

SAFER STREETS FOR SEYMOUR

Safer Streets for Seymour is a comprehensive transportation safety action plan that aims to **eliminate fatal and serious injury crashes** in our community. This plan will analyze crash data and develop targeted, evidence-based solutions to improve roadway safety for all—whether you drive, bike, walk, roll, or take public transit.

PLAN BACKGROUND

In 2023, the City of Seymour applied for and was awarded a **United States Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) planning grant** to analyze crash data, engage with community residents and stakeholders, and identify projects, programs, and policies to improve transportation safety in Seymour. When completed, the Plan will serve as Seymour's blueprint for investments in safety projects, targeting high crash intersections and corridors and applying proven solutions to reduce fatal and serious injury crashes in our community.



WELCOME!

Thank you for joining us for tonight's Safer Streets for Seymour open house meeting. This second public meeting focuses on draft recommendations to improve safety for all road users and eliminate traffic deaths and serious injuries by 2050.

GOALS OF THIS MEETING



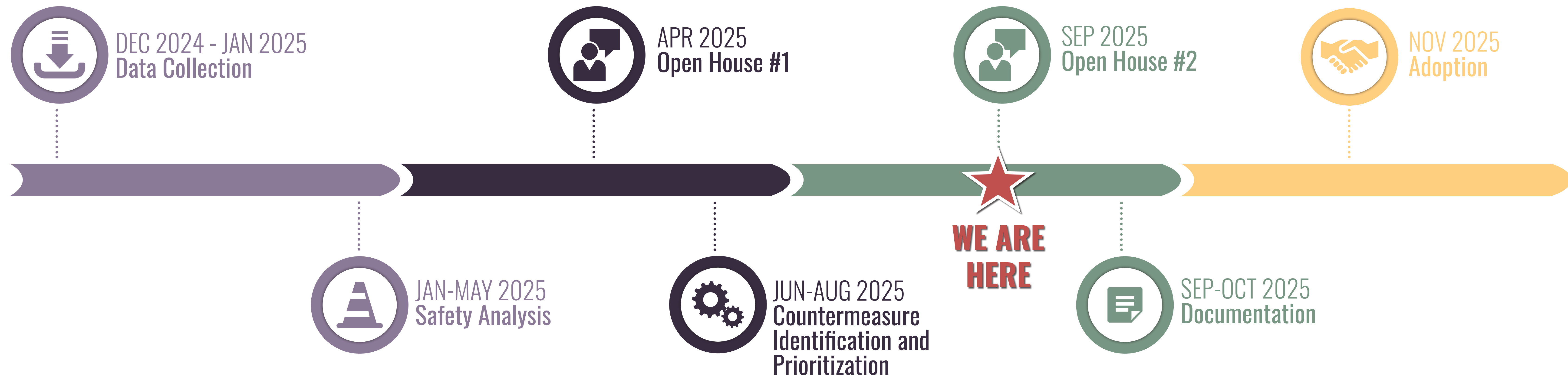
WE WANT TO HEAR FROM YOU!

Community input is key to shaping a safer transportation future. Read the boards and provide your feedback. Team members are available if you have any questions!

