdivisions, driveways, blocks, and intersections to improve safety.

These policies give the city important tools to manage safety on local streets.

COMPREHENSIVE PLANNING EFFORTS

The 2017/18 Comprehensive Plan updated Seymour's long-range vision for growth and infrastructure. It emphasized:

- Complete Streets and Safe Routes to School
- Multimodal transportation, including sidewalks, bike lanes, and trails
- Railroad crossing safety
- Redevelopment strategies that combine housing investment with infrastructure upgrades

The 2015 Bicycle and Pedestrian Network Plan outlined 72 miles of trails, bike lanes, and sidewalks to better connect neighborhoods, schools, and job centers.

NEIGHBORHOOD AND CORRIDOR INITIATIVES

Several focused projects reinforce Seymour's safety goals:

- Integrated Neighborhood Redevelopment – targeted investment near Brown Elementary, Shields Park, and the Sixth Grade Center.
- Burkart Boulevard Corridor – designed as a limited-access arterial to divert truck traffic from neighborhoods while adding multi-use paths.
- Railroad Crossing Safety – closures, grade separations, and traffic control improvements to reduce delays and risks.
- Trailhead Park – a new hub linking downtown, US 50, and Seymour's growing trail system.

RECENT CITY INITIATIVES

- Title VI Implementation Plan (2019) – ensures that all residents have equitable access to transportation programs.
- Shared Cost Sidewalk and Curb Program (2024) – a public–private partnership that makes it more affordable to replace sidewalks and curbs while meeting ADA standards.
- Burkart Opportunity Zone Agenda (2023–2026) – connects mobility investments with workforce and housing strategies.
- Downtown Streetscape Plan (2023) – promotes walkability, public space, and business activity in the city center.

COUNTY AND STATE ALIGNMENT

- Jackson County Comprehensive Plan (2006) – prioritizes roadway maintenance, intersection upgrades, and a future bike/ped master plan.
- INDOT Strategic Highway Safety Plan (2022) – takes a Safe System Approach with the goal of eliminating fatal and serious injury crashes.
- Vulnerable Road User Assessment (2023) – identifies corridors where pedestrians and cyclists face the greatest risk.

US 50 CORRIDOR IMPROVEMENTS

US 50 is Seymour's highest-crash corridor, with more than 900 crashes between 2016 and 2020. Common crash types include rear-end collisions tied to congestion and sideswipe/right-angle crashes tied to frequent driveways and left-turn lanes. Train crossings downtown worsen the problem by causing long backups.

INDOT evaluated three options to address these challenges. The preferred solution is targeted access management, which installs raised medians at high-crash intersections while maintaining access for businesses. Additional upgrades include safer pedestrian facilities and a train beacon system that directs drivers to the Seymour Bypass during train crossings.

Next steps are already underway: INDOT hired a consultant in 2025 to lead design, which will continue through early 2027. Construction is expected to go out for bids in July 2027.

RECOMMENDATIONS

CREATING SYSTEMIC CHANGE

Utilizing the Safe System Approach as a framework, these recommendations provide a comprehensive and holistic set of strategies to bring about lasting change.

The Recommendations Chapter outlines a strategic and actionable framework for improving transportation safety across Seymour. Grounded in the Safe System Approach and informed by extensive data analysis, public engagement, and local context, this chapter presents a comprehensive set of policy, infrastructure, and programmatic strategies designed to eliminate traffic fatalities and serious injuries by 2050. These recommendations reflect Seymour's commitment to proactive, equitable, and evidence-based safety planning.

The chapter is organized into several key components. It begins with policy recommendations aligned with the five pillars of the Safe System Approach, each accompanied by an implementation timeline. It then introduces a prioritization framework for High Injury Network (HIN) interventions, identifying the top ten priority safety projects based on crash data, community input, and equity considerations. Following this, the chapter details systemic safety interventions that apply proven countermeasures across the network to address recurring crash patterns and risk factors. Finally, it includes opportunity projects that consist of locations identified through public feedback or observed conditions that warrant proactive attention despite not meeting traditional prioritization thresholds.

Together, these recommendations form a roadmap for creating safer streets in Seymour. They are designed to be scalable, adaptable, and responsive to the city's evolving needs, ensuring that safety improvements reach the most vulnerable road users and the communities that need them most.

Policy Recommendations

Policy recommendations are the result of reviewing best practices, analysis of characteristics unique to Seymour, and through collaboration with the Safety Committee. Categorized by Safe System Approach Objectives, the policy recommendations offer opportunities to implement best practices for safe streets while remaining feasible for the capacity and resources of Seymour.

POLICIES BY SAFE SYSTEM APPROACH OBJECTIVES

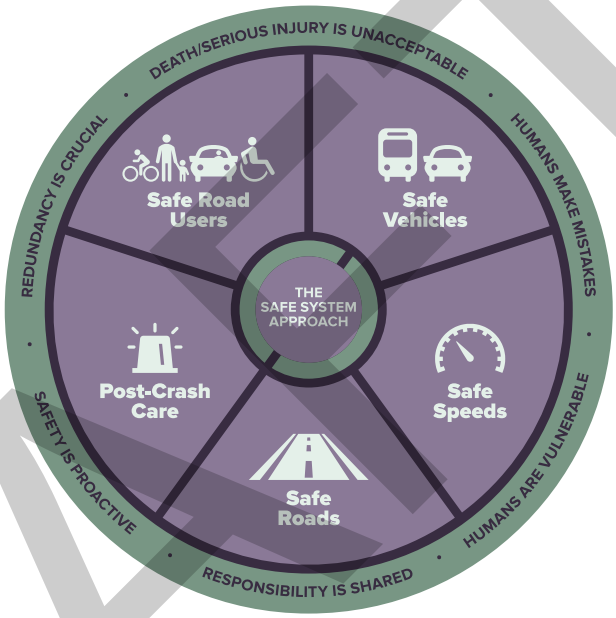
The policy recommendations are organized using the five Safe System Approach Objectives. Resources are identified for each topic as general information or to support and guide the implementation of the identified recommendations.

TIMELINE

Each policy recommendation has a corresponding timeline for implementation. These are estimated based on the availability of Seymour staff, funding, and resources to implement as a function of the effort anticipated to implement each recommendation.

- **Short Term:** 0-1 years
- **Medium Term:** 2 - 5 years
- **Long Term:** 5 - 10 years

Safe System Approach Objectives



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, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

SAFER PEOPLE

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

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.

Adopt a Complete Streets Policy

Adopt a formal Complete Streets Policy that recommends all transportation projects consider the safety and mobility of all users including pedestrians, bicyclists, transit riders, and motorists, regardless of age or ability. This policy would establish a citywide commitment to designing roadways that serve all users safely and equitably. By adopting a Complete Streets Policy, Seymour will ensure that pedestrians, bicyclists, transit users, and motorists are all considered in the planning and execution of transportation projects.

More info:
INDOT Complete Streets Program
Smart Growth America

SAFE SYSTEM APPROACH OBJECTIVE(S)

TIMEFRAME

Short Term

Create Road Safety Campaigns

Launch a comprehensive citywide road safety education initiative with a focus on high-risk behaviors such as speeding and distracted driving. Leverage existing educational materials from USDOT to support outreach through social media, newsletters, schools, and community partnerships. Partner with law enforcement to coordinate public education with increased enforcement in key areas. Building a culture of safety through education and strategic collaboration will help reduce unsafe behavior and protect all road users.

More info:
NHTSA Traffic Safety Marketing
FMCSA

SAFE SYSTEM APPROACH OBJECTIVE(S)

TIMEFRAME

Short Term

Lower Speeds on Residential Streets

Adopt a speed limit ordinance to reduce speeds on locally-owned residential streets to 25 miles per hour. Lowering speed limits will affirm the City of Seymour's commitment to safer roadways and, combined with enforcement and outreach, yield significant safety benefits. Lowering vehicle travel speeds reduces the probability of fatal and serious injury crashes, especially to vulnerable road users.

More info:
NHTSA Speed Management

SAFE SYSTEM APPROACH OBJECTIVE(S)

TIMEFRAME

Short Term

Update Street Standards and Design Guidelines

Adopt updated development regulations and design guidelines to include current roadway safety principles and multimodal access requirements in all new development review processes. Require commercial developers to include pedestrian facilities, turn lanes, and ADA compliant features in project designs. These updates will ensure that new public and private developments proactively contribute to a safer, more accessible transportation network in Seymour.

More info:
ADA Accessible Design Standards
Pedestrian-Oriented Site Design
FHWA Small Town and Rural Multimodal Networks

SAFE SYSTEM APPROACH OBJECTIVE(S)

TIMEFRAME

Short Term

Carry Out Highly-Publicized Traffic Enforcement Blitzes

Deploy a heavy police presence to specific locations to target speeding, distracted and reckless driving, ticketing non-compliant drivers. Incorporate dynamic speed feedback signs, traffic cones, and other signage for enhanced visibility. Combining these blitzes with online safety marketing campaigns will put safety top of mind for drivers, cyclists, and pedestrians alike, reducing unsafe behaviors at key locations.

More info:
NHTSA High Visibility Enforcement (HVE) Kit

SAFE SYSTEM APPROACH OBJECTIVE(S)

TIMEFRAME

Short Term

Develop Formal Procedure to Request Engineering Assessments of Crash Locations

Outline a procedure for law enforcement officers or other first responders to request engineering assessments (such as site visits and traffic studies) of locations observed to have high crash rates and/or dangerous driver behavior. Enhance communication and cooperation between engineering and law enforcement agencies to take advantage of local knowledge and community insights, leading to more effective safety treatments.

More info:
Example of Collaboration between Law Enforcement and Engineering

SAFE SYSTEM APPROACH OBJECTIVE(S)

TIMEFRAME

Medium Term

Implement Systemic Safety Improvements During Routine Maintenance Practices

Regularly consider opportunities for systemic safety improvements as part of typical infrastructure up-keep. Review roadways and intersections for known safety risk factors and identify proven, low-cost countermeasures for implementation. Examples could include narrowing lane markings during repaving, enhancing replaced signage at stop-controlled intersections, and adding leading pedestrian intervals or protected left turns during signal re-timings.

More info:
FHWA Proven Safety Countermeasures

SAFE SYSTEM APPROACH OBJECTIVE(S)

TIMEFRAME

Medium Term

Develop a Neighborhood Traffic Calming Program

Develop and implement a citywide traffic calming program to reduce vehicle speeds and improve safety in residential areas, near schools, and along high-injury corridors. The program should include a clear process for neighborhood requests, standardized design treatments (e.g., speed humps, curb extensions), and criteria for prioritization based on crash data and community input. Integrating the program into capital planning and routine maintenance schedules will help ensure consistent, long-term implementation.

More info:
NACTO Speed Reduction Mechanisms
Safe System Approach for Speed Management
ITE Traffic Calming Measures

SAFE SYSTEM APPROACH OBJECTIVE(S)

TIMEFRAME

Medium Term

Improve First Responder Training

Ensure Seymour first responder staff have completed Traffic Incident Management (TIM) training through FHWA. Completing this training will improve crash response quality, clear incidents faster, and reduce the likelihood of secondary crashes that could harm first responders.

More info:
FHWA Traffic Incident Management Training
NHTSA Office of EMS Information

SAFE SYSTEM APPROACH OBJECTIVE(S)

TIMEFRAME

Medium Term

Integrate Safety Into City Policies for Vehicle Procurement

Update vehicle purchasing standards to guide the implementation of modern vehicles with effective crash reduction and safety technology into the fleet where possible.

More info:
USDOT Safer Vehicles

SAFE SYSTEM APPROACH OBJECTIVE(S)

Safe Vehicles

TIMEFRAME

Medium Term

Real-Time Railroad Crossing Information System for Emergency Responders

Share real-time information about blocked railroad crossings to first responders to reduce response delays to crash incidents. Incorporate both dispatch and in-vehicle alert systems to allow for appropriate vehicle re-routing around blocked railroad crossings. Communicate with railroad operators to determine typical train speeds, lengths, and crossing patterns to improve future emergency response planning.

More info:
Safety Benefits of Real-Time Railroad Crossing Information

SAFE SYSTEM APPROACH OBJECTIVE(S)

Post-Crash Care

TIMEFRAME

Medium Term

Create a Prehospital Blood Transfusion Program

Prehospital blood transfusion is a life-saving solution for crash victims as severe bleeding is the primary cause of preventable fatalities in trauma patients. In 2022, 42% of crash fatalities in the US were still alive when first responders arrived, highlighting the need for further ways to treat and stabilize crash trauma patients.

More info:
Prehospital Blood Transfusions

SAFE SYSTEM APPROACH OBJECTIVE(S)

Post-Crash Care

TIMEFRAME

Long Term

Prioritize VRU Safety Improvements Near Key Land Uses

The City of Seymour should consider adjacent land uses when programming capital improvements, especially for pedestrian- and bicycle-oriented projects. Conduct pedestrian crossing counts at peak periods to better understand multi-modal user behavior. Seymour should also foster communication between owners of these critical land uses to ensure improvements will have maximum safety benefits for vulnerable road users.

More info:
VRU Safety Assessment Guide

SAFE SYSTEM APPROACH OBJECTIVE(S)

TIMEFRAME

Long Term

Upgrade Emergency Response Vehicles

Purchase upgraded ambulances and medical equipment that meets model EMS clinical guidelines.

More info:
Model EMS Clinical Guidelines

SAFE SYSTEM APPROACH OBJECTIVE(S)

Post-Crash Care

TIMEFRAME

Long Term

PRIORITIZING HIN INTERVENTIONS

As a responsible steward of public resources, the City of Seymour will focus its attention on high-priority safety projects that best address documented safety needs and align with community goals.

Like most local agencies, the City of Seymour has more transportation safety and maintenance needs than can be addressed with the resources available. The HIN corridors identified in this plan cannot all be addressed in the short term. The project prioritization process provides an objective tool to evaluate locations on the HIN based on priorities identified through this planning analysis and engagement activities and vetted by the Safety Committee. It is important to note that the prioritization process applies only to streets owned and maintained by the City of Seymour and is intended to identify high-priority projects that the City can implement.

METHODOLOGY

Six prioritization criteria were developed to measure the value HIN locations for their ability to address safety needs and plan goals. Scoring criteria were matched with available data and inputs from the planning process, including HIN analysis outputs, demographic analysis outputs, land use data, and public input. Each criterion was assigned a weight to reflect that criterion's importance in the prioritization process.

SAFETY (40%)

Safety is the highest priority criteria and is based on the safety index score. Safety score percentiles were used evaluate each HIN segment with segments with the highest safety index score receiving the most priority points. This method helps focus on the most dangerous areas to reduce crashes and save lives.

VRU (20%)

SS4A projects, by definition, should not only target vehicle safety but also reduce crashes for vulnerable, non-motorized users, such as those biking, walking, or rolling. The multimodal/VRU criteria assessed the number of VRU crashes along each segment with segments experiencing the most VRU crashes receiving the most priority points. This method helps the City effective address problematic locations for bicyclists and pedestrians.

PUBLIC INPUT (10%)

Over 150 entries were mapped by the public. HIN segments with more public concerns received more priority points. This method allows the public to have direct influence on project selection and helps the City address locations proactively.

LAND USE (10%)

Additional consideration was given to roadways surrounding schools, parks, and hospitals due to their high numbers of transportation users during peak periods. Half-mile and quarter-mile buffer zones were created around each of the land use types above to assign land use scores to HIN segments that intersect with these buffer zones.

AREAS OF PERSISTENT POVERTY (10%)

Underserved communities were prioritized to address the impacts of road safety challenges in these communities. HIN segments within census tracts with poverty rates above 20 percent were given the full priority points.

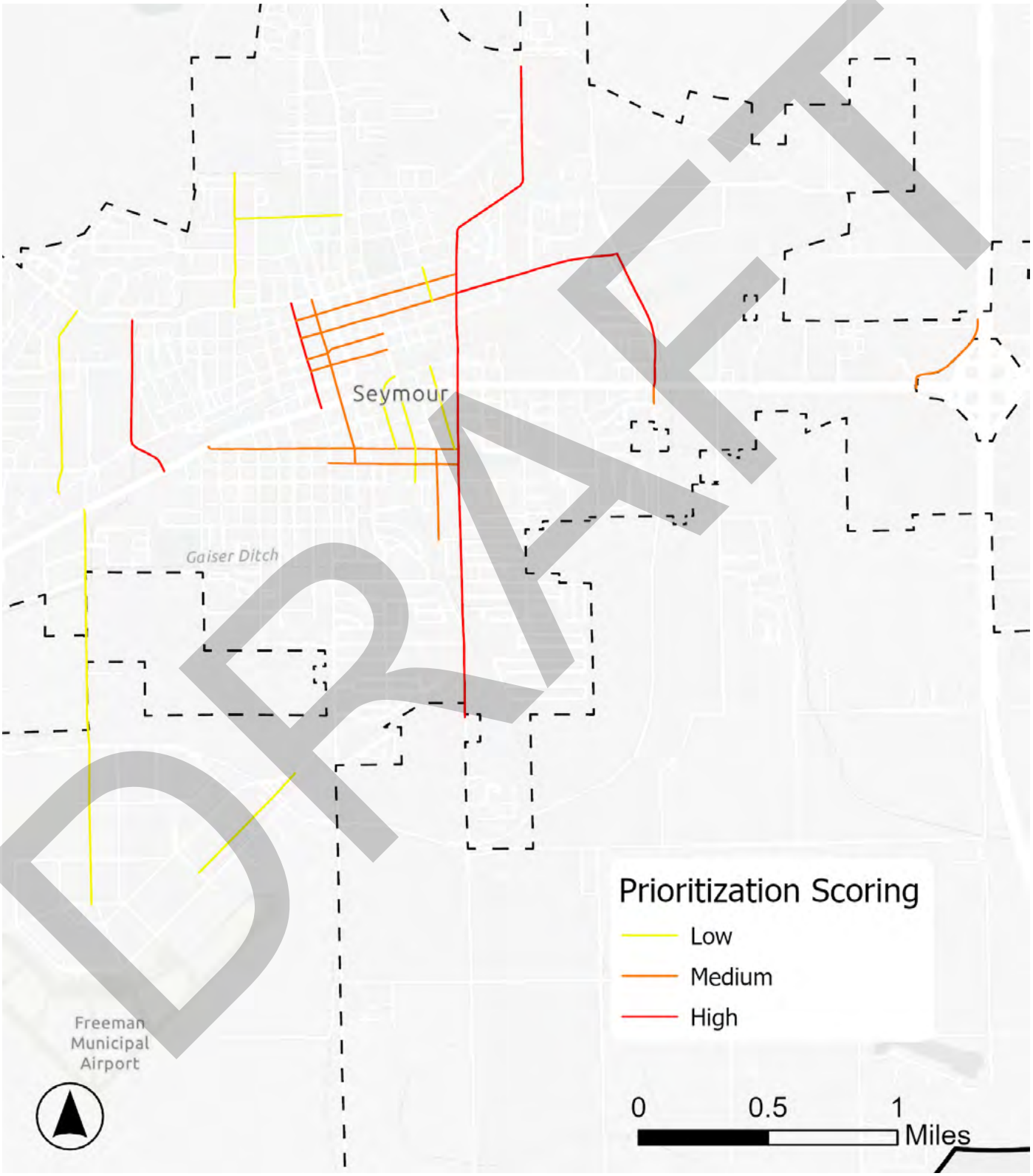
EXISTING PLANS (10%)

Projects already included in regional or local transportation plans received a score, with full credit for funded projects and partial credit for illustrative (unfunded) projects.

PRIORITIZATION RESULTS

The results of the prioritization process are depicted in Map 4 on the following page. Final scores for each project allow the project team to rank safety projects based on their potential to reduce traffic fatalities and injuries, advance previously planned improvements, support VRU safety and mobility, and address community needs and concerns.

Map 4: Prioritization Scoring Results for Seymour Streets



SEYMOUR'S PRIORITY SAFETY PROJECTS

These ten projects represent the highest safety priorities on Seymour streets. Advancing these projects will have a significant impact on traffic safety and bring Seymour closer to its target goal of zero traffic deaths and serious injuries by 2050.

Ten priority projects have been identified through the HIN prioritization process. These ten projects, which are listed in the table below and illustrated in Map 5 on the following page, represent the highest safety priorities on Seymour streets. Implementing these projects will have a significant impact on traffic safety and bring Seymour closer to its target goal of zero traffic deaths and serious injuries by 2050.