THE PLANNING PROCESS

SAFER STREETS
FOR SEYMOUR

PROJECT TIMELINE



PLAN REQUIREMENTS

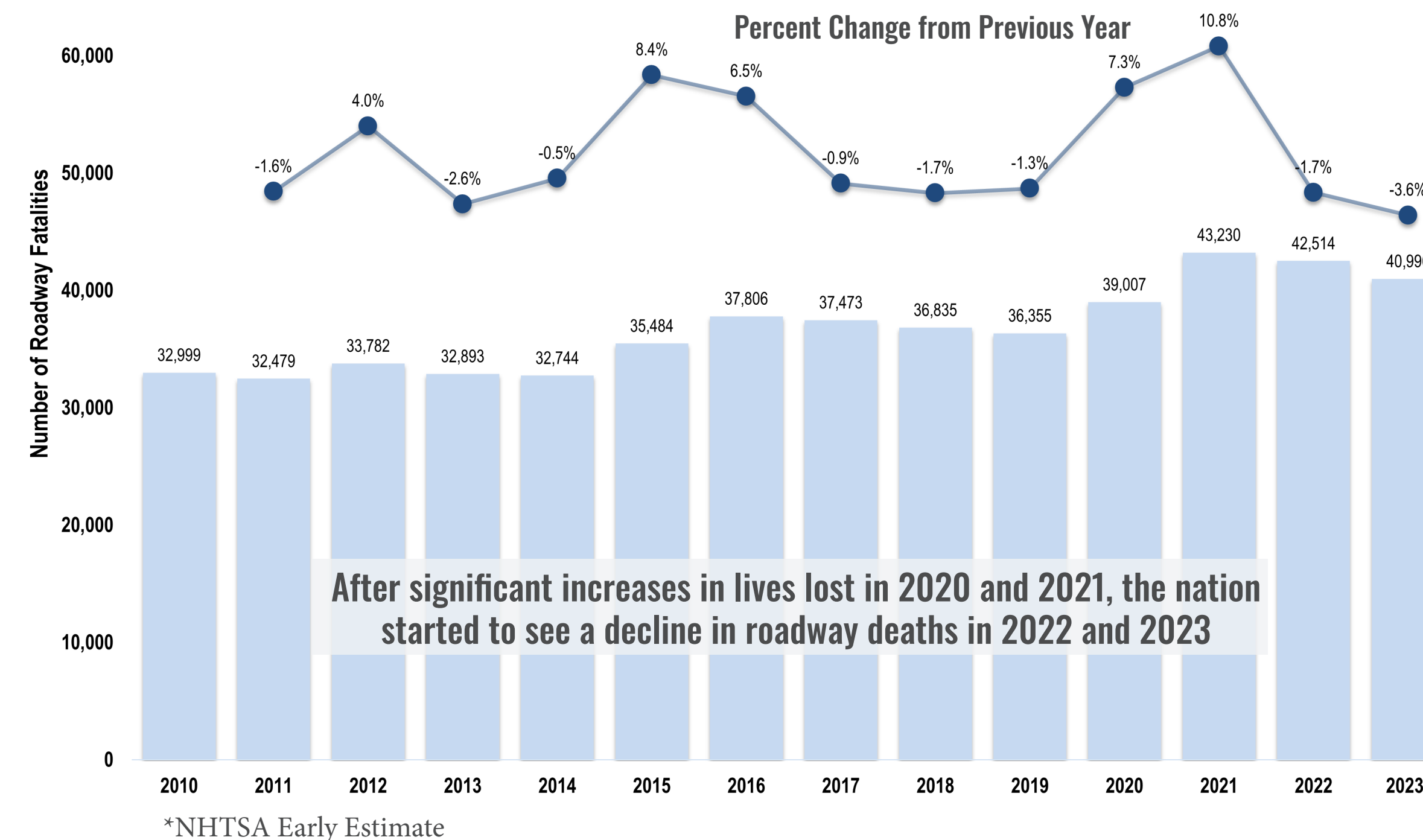
- 1 Leadership Commitment** – Public pledge to eliminate roadway fatalities and serious injuries
- 2 Planning Structure** – Establish a committee to oversee the plan
- 3 Safety Analysis** – Review crash data, trends, and high-risk locations
- 4 Engagement & Collaboration** – Work with the public, stakeholders, and agencies
- 5 Policy & Process Changes** – Update policies to prioritize safety
- 6 Strategy & Project Selection** – Develop and prioritize safety projects
- 7 Progress & Transparency** – Track, report, and share progress publicly