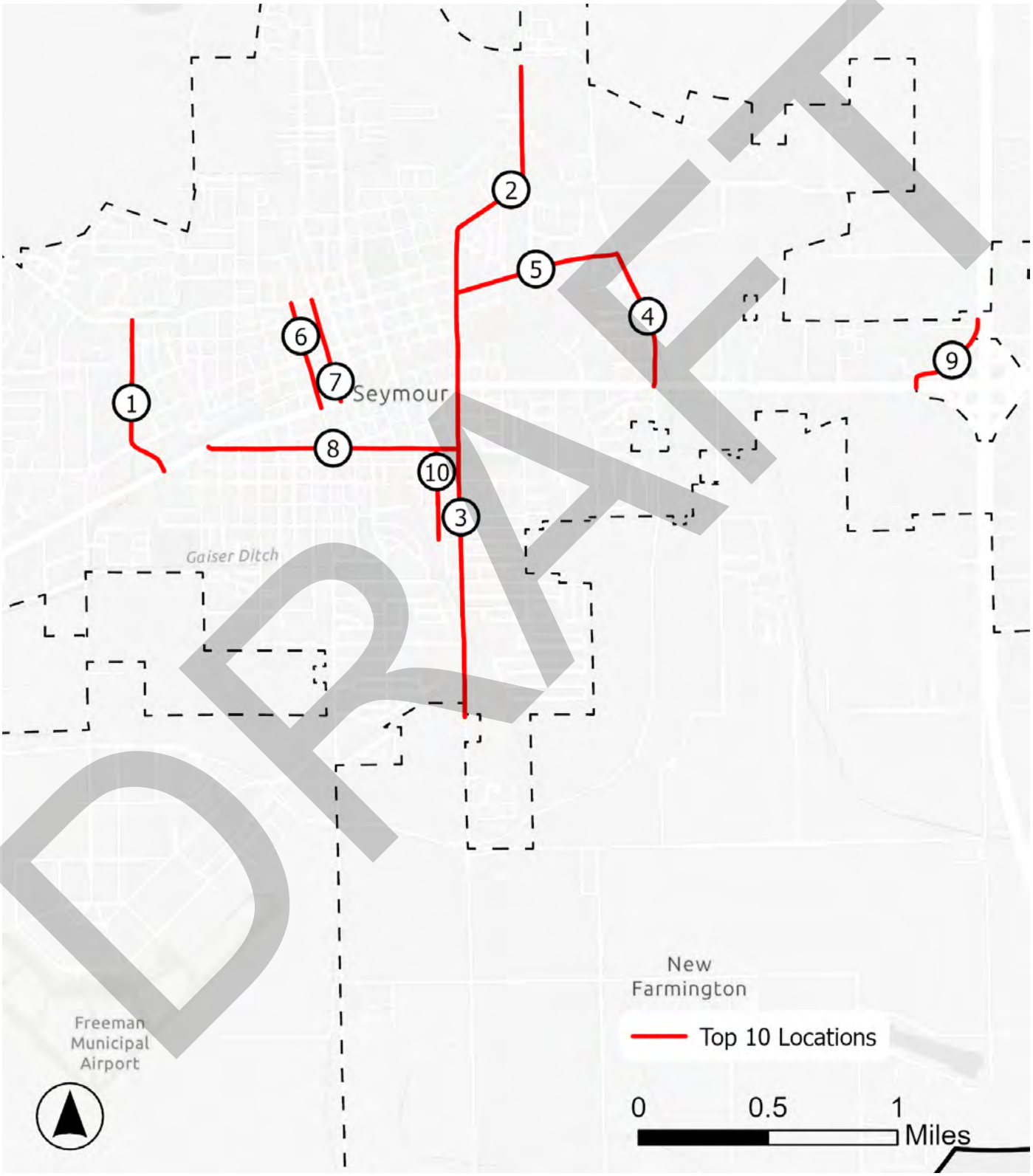
For each of these priority safety projects, the City has developed two-page project fact sheets that describe current conditions, crash history, safety needs, prioritization scoring, and potential short-term and long-term interventions that utilize targeted safety countermeasures from the Safety Toolkit. These fact sheets are intended to support the City for project scoping and conceptual design, grant applications, and capital improvement programming.

It is important to note that these safety prioritization results alone do not determine the order in which projects are pursued and constructed. Other factors like cost, design, environmental reviews, right-of-way acquisition, and available resources also factor into project selection and capital improvement programming. With the results of this prioritization process, the City has quantifiable data and prioritization outputs to better account for safety needs in the capital improvement programming process.

Table 4: Top Ten Priority Projects

Rank	Corridor	Project Limits	Project Length (miles)	Prioritization Score (out of 100)
1	Community Dr	Route 258 to US 50	0.6	80
2	North O'Brien St	East 4th St to East 16th St	1.0	80
3	South O'Brien St	East 4th St to City Limits	1.6	80
4	Burkart Blvd	East 4th St to US 50	0.5	75
5	East 4th St	North O'Brien St to Burkart Blvd	0.6	70
6	North Walnut St	Route 258 to US 50	0.4	65
7	North Chestnut St	Route 258 to US 50	0.4	60
8	Brown St	US 50 to O'Brien St	1.0	55
9	North Sandy Creek Dr	US 50 to Nicholas Ct	0.4	55
10	Vine St	Brown St to South Ave	1.0	50

Map 5: Top Ten Priority Projects



Project 1: Community Drive

Rt 258 to US 50

The segment of Community Dr, from Rt 258 to US 50 is a 0.6 mile-long minor arterial with an AADT of 8,506. The roadway features two travel lanes and on-street parking. Sidewalks are primarily only found on the western side of the segment. Seymour High School is also located on the western side of the segment. The portion of the segment featuring Seymour High School is identified as a priority pedestrian and cycling route with the recommendation of an off-road multi-use trail.

CORRIDOR CONDITIONS

- **Length:** 0.6 Miles
- **Functional Class:** Minor Arterial
- **Average Daily Traffic:** 8,506 vehicles per day
- **Posted Speed Limit:** 20 MPH
- **Travel Lanes:** 2 Lanes
- **On-Street Parking:** 2 Lanes
- **Sidewalks Present:** west side only

CRASH HISTORY

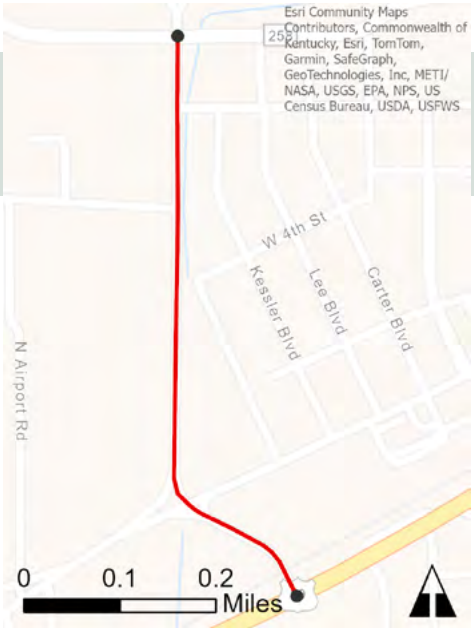
- **Total Crashes:** **98**
- **KSI Crashes:** **5**
- **Non-Motorized Crashes:** **4**

Table 5: Crashes by Manner of Collision

Manner of Collision	Count	Percent
Right Angle	27	27.60%
Rear End	26	26.50%
Left Turn	11	11.20%
Backing Crash	8	8.20%
Same Direction Sideswipe	8	8.20%
Other	5	5.10%
Opposite Direction Sideswipe	4	4.10%
Head On Between Two Vehicles	3	3.10%
Ran Off Road	2	2.00%
Right Turn	2	2.00%
Left/Right Turn	1	1.00%
Non-Collision	1	1.00%

Table 6: Crashes by Primary Factor

Primary Factor	Count	Percent
Failure to Yield ROW	25	25.5%
Other	17	17.3%
Following Too Closely	14	14.3%
Improper Turning	8	8.2%
Disregarding Traffic Signal/Sign	7	7.1%
Unsafe Backing	7	7.1%
Distracted Driver	4	4.1%
Unsafe Lane Movement	4	4.1%
Brake Failure	2	2.0%
Overcorrecting	2	2.0%
Oversized Load	2	2.0%
Unsafe Speed	2	2.0%
Fatigued Driver	1	1.0%
Failure to Maintain Lane	1	1.0%
Left of Center	1	1.0%
Roadway Surface Condition	1	1.0%



Prioritization Results

Safety	VRU	Public Concern	Existing Plans	Land Use	Households of Poverty	Total
40/40	10/20	10/10	10/10	10/10	0/10	80/100

Safety Countermeasures

SHORT TERM

- **Crosswalk Improvements** such as High-visibility markings, pedestrian signals, leading pedestrian intervals near Seymour High School.
- **Traffic Signal Improvements** such as converting permissive to protected left-turn phases

LONG TERM

- **Shared-Use Path** to provide a safe and comfortable facility for people walking and bicycling.
- **Traffic Calming Measures** such as raised crosswalks or curb extensions.
- **Intersection Improvements** such as adjusting right-turn angles to slow vehicles and improve sight lines.

Project 2: North O'Brien Street

E 4th St to E 16th St

The segment of N O'Brien St, from E 4th St to E 16th St, is a 1 mile-long minor arterial with an AADT of 5,288. The roadway features two lanes with on-street parking permitted along the east side of the road between 7th St and Middle School Rd. Sidewalks are sparse along the segment, they are primarily found along the middle portion of the segment. Seymour Middle School is also located along the corridor, generating high volumes of pedestrian and bicyclist trips in the area. The character changes from urban to rural as it continues north, with lower land use densities and less frequent access.

CORRIDOR CONDITIONS

- **Length:** 1 Mile
- **Functional Class:** Minor Arterial
- **Average Daily Traffic:** 5,288 vehicles per day
- **Posted Speed Limit:** 30 MPH
- **Travel Lanes:** 2 Lanes
- **On-Street Parking:** partial, east side only
- **Sidewalks Present:** incomplete with gaps

CRASH HISTORY

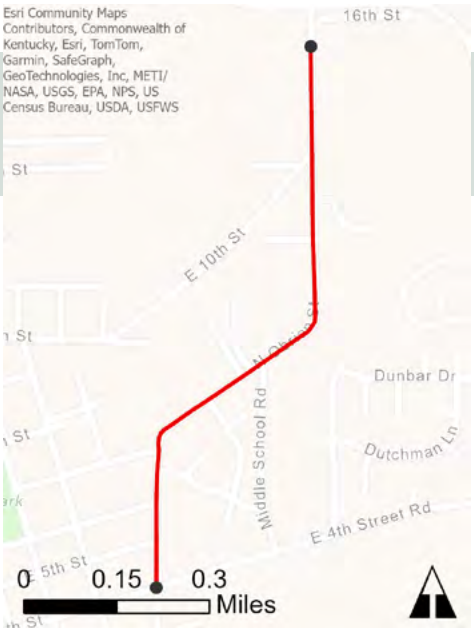
- **Total Crashes:** **58**
- **KSI Crashes:** **3**
- **Non-Motorized Crashes:** **1**

Table 7: Crashes by Manner of Collision

Manner of Collision	Count	Percent
Right Angle	16	27.6%
Ran Off Road	10	17.2%
Rear End	8	13.8%
Backing Crash	6	10.3%
Other	6	10.3%
Opposite Direction Sideswipe	3	5.2%
Left Turn	2	3.4%
Right Turn	2	3.4%
Same Direction Sideswipe	2	3.4%
Collision with Object	1	1.7%
Head On Between Two Vehicles	1	1.7%
Left/Right Turn	1	1.7%

Table 8: Crashes by Primary Factor

Primary Factor	Count	Percent
Failure to Yield ROW	15	25.9%
Other	11	19.0%
Unsafe Backing	6	10.3%
Disregarding Traffic Signal/Sign	4	6.9%
Distracted Driver	4	6.9%
Improper Turning	4	6.9%
Following Too Closely	3	5.2%
Ran Off Road Right	3	5.2%
Left of Center	2	3.4%
Brake Failure	1	1.7%
Fatigued Driver	1	1.7%
Improper Lane Usage	1	1.7%
Unsecure Load	1	1.7%
Unsafe Lane Movement	1	1.7%
Unsafe Speed	1	1.7%



Prioritization Results

Safety	VRU	Public Concern	Existing Plans	Land Use	Households of Poverty	Total
30/40	10/20	10/10	10/10	10/10	10/10	80/100

Safety Countermeasures

SHORT TERM

- **Crosswalk Improvements** such as high-visibility markings and RRFB's to increase access to the Middle School.
- **Increased Signage** such as installing chevron warning signs at horizontal curves to reduce run off road crashes.

LONG TERM

- **Sidewalk Infill/Shared-Use Path** to improve connectivity and increase pedestrian and bicyclist access to the Middle School and other destinations.
- **Traffic Calming Treatments** such as speed humps and curb extensions.
- **Intersection Improvements** such as adjusting right-turn geometry.

Project 3: South O'Brien Street

E 4th St to City Limits

The segment of S O'Brien St, from E 4th St to City Limits, is a 1.6 mile-long minor arterial with an AADT of 5,206. The roadway features two lanes and no on-street parking. A sidewalk in fair condition is present on the western side of the segment from E 4th St until it reaches Laurel St. No sidewalk is found on the east side of the segment. The road is within a quarter mile of both Seymour Middle School and MS Brown Elementary School. The City will be constructing sidewalks on both sides of the road and adding other safety enhancements along the majority of this corridor as part of a current project in final design.

CORRIDOR CONDITIONS

- **Length:** 1.6 Miles
- **Functional Class:** Minor Arterial
- **Average Daily Traffic:** 5,206 vehicles per day
- **Posted Speed Limit:** 30 MPH
- **Travel Lanes:** 2 Lanes
- **On-Street Parking:** partial, east side only
- **Sidewalks Present:** incomplete with gaps

CRASH HISTORY

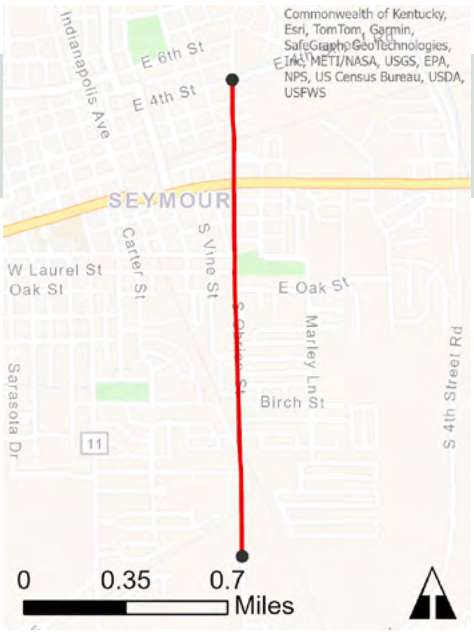
- **Total Crashes:** **163**
- **KSI Crashes:** **6**
- **Non-Motorized Crashes:** **3**

Table 9: Crashes by Manner of Collision

Manner of Collision	Count	Percent
Rear End	47	28.80%
Right Angle	31	19.00%
Backing Crash	17	10.40%
Same Direction Sideswipe	15	9.20%
Ran Off Road	13	8.00%
Left Turn	12	7.40%
Other	10	6.10%
Right Turn	7	4.30%
Left/Right Turn	4	2.50%
Opposite Direction Sideswipe	4	2.50%
Head On Between Two Vehicles	1	0.60%
Non-Collision	1	0.60%
Rear to Rear	1	0.60%

Table 10: Crashes by Primary Factor

Primary Factor	Count	Percent
Failure to Yield ROW	37	22.7%
Other	37	22.7%
Following Too Closely	25	15.3%
Unsafe Backing	16	9.8%
Distracted Driver	15	9.2%
Improper Turning	10	6.1%
Disregarding Traffic Signal/ Sign	5	3.1%
Ran Off Road Right	4	2.5%
Left of Center	3	1.8%
Failure to Maintain Lane	2	1.2%
Roadway Surface Condition	2	1.2%
Unsafe Lane Movement	2	1.2%
Improper Lane Usage	1	0.6%
Improper Passing	1	0.6%
Overcorrecting	1	0.6%
Speed Too Fast for Conditions	1	0.6%
Unsafe Speed	1	0.6%



Prioritization Results

Safety	VRU	Public Concern	Existing Plans	Land Use	Households of Poverty	Total
30/40	10/20	10/10	10/10	10/10	10/10	80/100

Safety Countermeasures

SHORT TERM

- **Crosswalk Improvements** such as high-visibility markings, advance yield/stop bars, and RRFB's.
- **Signage & Pavement Markings** such as enhanced delineation and oversize advance warning signs to increase motorist awareness and compliance.

LONG TERM

- **Sidewalk Infill/Shared-Use Path** to improve connectivity and increase pedestrian and bicyclist access to nearby destinations.
- **Traffic Calming Treatments** such as speed humps, curb extensions, and raised crosswalks.
- **Intersection Improvements** such as adding dedicated turn lanes at high crash locations with right-angle/turning crashes.

Project 4: Burkart Boulevard

E 4th St Rd to US 50

The segment of Burkart Blvd, from E 4th St Rd to US 50, is a 0.5 mile-long minor arterial with an AADT of 13,887. The roadway features four lanes with a median turn lane and no on-street parking. A sidewalk is found on the western side of the segment from US 50 to 4th St, but there is no continuous pedestrian facility continuing north and crossing the railroad. As part of the Crossroads Community Trails system, there is a shared use path on Burkart Blvd north of E 4th St, and dedicated bike lanes on E 4th St west of Burkart Blvd. The road is within a half mile of MR Brown Elementary School.

CORRIDOR CONDITIONS

- **Length:** 0.5 Miles
- **Functional Class:** Minor Arterial
- **Average Daily Traffic:** 13,887 vehicles per day
- **Posted Speed Limit:** 35 MPH
- **Travel Lanes:** 4 Lanes
- **On-Street Parking:** none
- **Sidewalks Present:** mostly incomplete

CRASH HISTORY

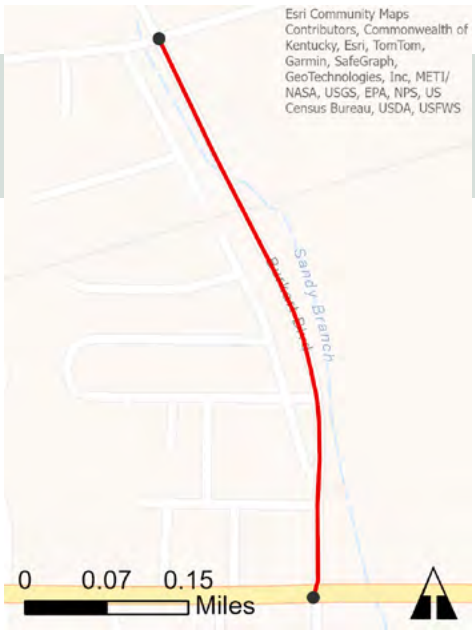
- **Total Crashes:** **169**
- **KSI Crashes:** **12**
- **Non-Motorized Crashes:** **11**

Table 11: Crashes by Manner of Collision

Manner of Collision	Count	Percent
Rear End	45	26.60%
Right Angle	41	24.30%
Left Turn	26	15.40%
Same Direction Sideswipe	21	12.40%
Other	11	6.50%
Right Turn	9	5.30%
Head On Between Two Vehicles	5	3.00%
Backing Crash	4	2.40%
Collision with Object	3	1.80%
Left/Right Turn	2	1.20%
Opposite Direction Sideswipe	1	0.60%
Rear to Rear	1	0.60%

Table 12: Crashes by Primary Factor

Primary Factor	Count	Percent
Failure to Yield ROW	63	37.3%
Following Too Closely	31	18.3%
Other	21	12.4%
Disregarding Traffic Signal/ Sign	12	7.1%
Improper Turning	12	7.1%
Unsafe Lane Movement	11	6.5%
Distracted Driver	3	1.8%
Failure to Maintain Lane	3	1.8%
Improper Lane Usage	3	1.8%
Unsafe Backing	3	1.8%
Left of Center	2	1.2%
Roadway Surface Condition	2	1.2%
Cell Phone Usage	1	0.6%
Improper Passing	1	0.6%
Speed Too Fast for Conditions	1	0.6%



Prioritization Results

Safety	VRU	Public Concern	Existing Plans	Land Use	Households of Poverty	Total
40/40	15/20	5/10	0/10	5/10	10/10	75/100

Safety Countermeasures

SHORT TERM

- **Crosswalk Improvements** such as high-visibility markings, advance yield/stop bars, and RRFB's.
- **Signage & Pavement Markings** such as enhanced delineation and oversize advance warning signs to increase motorist awareness and compliance.

LONG TERM

- **Sidewalk Infill/Shared-Use Path** to improve connectivity and increase pedestrian and bicyclist access to nearby destinations.
- **Traffic Calming Treatments** such as speed humps, curb extensions, and raised crosswalks.
- **Intersection Improvements** such as adding dedicated turn lanes at high crash locations with right-angle/turning crashes.

Project 5: East 4th Street

N O'Brien St to Burkart Blvd

The segment of 4th St, from US 50 to O'Brien St, is a 0.64-mile-long major collector connecting Downtown Seymour and surrounding neighborhoods with industrial employment to the east. The roadway features two lanes and dedicated bike lanes. Sidewalks are found on the southern side of the segment. Seymour Middle School is located in between the segment and O'Brien St. Recent improvements along the corridor include a roundabout at O'Brien St and three high-visibility crosswalks with RRFBs.

CORRIDOR CONDITIONS

- **Length:** 0.64 Miles
- **Functional Class:** Major Collector
- **Average Daily Traffic:** unknown
- **Posted Speed Limit:** 30 MPH
- **Travel Lanes:** 2 Lanes
- **On-Street Parking:** none
- **Sidewalks Present:** partial with gaps on north

CRASH HISTORY

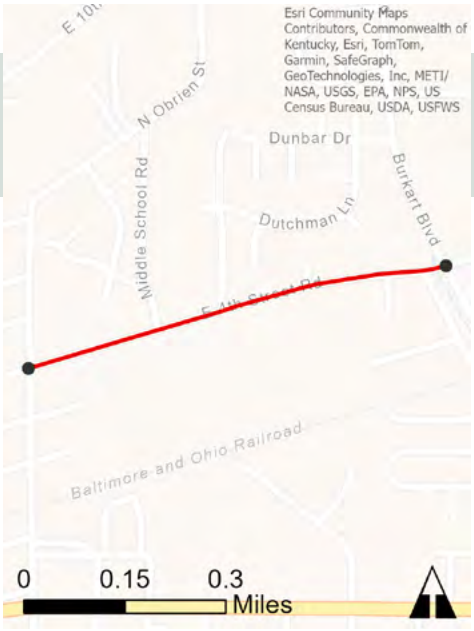
- **Total Crashes:** **59**
- **KSI Crashes:** **5**
- **Non-Motorized Crashes:** **2**

Table 13: Crashes by Manner of Collision

Manner of Collision	Count	Percent
Right Angle	21	35.6%
Rear End	17	28.8%
Left Turn	5	8.5%
Ran Off Road	4	6.8%
Other	3	5.1%
Right Turn	3	5.1%
Same Direction Sideswipe	3	5.1%
Backing Crash	1	1.7%
Collision with Deer	1	1.7%
Left/Right Turn	1	1.7%

Table 14: Crashes by Primary Factor

Primary Factor	Count	Percent
Failure to Yield ROW	20	33.9%
Following Too Closely	9	15.3%
Disregarding Traffic Signal/ Sign	7	11.9%
Other	7	11.9%
Unsafe Lane Movement	3	5.1%
Distracted Driver	2	3.4%
Improper Turning	2	3.4%
Speed Too Fast for Conditions	2	3.4%
Object In Road	1	1.7%
Brake Failure	1	1.7%
Improper Lane Usage	1	1.7%
Improper Passing	1	1.7%
Roadway Surface Condition	1	1.7%
Unsafe Backing	1	1.7%
Unsafe Speed	1	1.7%



Prioritization Results

Safety	VRU	Public Concern	Existing Plans	Land Use	Households of Poverty	Total
30/40	10/20	5/10	5/10	10/10	10/10	70/100

Safety Countermeasures

SHORT TERM

- **New Crosswalk** at Jackson Park Dr incorporating high-visibility markings, advance yield/stop bars, and RRFBs, similar to those installed on 4th St to the west.
- **Signage & Pavement Markings** such as enhanced delineation and oversized advance warning signs to increase motorist awareness and compliance.