ROADWAY SAFETY

SAFER STREETS FOR SEYMOUR

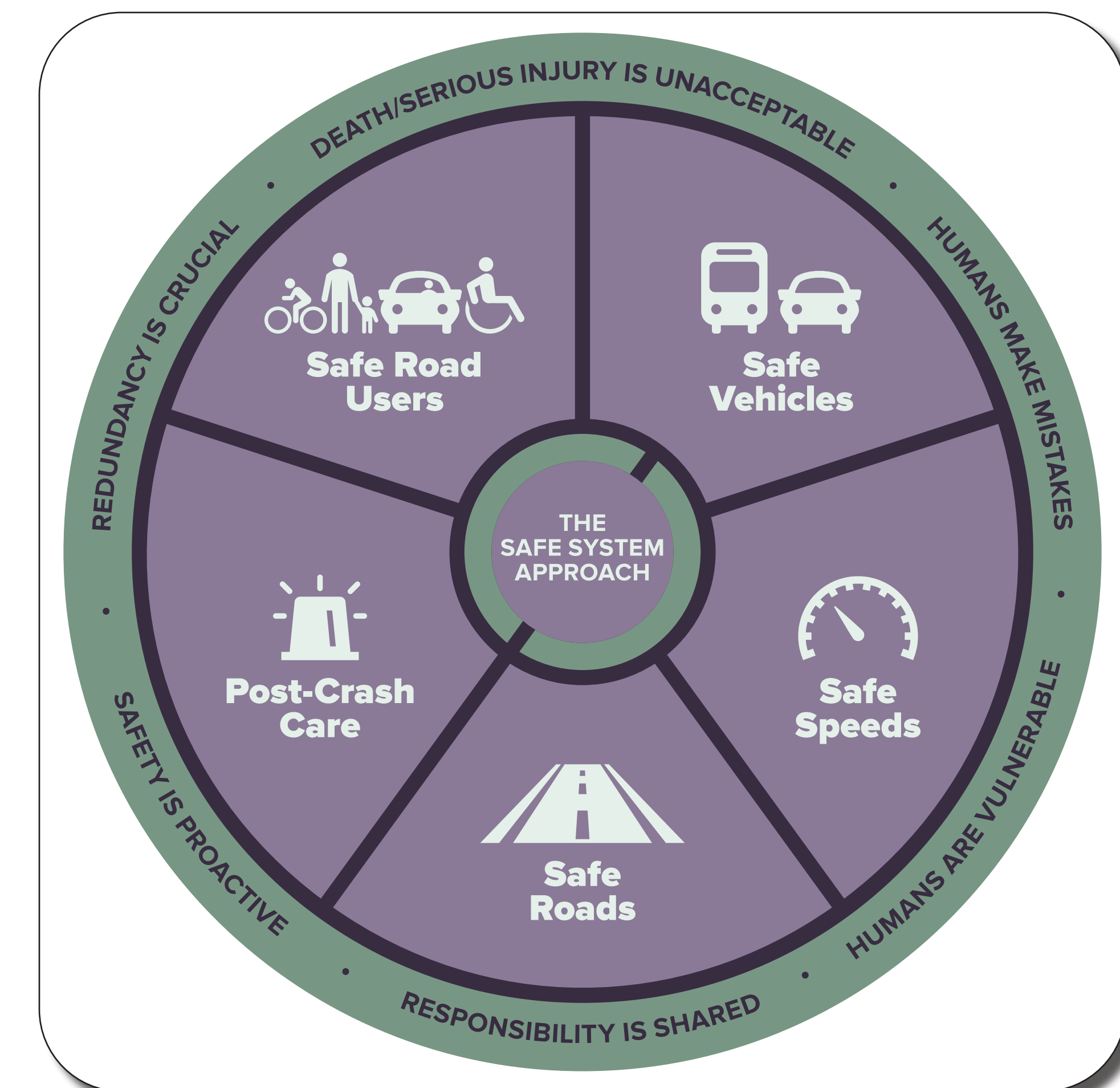
NATIONAL TRENDS

According to the National Highway Traffic Administration (NHTSA), nearly 43,000 traffic deaths occurred across the nation in 2021, a 16-year high and a 10.8% increase from the previous year. Despite a declining trend in the last few years, traffic crashes are still a leading cause of preventable death in the U.S. Vulnerable road users, especially people walking and bicycling, have seen a disproportionate rise in fatalities.