LONG TERM

- **Sidewalk Infill/Shared-Use Path** to improve connectivity and increase pedestrian and bicyclist access to nearby destinations.
- **Traffic Calming Treatments** such as speed humps, curb extensions, and raised crosswalks.
- **Intersection Improvements** such as adding dedicated turn lanes at high crash locations with right-angle/turning crashes.

Project 6: North Walnut Street

Rt 258 to US 50

Located in Downtown Seymour, this 0.4-mile segment of Walnut St from Rt 258 to US 50 functions as a minor arterial with an AADT of 7,261. The southern portion of the corridor features two lanes with a median turn lane and no on-street parking. North of 3rd St, the corridor transitions to two lanes with no dedicated turn lanes at intersections and parking permitted on both sides. Sidewalks are present of both sides of the segment. Schneck Medical Center is located at the southwest corner of the corridor, and many pedestrians cross at Walnut and Tipton to travel between the hospital and Downtown Seymour.

CORRIDOR CONDITIONS

- **Length:** 0.4 miles
- **Functional Class:** Minor Arterial
- **Average Daily Traffic:** 3,178 vehicles per day
- **Posted Speed Limit:** 30 MPH
- **Travel Lanes:** 2 Lanes
- **On-Street Parking:** both sides
- **Sidewalks Present:** complete on both sides

CRASH HISTORY

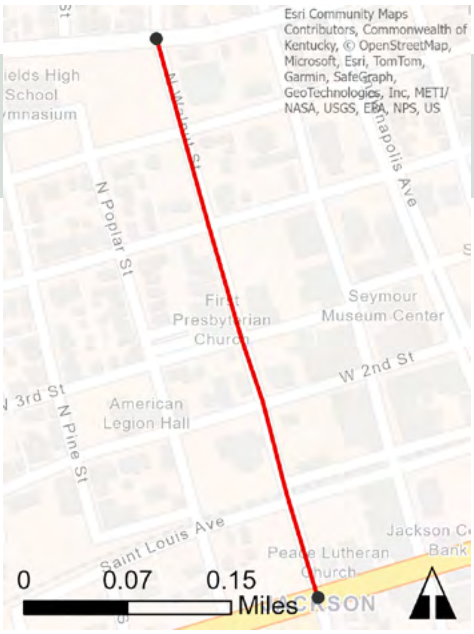
- **Total Crashes:** **105**
- **KSI Crashes:** **5**
- **Non-Motorized Crashes:** **3**

Table 15: Crashes by Manner of Collision

Manner of Collision	Count	Percent
Right Angle	37	35.2%
Rear End	17	16.2%
Backing Crash	12	11.4%
Same Direction Sideswipe	11	10.5%
Left Turn	8	7.6%
Other	8	7.6%
Left/Right Turn	4	3.8%
Right Turn	4	3.8%
Head On Between Two Vehicles	3	2.9%
Non-Collision	1	1.0%

Table 16: Crashes by Primary Factor

Primary Factor	Count	Percent
Failure to Yield ROW	35	33.3%
Other	22	21.0%
Disregarding Traffic Signal/ Sign	13	12.4%
Unsafe Backing	9	8.6%
Following Too Closely	7	6.7%
Improper Turning	4	3.8%
Distracted Driver	3	2.9%
Improper Lane Usage	3	2.9%
Unsafe Lane Movement	2	1.9%
Brake Failure	1	1.0%
Fatigued Driver	1	1.0%
Driver Illness	1	1.0%
Oversized Load	1	1.0%
Roadway Surface Condition	1	1.0%
Speed Too Fast for Conditions	1	1.0%
Unsafe Speed	1	1.0%



Prioritization Results

Safety	VRU	Public Concern	Existing Plans	Land Use	Households of Poverty	Total
30/40	10/20	5/10	0/10	10/10	10/10	65/100

Safety Countermeasures

SHORT TERM

- **Signage & Pavement Markings** such as enhanced delineation, advance yield/stop signage, and refreshed striping.
- **Crosswalk Improvements** such as high-visibility markings at key crossings.
- **Evaluate All-Way Stop Feasibility** at 6th St to address safety and operational needs at this intersection.

LONG TERM

- **Traffic Calming Measures** such as curb extensions, speed humps, raised crossings, and raised intersections to slow turning vehicles and improve VRU safety.

Project 7: North Chestnut Street

Rt 258 to US 50

The 0.4-mile segment of N Chestnut St, from Rt 258 to US 50, is a minor arterial carrying 3,178 vehicles per day through Downtown Seymour. The roadway features two lanes with on-street parking. Sidewalks are found of both sides of the segment. The corridor is lined with numerous businesses and civic destinations, including City Hall, Seymour, Museum Center, and Burkart Plaza. Schneck Medical Center is located one block to the west of the segment's southern extent.

CORRIDOR CONDITIONS

- **Length:** 0.4 Miles
- **Functional Class:** Minor Arterial
- **Average Daily Traffic:** 7,261 vehicles per day
- **Posted Speed Limit:** 30 MPH
- **Travel Lanes:** 2 Lanes
- **On-Street Parking:** both sides north of 3rd
- **Sidewalks Present:** complete on both sides

CRASH HISTORY

- **Total Crashes:** **56**
- **KSI Crashes:** **5**
- **Non-Motorized Crashes:** **2**

Table 17: Crashes by Manner of Collision

Manner of Collision	Count	Percent
Right Angle	12	21.1%
Same Direction Sideswipe	12	21.1%
Left Turn	7	12.3%
Rear End	7	12.3%
Other	5	8.8%
Backing Crash	3	5.3%
Right Turn	3	5.3%
Head On Between Two Vehicles	2	3.5%
Left/Right Turn	2	3.5%
Ran Off Road	2	3.5%
Collision with Object	1	1.8%
Non-Collision	1	1.8%

Table 18: Crashes by Primary Factor

Primary Factor	Count	Percent
Failure to Yield ROW	18	31.6%
Other	15	26.3%
Driver Distracted	4	7.0%
Improper Turning	4	7.0%
Following Too Closely	3	5.3%
Unsafe Backing	3	5.3%
Disregarding Traffic Signal/ Sign	2	3.5%
Unsafe Lane Movement	2	3.5%
Brake Failure	1	1.8%
Driver Illness	1	1.8%
Failure to Maintain Lane	1	1.8%
Left of Center	1	1.8%
Ran Off Road Right	1	1.8%
Wrong Way on One Way	1	1.8%

Prioritization Results

Safety	VRU	Public Concern	Existing Plans	Land Use	Households of Poverty	Total
30/40	10/20	0/10	0/10	10/10	10/10	60/100

Safety Countermeasures

SHORT TERM

- **Signage & Pavement Markings** such as enhanced delineation, advance yield/stop signage, and refreshed striping.
- **Crosswalk Improvements** such as high-visibility markings at key crossings.

LONG TERM

- **Traffic Calming Measures** such as curb extensions, speed humps, raised crossings, and raised intersections to slow turning vehicles and improve VRU safety.

Project 8: Brown Street

US 50 to O'Brien St

The mile-long segment of Brown St from US 50 to O'Brien St is a local road with an AADT of 1,690. The roadway features two lanes with on-street parking. Sidewalks are found of both sides of the segment in varying conditions. With many of Schneck Medical Center's parking lots located off Brown St, the corridor is heavily used by hospital employees and visitors. Also located just off Brown St are Immanuel Lutheran School and St. Ambrose School.

CORRIDOR CONDITIONS

- **Length:** 1 Mile
- **Functional Class:** Local Road
- **Average Daily Traffic:** 1,690 vehicles per day
- **Posted Speed Limit:** 30 MPH
- **Travel Lanes:** 2 Lanes
- **On-Street Parking:** both sides
- **Sidewalks Present:** complete on both sides

CRASH HISTORY

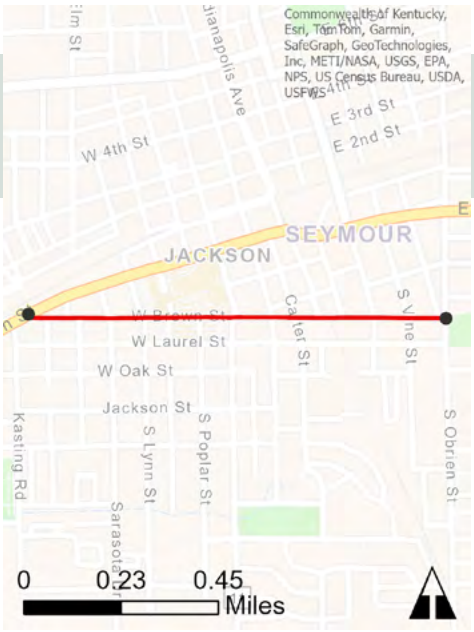
- **Total Crashes:** **57**
- **KSI Crashes:** **3**
- **Non-Motorized Crashes:** **2**

Table 19: Crashes by Manner of Collision

Manner of Collision	Count	Percent
Right Angle	12	21.1%
Same Direction Sideswipe	12	21.1%
Left Turn	7	12.3%
Rear End	7	12.3%
Other	5	8.8%
Backing Crash	3	5.3%
Right Turn	3	5.3%
Head On Between Two Vehicles	2	3.5%
Left/Right Turn	2	3.5%
Ran Off Road	2	3.5%
Collision with Object	1	1.8%
Non-Collision	1	1.8%

Table 20: Crashes by Primary Factor

Primary Factor	Count	Percent
Failure to Yield ROW	18	31.6%
Other	15	26.3%
DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	4	7.0%
Improper Turning	4	7.0%
Following Too Closely	3	5.3%
Unsafe Backing	3	5.3%
Disregarding Traffic Signal/ Sign	2	3.5%
Unsafe Lane Movement	2	3.5%
Brake Failure	1	1.8%
Driver Illness	1	1.8%
Failure to Maintain Lane	1	1.8%
Left of Center	1	1.8%
Ran Off Road Right	1	1.8%
Wrong Way on One Way	1	1.8%



Prioritization Results

Safety	VRU	Public Concern	Existing Plans	Land Use	Households of Poverty	Total
20/40	10/20	5/10	0/10	10/10	10/10	55/100

Safety Countermeasures

SHORT TERM

- **Crosswalk Improvements** such as high-visibility crosswalk markings, school zone signage, and RRFBs where pedestrian activity is high.
- **Speed Management Tools** like dynamic speed feedback signs to encourage compliance with the 30 MPH posted speed limit.

LONG TERM

- **Sidewalk or Shared-Use Path Installation** to provide a dedicated place for non-motorized travel that connects to the existing shared-use path on US 50.
- **Traffic Calming Measures** such as speed humps, raised crosswalks, chicanes, chokers, and curb extensions to reduce travel speeds, particularly along the western half of the corridor characterized by longer blocks and less frequent stop-controlled intersections.

Project 9: North Sandy Creek Drive

Nicholas Ct to US 50

The 0.4-mile segment of Sandy Creek Dr from US 50 to Nicholas Ct functions as a local road with an AADT of 4,701. The roadway features two lanes with on-street parking. No sidewalks are found on either side of the segment. The corridor provides direct access to restaurants, hotels, Shadowood Golf Course, and single- and multi-family residences. In addition, Sandy Creek Dr also serves as an alternative connection for passenger vehicles (trucks not permitted) between Burkart Blvd and industrial businesses in northeast Seymour to the I-65/US 50 Interchange.

CORRIDOR CONDITIONS

- **Length:** 0.4 Miles
- **Functional Class:** Local Road
- **Average Daily Traffic:** 4,701 vehicles per day
- **Posted Speed Limit:** 30 MPH
- **Travel Lanes:** 2 Lanes
- **On-Street Parking:** not permitted
- **Sidewalks Present:** none

CRASH HISTORY

- **Total Crashes:** **78**
- **KSI Crashes:** **6**
- **Non-Motorized Crashes:** **1**

Table 21: Crashes by Manner of Collision

Manner of Collision	Count	Percent
Rear End	23	29.5%
Right Angle	15	19.2%
Same Direction Sideswipe	12	15.4%
Backing Crash	8	10.3%
Other	8	10.3%
Left Turn	6	7.7%
Head On Between Two Vehicles	2	2.6%
Left/Right Turn	2	2.6%
Ran Off Road	2	2.6%

Table 22: Crashes by Primary Factor

Primary Factor	Count	Percent
Failure to Yield ROW	17	21.8%
Following Too Closely	17	21.8%
Other	14	17.9%
Unsafe Backing	6	7.7%
Unsafe Lane Movement	6	7.7%
Disregarding Traffic Signal/ Sign	4	5.1%
Improper Turning	4	5.1%
Brake Failure	3	3.8%
Distracted Driver	2	2.6%
Improper Lane Usage	2	2.6%
Left of Center	1	1.3%
Ran Off Road Right	1	1.3%
Tow Hitch Failure	1	1.3%

Prioritization Results

Safety	VRU	Public Concern	Existing Plans	Land Use	Households of Poverty	Total
30/40	10/20	5/10	0/10	0/10	10/10	55/100

Safety Countermeasures

SHORT TERM

- **Edgeline and centerline delineation** to increase travel lane visibility and reduce head-on and run-off-road crashes.
- **Signage & Pavement Markings** such as enhanced delineation and oversized advance warning signs to increase motorist awareness and compliance.
- **Speed Management Tools** like dynamic speed feedback signs.
- **Access Management Improvements** to restrict turning movements along curves with limited sight distance.

LONG TERM

- **Sidewalk or Shared-Use Path Installation** to provide a dedicated place for non-motorized travel that connects to the existing shared-use path on US 50.
- **Traffic Calming Measures** such as speed humps or speed cushions to reduce travel speeds.

Project 10: Vine Street

Brown St to South Ave

The 0.4-mile segment of S Vine St from Brown St to South Ave is local road lined with single family residences. The roadway features two lanes with on-street parking. Sidewalks are found on the west side for the length of the segment and on the east side north of Oak St. Both MR Brown Elementary School and Schneck Medical Center are within a half mile of the segment, as are Kessler Park, Gaiser Park, Immanuel Lutheran School, and St. Ambrose School. Traffic calming measures, coupled with recent pedestrian and ADA improvements to the corridor, can help reduce speeds and improve VRU safety on Vine St.

CORRIDOR CONDITIONS

- **Length:** 1 Mile
- **Functional Class:** Local Road
- **Average Daily Traffic:** 1,690 vehicles per day
- **Posted Speed Limit:** 30 MPH
- **Travel Lanes:** 2 Lanes
- **On-Street Parking:** both sides
- **Sidewalks Present:** complete on both sides

CRASH HISTORY

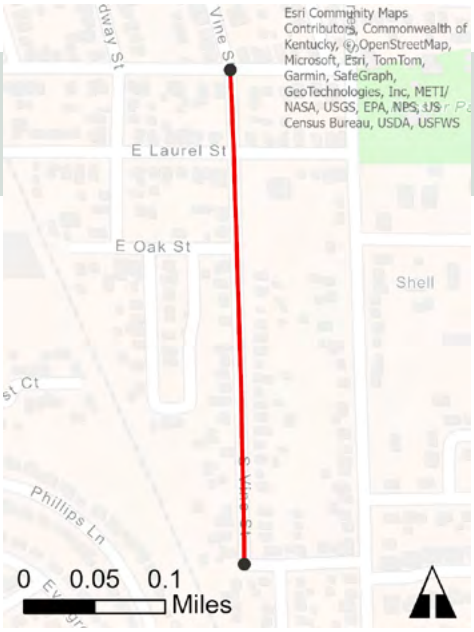
- **Total Crashes:** **6**
- **KSI Crashes:** **1**
- **Non-Motorized Crashes:** **1**

Table 23: Crashes by Manner of Collision

Manner of Collision	Count	Percent
Backing Crash	2	33.3%
Right Angle	1	16.6%
Same Direction Sideswipe	1	16.6%
Other	2	33.3%

Table 24: Crashes by Primary Factor

Primary Factor	Count	Percent
Speed Too Fast for Conditions	1	16.6%
Unsafe Backing	1	16.6%
Failure to Yield ROW	1	16.6%
Other	3	50.0%



Prioritization Results

Safety	VRU	Public Concern	Existing Plans	Land Use	Households of Poverty	Total
30/40	10/20	5/10	0/10	5/10	0/10	50/100

Safety Countermeasures

SHORT TERM

- **Crosswalk Improvements** such as high-visibility markings and advance yield/stop bars.
- **Speed Management Tools** like dynamic speed feedback signs.

LONG TERM

- **Sidewalk Infill** to improve connectivity and increase pedestrian access to nearby destinations.
- **Traffic Calming Treatments** such as speed humps or chicanes.

SYSTEMIC SAFETY INTERVENTIONS

Integrating proven and effective safety countermeasures into roadway improvements throughout the community can lower crash risk and crash severity, shifting focus from reactive, isolated crash responses to broad, proactive, data-driven strategies.

To achieve the goal of eliminating traffic fatalities and serious injuries, this Transportation Safety Action Plan prioritizes systemic safety interventions—broad, proactive strategies that address the underlying conditions contributing to crashes. Unlike reactive measures that respond to individual incidents, systemic interventions focus on reshaping the transportation environment, policies, and behaviors to prevent harm before it occurs.

These interventions include changes to street design, speed management, data-driven enforcement, and equitable access to safe mobility options. By embedding safety into the core of transportation planning and decision-making, systemic approaches create a resilient, people-centered network that protects all road users, especially the most vulnerable. This shift is essential to achieving a safe, sustainable, and equitable transportation system for our community.

Systemic interventions follow a multi-step, data-driven process by which risks are identified, high-risk locations are prioritized, and appropriate low-cost safety countermeasures are implemented.

Systemic focus areas were developed based on the analysis of crash data and trends, the systemic risk analysis, public input, and City goals. Systemic focus areas include:

- Safer intersections
- Safer speeds
- Safe bicycle and pedestrian facilities
- Safer rural roads

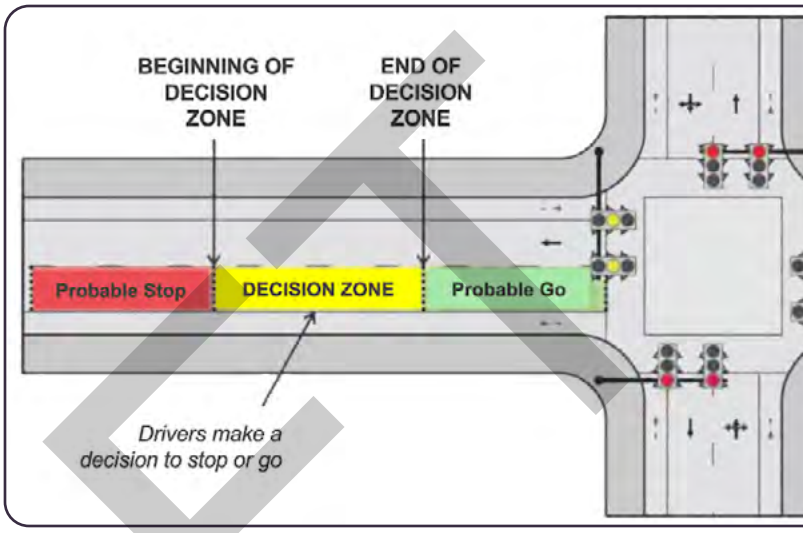
For each systemic focus area, a systemic application of low-cost, high-impact countermeasures is recommended.

SAFER INTERSECTIONS

Forty-three percent of KSI crashes are either right angle crashes 20%) or rear end crashes (23%). Both of these crash types typically occur at intersections. Systemic countermeasures are recommended at both signalized intersections and stop-controlled intersections to reduce right angle and rear end crashes.

A right angle crash (also called a "T-bone" crash) occurs with vehicles traveling in perpendicular directions. They are common when one driver fails to yield (i.e. running a red light or stop sign).

A rear end crash occurs with one vehicle colliding with another from behind. They are common when one driver is following too closely, is distracted, or when sight distance is limited or obstructed.



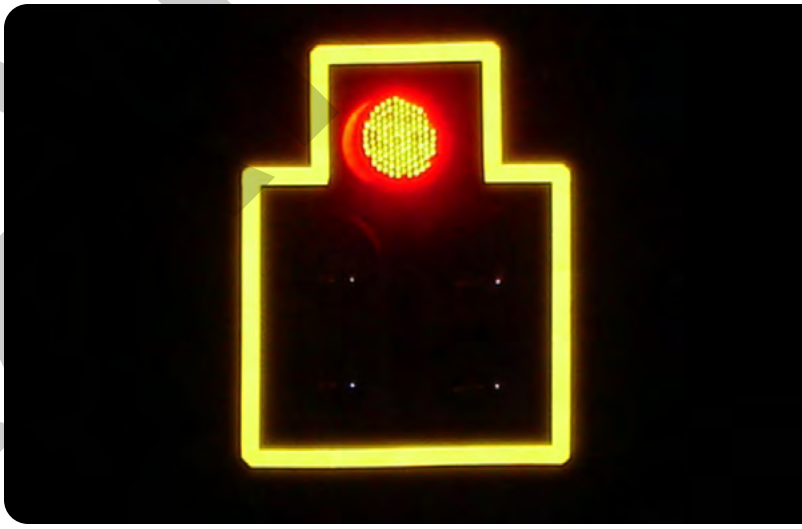


Table 25: Safer Intersections

Signalized Intersection interventions
Intersection conflict warning system
Retroreflective backplates
Dilemma zone detection
Yellow change intervals
Permissive to protected left-turn signal phase
Lighting and signage (advanced warning)
Stop-Controlled Intersection interventions
Lighting and signage (advanced warning, retroreflective sign/sign post)
Enhanced pavement markings (stop bar, "Stop Ahead", lane markings, etc.)
Intersection conflict warning system

SAFER SPEEDS

Safer speeds is a core element of the Safe System Approach and requires engineering solutions as well as appropriate enforcement and targeted outreach and education. Speeding, along with related issues such as distracted and aggressive driving, are the top safety concerns identified through public input. Speeding is a significant contributor to deaths and serious injuries. Systemic traffic calming countermeasures are recommended along various corridor types to lower vehicle speeds and reduce the risk of death.