SAFE SYSTEM APPROACH

In support of the U.S. Department of Transportation National Roadway Safety Strategy and the national goal of zero roadway deaths, a Safe System Approach has been adopted as the new guiding paradigm to address roadway safety. A Safe System Approach focuses on both human mistakes and human vulnerability and recommends a transportation system with redundancies built in to protect all users. Elements of the Safe System Approach are shown below.

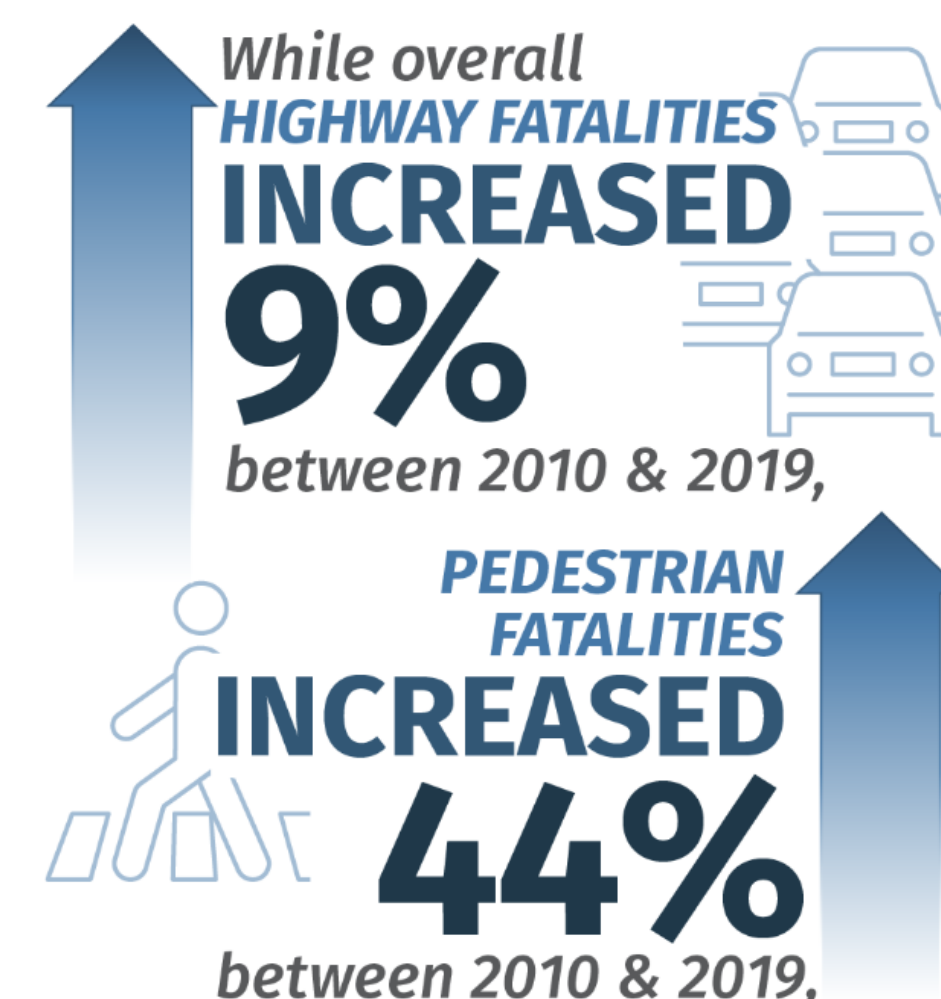


IMAGINE A WORLD WHERE NO ONE DIES ON OUR ROADWAYS

IN 2023, 40,990 PEOPLE LOST THEIR LIVES ON ROADWAYS ACROSS THE NATION.