Systemic interventions for safer speeds are organized into three categories based on roadway type and context:

- **Neighborhood Streets:** typically two lanes, residential uses, less than 5,000 vehicles per day, and speed limits of 30 mph or less
- **Collector Streets:** typically two lanes, residential or commercial uses, presence of through traffic, less than 10,000 vehicles per day, and speed limits of 30 mph or less
- **Arterial Roadways:** typically three or more lanes, commercial uses, more than 10,000 vehicles per day, and speed limits of 35 mph or greater

Table 26: Safer Speeds

Speed Interventions - Neighborhood Streets
Crosswalk enhancement
Curb extension
Pinchpoint
Chicane
Minimize corner radii
Neighborhood traffic circle (mini roundabout)
Vertical deflection (speed bump/hump, speed table)
Speed Interventions - Collector Streets
Crosswalk enhancement
Curb extension
Pinchpoint
Chicane
Minimize corder radii
Neighborhood traffic circle (mini roundabout)
Median/Pedestrian refuge island
Midblock crossing with rectangular rapid flashing beacon (RRFB)
Vertical deflection (raised crosswalk, raised intersection, speed table)
Speed Interventions - Arterial Streets
Crosswalk enhancement
Curb extension
Pinchpoint
Median/Pedestrian refuge island
Midblock crossing with rectangular rapid flashing beacon (RRFB) or pedestrian hybrid beacon (PHB)
Road diet (lane reduction)

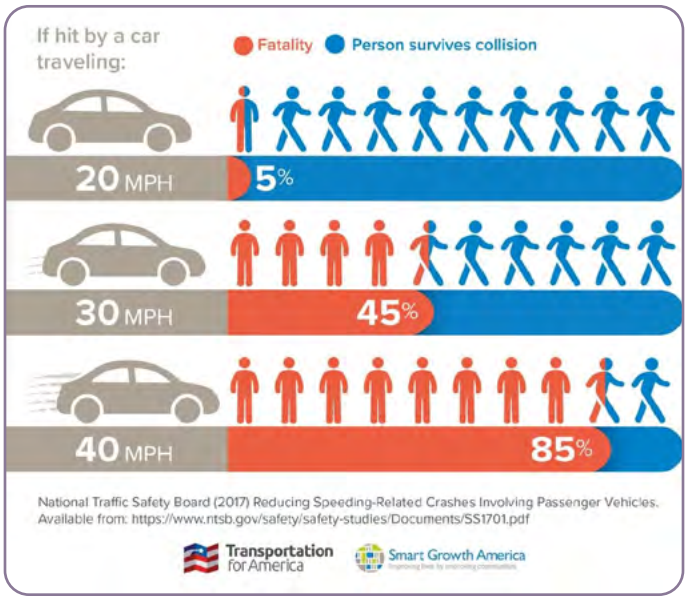

STOP
PLEASE
SLOW DOWN
PLEASE
SLOW DOWN

SAFER VULNERABLE ROAD USERS

Nearly one in every five KSI crashes involve a pedestrian or bicyclist. Overall, these users are significantly more likely to be fatally or seriously injured in a collision with a vehicle. A bicyclist is almost nine times as likely to be seriously injured or killed and a pedestrian is almost five times as likely to be seriously injured or killed. Systemic countermeasures are recommended to protect bicyclists and pedestrians and create safer streets for all users. These countermeasures are particularly effective on higher-speed and multi-lane roadways where the risk of fatal and severe injury to people walking and bicycling are significantly higher.

Table 27: Safer Vulnerable Road Users

VRU Safety Interventions
Sidewalks
Shared Use Paths
Bicycle Lanes (conventional, buffered, protected, separated)
Crosswalk Enhancements (high-visibility paint, advanced warning signage, RRFBs, PHBs, raised crossing)
ADA Compliance (sidewalk width, adequate clear width, curb ramp, pedestrian signal)



SAFER RURAL ROADS

While rural roads account for a smaller share of total traffic volume, they are often overrepresented in fatal and serious injury crashes. These roads typically feature higher travel speeds, limited lighting, fewer safety features, and longer emergency response times. Run-off-road, rear end, and head-on collisions are common crash types in rural areas, often resulting from roadway departures, speeding, or impaired driving. While run-off-road crashes account for 20% of all KSI crashes in the study area, they represent 42% of KSI crashes of rural crashes in the study area. Systemic countermeasures are recommended to address these risks across the rural roadway network.

Table 28: Safer Rural Roads

Rural Road Safety Interventions
Enhanced edge and centerline markings
Rumble strips
Improved shoulders
Access control strategies
Targeted speed management, particularly at curves and rural-to-urban transition zones
Enhanced curve warning signage and chevron alignment signs
High-Friction Surface Treatments (HFST)
Speed Management Measures
Vegetation Management
Guardrails and Barriers

OPPORTUNITY PROJECTS

Ensuring that community-identified concerns and locations with potential safety risks are addressed before crashes occur supports a proactive and comprehensive approach to safer streets.

Certain safety and mobility improvements may not be captured through the standard prioritization process, yet they represent important opportunities to enhance the transportation network. These projects respond to community feedback, observed risks, or locations where conditions suggest potential for serious crashes, even if crash data does not yet reflect a pattern. By identifying and addressing these sites proactively, the plan works to prevent future incidents, improve overall safety, and ensure that issues that might otherwise go unnoticed are given attention. Including these projects complements data-driven decision-making by capturing the insights and experiences of people who use the system every day.

INTERSECTION DAYLIGHTING

LOCATION

Citywide

DESCRIPTION

Vegetation, parked cars, and other physical obstructions at intersections throughout Seymour can create challenges for motorists and other road users. These issues have been highlighted by survey respondents as well as Seymour Community Schools, whose bus drivers often contend with tree limbs and other vegetation blocking lines of sight.

RECOMMENDATIONS

Seymour's code of ordinances requires property owners to prune street trees located on a corner or intersection to reduce visual obstructions and also allows the City (and its Tree Board) to prune and care for street trees as well. The City of Seymour should identify specific locations and work with adjacent property owners to daylight these intersections to improve visibility and create a safer environment for all road users.

TARGETED TRAFFIC CALMING

LOCATION

Sunset Parkway, Vine St, and Other Residential Streets

DESCRIPTION

During the planning process, numerous community residents shared their experiences with neighborhood speeding and cut-through traffic. Two locations that were repeatedly referenced were the Sunset Parkway neighborhood, which many people use to by-pass Route 258, and Maple Street, which has been used by local traffic to avoid construction on 2nd Street. With construction on 2nd Street completed, speeding and cut-through traffic are likely to subside but will be monitored in the future. Sunset Parkway also lacks sidewalks, so pedestrians are forced to walk in the street with speeding vehicles.

RECOMMENDATIONS

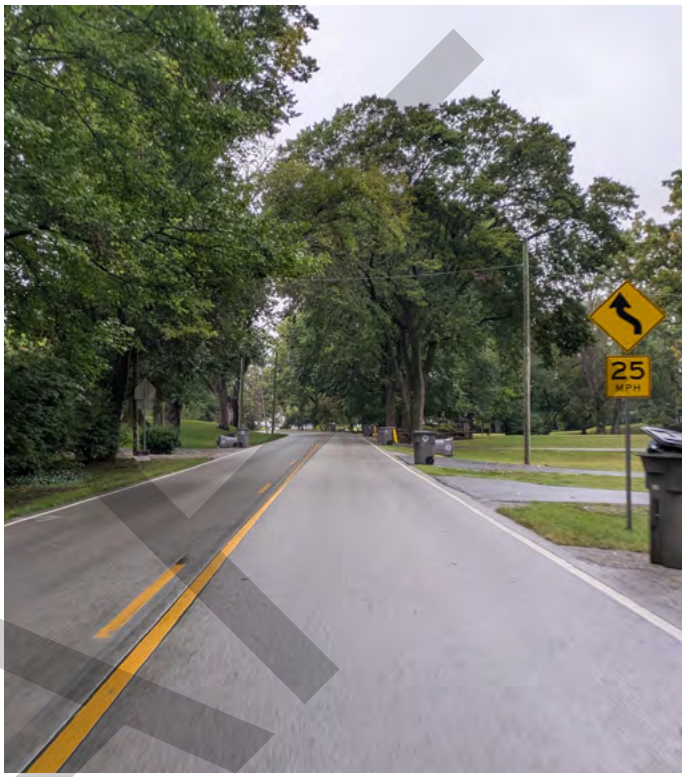
The City of Seymour should install traffic calming measures to deter speeding and cut-through traffic on these local residential streets. Such measures may include speed feedback signs, speed humps, curb extensions, and chicanes. Additional locations for improvements should be identified through evaluation by City staff and input from neighborhood residents.

SIDEWALK GAP ELIMINATION

LOCATION
Citywide

DESCRIPTION
The lack of continuous sidewalk connections creates challenges for people currently walking and discourages others from considering walking as a viable option. Forty-five percent of online survey respondents would like to see the pedestrian network emphasized in this plan. Community members identified locations for new sidewalks, including Sandy Creek Dr, North Ewing St, Vehslage Rd, Route 258, the Sunset Parkway neighborhood, and streets surrounding Gaiser Park.

RECOMMENDATIONS
The City of Seymour identify and eliminate gaps in the pedestrian network through a three-pronged approach. First, focus on sidewalk infill projects along key collectors, arterials, and high-traveled pedestrian route. Second, incorporate sidewalk construction into programmed capital improvements. Third, partner with INDOT and Jackson County to address sidewalk gaps on roadways outside the City's jurisdiction.



CROSSROADS COMMUNITY TRAILS WAYFINDING ENHANCEMENTS

LOCATION
Citywide

DESCRIPTION
The City's growing trail system, Crossroads Community Trails, is an interconnected network of shared use paths, dedicated bicycle lanes, sidewalks, and marked shared travel lanes providing connections for people walking and bicycling to various destinations throughout the City. While the system is well-marked with purple signs and pavement markings, the lack of wayfinding signage and system maps can be a deterrent for potential users.

RECOMMENDATIONS
The City of Seymour should develop a wayfinding signage program to supplement the existing purple signs, including directional signs with distances and travel times to nearby destinations. System maps that highlight biking and walking facilities, community destinations, and safety tips can also encourage walking and bicycling among residents and visitors alike.

RURAL-TO-URBAN TRANSITION ZONE SPEED REDUCTION

LOCATION
Citywide

DESCRIPTION
For motorists traveling into Seymour on state, county, and local roads, the transition from the surrounding rural character to Seymour's urban setting can be abrupt, and many people continue to travel at higher rates of speed despite the reduced posted speed.

RECOMMENDATIONS
To encourage safer speeds for motorists entering Seymour, the City of Seymour should partner with Jackson County and INDOT to develop and install effective speed reduction measures. Such measures may include Reduced Speed Limit Ahead signs, transverse rumble strips, speed feedback signs, roundabouts, and gateway treatments. It is important to note that not all transition zones will require the same treatments. The selection of appropriate speed reduction measures should take into account speed differential, traffic volumes, adjacent land use, agricultural use, roadway geometry, and other factors. The FHWA has additional guidance here.

IMPLEMENTATION

IMPLEMENTATION PLAN

The Implementation Plan provides the framework for the City of Seymour and its partners to carry out strategies aimed at eliminating fatal and serious injuries on Seymour's streets, while tracking progress toward clearly defined safety targets.

The implementation plan is developed to guide the implementation of strategies and projects aimed at reducing and eliminating fatalities and serious injuries. The Plan incorporates data-informed decision-making, focused interventions, and proven safety countermeasures from national best practices, while leveraging input from local stakeholders and communities. This section outlines the selected strategies, recommended policy and process changes, and targeted actions for high priority high-injury network (HIN) locations.

The strategies and projects identified in the Plan are based on the findings from the technical safety analysis, a review of existing policies and processes, and input received from the public and stakeholders.

The comprehensive set of strategies is centered on the Safe System Approach, a framework that emphasizes designing roadways that account for human error, reducing crash forces to prevent fatalities and serious injuries, and promoting shared responsibility among all road users, designers, and policy makers.

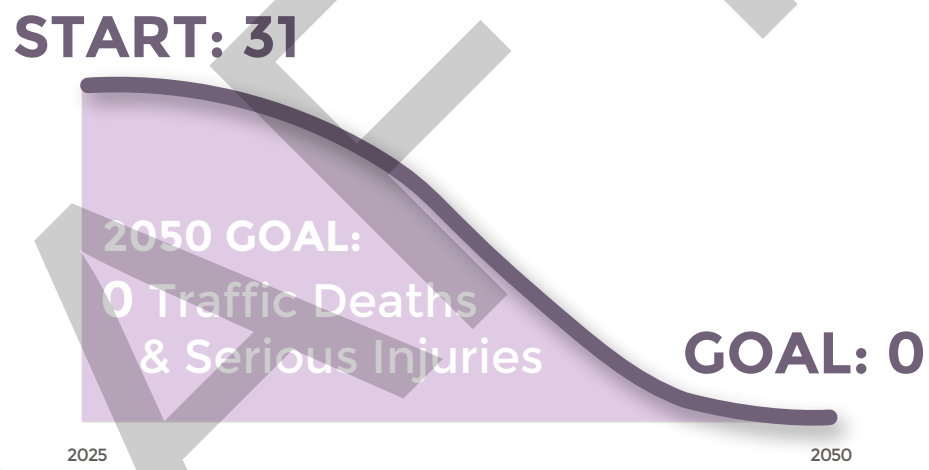
In addition to the implementation framework, safety targets and a performance management plan are outlined to underscore the City's commitment to long-term progress, transparency, and accountability.

SETTING OUR SIGHTS ON 2050

Achieving the goal of zero traffic deaths and serious injuries by 2050 will require determination, perseverance, collaboration, direction, and flexibility.

Grounded in community priorities and national best practices, the Plan sets clear and achievable safety targets. These safety targets will allow the City to capture and maintain momentum, ensure accountability, and foster a culture of safety that protects all road users, regardless of age, mode, or neighborhood. The accompanying timeline outlines the path to achieving zero fatalities and serious injuries by 2050.

While the City's safety targets are structured over time, strategy implementation will not always follow a linear path. Some strategies will require significant funding and long-term capital investment commitments, while others can be implemented immediately with existing resources. This adaptive approach means progress may come in surges rather than steady increments, allowing the City to move quickly where possible while building toward larger changes that take more time to implement.



EARLY ACTIONS

Sustaining momentum built during the planning process and transitioning into plan implementation can be challenging without specific actions. These seven action items set the pace for implementation and lay the groundwork for lasting change.

Implementation of this plan will take time and resources, but progress does not have to wait for major funding awards or large construction projects. Early actions are opportunities to demonstrate momentum, build partnerships, and lay the groundwork for long-term change. They often focus on policy, coordination, and planning—low-cost steps that have wide-reaching impacts on how projects are designed and advanced in the future.

These early actions are designed to be achievable within the near term and to create "early wins" that reinforce the community's commitment to safety and connectivity. By tackling these priorities now, the community positions itself to more effectively pursue funding, deliver projects, and build lasting public support.

Several of these actions align directly with the policy recommendations outlined in the previous chapter, which can be referred to for more detail on the policy context and intent. This chapter focuses on implementation: the first steps that agencies and partners can take to carry those recommendations forward.

The actions described below provide a roadmap for near-term success. Each one can be initiated without waiting for large-scale funding, and each will help set the stage for implementing the broader goals of this plan.

CONTINUE SAFETY COMMITTEE

The Safety Committee serves as a central forum for coordination, oversight, and accountability in carrying out this plan. Continuing its work ensures that safety remains a standing priority across agencies and organizations. Expanding the committee to include schools, law enforcement, health agencies, emergency responders, and community groups will strengthen its ability to identify challenges and align resources. A broader membership also ensures that safety issues are considered from multiple perspectives, helping the committee develop well-rounded solutions that reflect community needs.

Regular meetings, clear reporting, and shared responsibility will keep the Safety Committee active and effective. Over time, it can also serve as a platform for communicating progress to the public and maintaining momentum around implementation.

ADOPT A COMPLETE STREETS POLICY

A Complete Streets Policy is one of the most effective early steps a community can take to institutionalize safety. By adopting the policy, local leaders set a clear expectation that roadways should be designed and operated to serve all users—whether they are walking, biking, taking transit, using a mobility device, or driving.

The policy provides a framework for consistent decision-making across projects and departments. It helps ensure that every investment supports safety and accessibility, rather than being addressed piecemeal.

DEVELOP SAFE ROUTES TO SCHOOL PLAN AND PROGRAM

Schools are natural focal points for safety improvements, as they generate significant walking, biking, and traffic activity each day. Developing a Safe Routes to School (SRTS) Plan will allow the community to identify the best walking and biking routes for students, assess barriers such as missing sidewalks or unsafe crossings, and recommend targeted improvements.

Beyond planning, creating a Safe Routes to School Program ensures that education, encouragement, enforcement, and infrastructure work hand-in-hand. The program can support activities such as walking school buses, bike rodeos, and crossing guard training while providing a framework for implementing physical improvements over time. Early action on Safe Routes to School shows immediate benefits for children and families while reinforcing the community's long-term safety goals.

UPDATE DESIGN MANUALS AND SUBDIVISION REGULATIONS

Local design manuals and subdivision regulations dictate how new streets, sidewalks, and developments are built. If these standards are outdated, they may unintentionally encourage designs that conflict with modern safety and connectivity priorities. Updating them early ensures that all new development aligns with the goals of this plan.

This action has long-lasting impact because it embeds safety best practices directly into the rules governing growth. Updates might include narrower lane widths, stronger pedestrian and bicycle design standards, enhanced crosswalk requirements, or provisions for connectivity within subdivisions. By making these changes now, the community prevents future safety problems from being built into the system and sets the tone for safer growth.

NEIGHBORHOOD TRAFFIC CALMING PROGRAM

Neighborhood residents often experience firsthand the impacts of speeding and cut-through traffic. A formal Neighborhood Traffic Calming Program gives them a structured and transparent process to request improvements. This could include measures such as speed humps, curb extensions, traffic circles, or enhanced crosswalk markings.

Establishing the program early ensures that neighborhood concerns are addressed fairly and consistently while aligning with broader community priorities. It also provides a way to implement lower-cost improvements relatively quickly, demonstrating responsiveness and building trust with residents. Over time, the program can help reduce speeding, improve livability, and create safer conditions for people walking, biking, and driving in neighborhoods.

PURSUE FUNDING TO DESIGN AND CONSTRUCT PRIORITY PROJECTS

While some early actions require minimal funding, others set the stage for future investment. Pursuing state, federal, and regional funding opportunities is a key step to advancing high-priority projects from concept to design and construction.

By preparing projects for funding now—through feasibility studies, preliminary engineering, or local match identification—the community positions itself to act quickly when opportunities arise. Completing one or two visible priority projects early also builds public support and demonstrates the value of continued investment in safety and connectivity.

DEVELOP STRATEGIC EDUCATION AND AWARENESS CAMPAIGN

Infrastructure changes alone cannot solve every safety challenge. Education and awareness campaigns are essential for encouraging safer behaviors and creating a culture of safety. These campaigns can be launched quickly and at relatively low cost, making them an ideal early action.

Messages may focus on key local issues such as speeding, distracted driving, pedestrian visibility, or bicycle safety. Campaigns can be implemented through schools, social media, local events, or partnerships with community organizations. Strategic messaging not only addresses immediate concerns but also builds support for larger projects by reinforcing the importance of shared responsibility for safety.

MEASURING PERFORMANCE

PERFORMANCE METRICS

As the Safer Streets for Seymour plan moves into implementation, performance monitoring will serve as a useful tool to track progress and communicate results. Establishing a simple framework for measuring outcomes will help the community understand how safety efforts are evolving over time and where additional focus may be needed. The measures focus on crash outcomes, project delivery, and infrastructure improvements, while also capturing progress on speed management and implementation efforts. They should be reviewed at regular intervals to provide a clear picture of how local efforts are contributing to long-term safety goals such as Vision Zero. Any collected information should be summarized in a concise, reader-friendly report designed to highlight changes and improvements.

Table 29: Performance Metrics

PERFORMANCE METRIC	MEASUREMENT
Crash Data	
Number of fatal crashes	Quantity
Number of serious injury crashes	Quantity
Number of speed-related crashes by severity level	Quantity
Number of work zone-related crashes by severity level	Quantity
Percent reduction/increase on high-injury network (HIN)	Calculated
Projects and Strategies	
Number of safety projects completed	Quantity
Number of speed limit assessments completed	Quantity
Status of implementation actions	Quantity
Infrastructure	
Miles of shared use paths installed	Length
Miles of sidewalks installed	Length
Percent of roadway network with posted speed limits under 30 MPH	Calculated
Number of ADA ramp improvements	Quantity

ANNUAL REPORT CARD

An annual report card could provide the community with a quick, accessible summary of safety performance. The report card would be brief and visual in nature, relying on charts, tables, and infographics to highlight key trends from the past year. For example, it might show whether fatal and serious injury crashes are increasing or decreasing, the number of safety projects completed, or how many miles of sidewalks and shared use paths were added.

The annual report card would not aim to provide exhaustive analysis, but rather to give residents, decision-makers, and partners a clear sense of progress at a glance. Publishing it on the City's website or sharing it through community channels would help maintain transparency and reinforce the City's commitment to safer streets.

FIVE-YEAR DETAILED REPORT

In addition to an annual snapshot, a more detailed performance review should be prepared every five years. This report would take a deeper look at crash data, project implementation, and infrastructure changes over a longer timeframe. By comparing results to established benchmarks the five-year report would help assess whether strategies are achieving the desired impact.

Unlike the annual report card, the five-year report could include more narrative, case studies, and maps to illustrate progress in detail. It could also serve as a tool for identifying gaps, adjusting strategies, and prioritizing future investments. Sharing the five-year report publicly would demonstrate accountability while giving the community a clear picture of long-term safety trends.


DRAFT