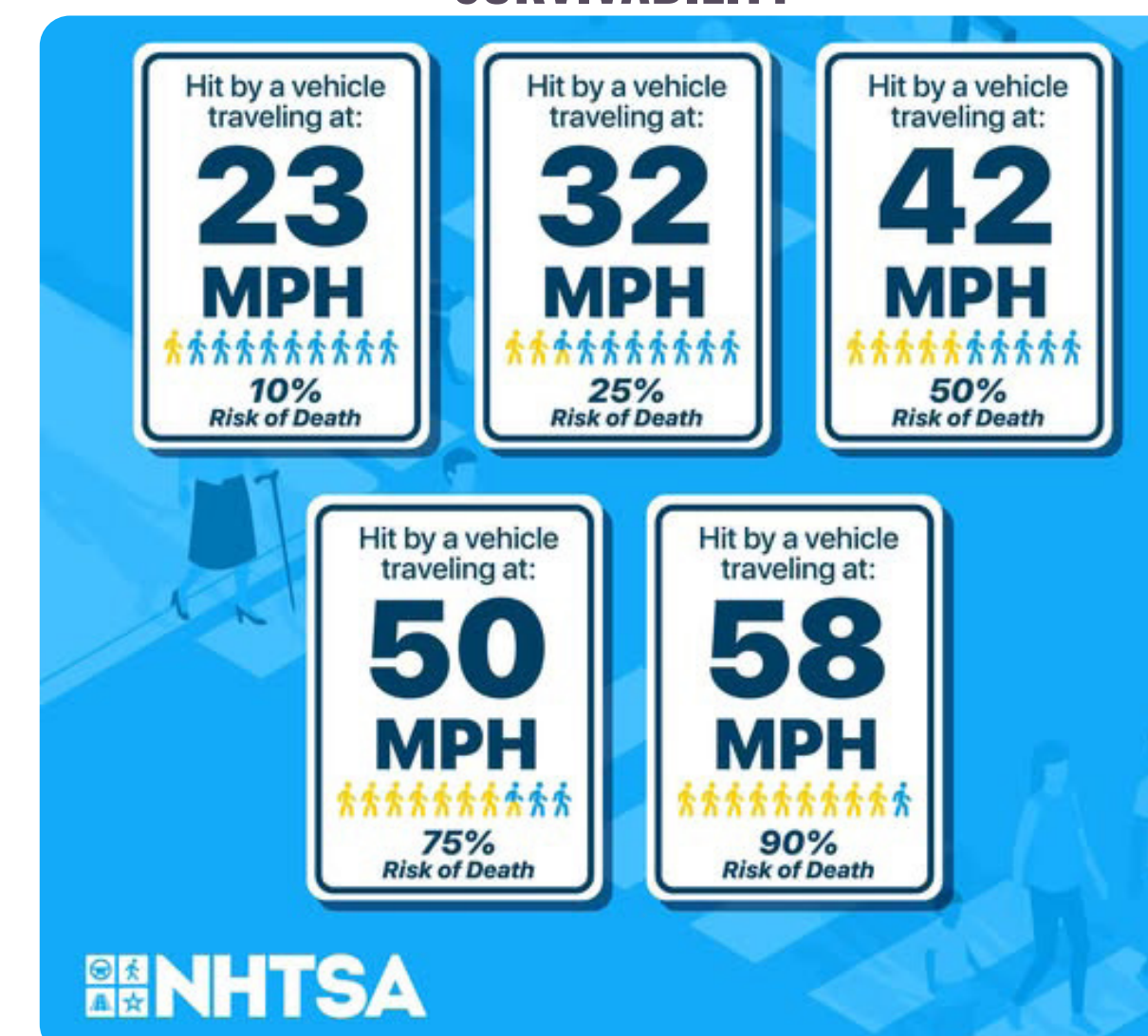
THAT NUMBER OF PEOPLE COULD FILL THE AVERAGE **PROFESSIONAL BASEBALL STADIUM.**

PEDESTRIAN FATALITIES ARE ON THE RISE



Source: Fatality Analysis Reporting System (FARS) 2010 Final File, NHTSA's Preview of Motor Vehicle Traffic Fatalities in 2019

VEHICLE SPEED EFFECTS ON PEDESTRIAN SURVIVABILITY



To learn more about the Safe System Approach, visit <https://www.transportation.gov/NRSS/SafeSystem>

Source: Early Estimate of Motor Vehicle Traffic Fatalities in 2023 DOT HS 813 561. Published by NHTSA at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813561>

CRASH TRENDS IN SEYMOUR

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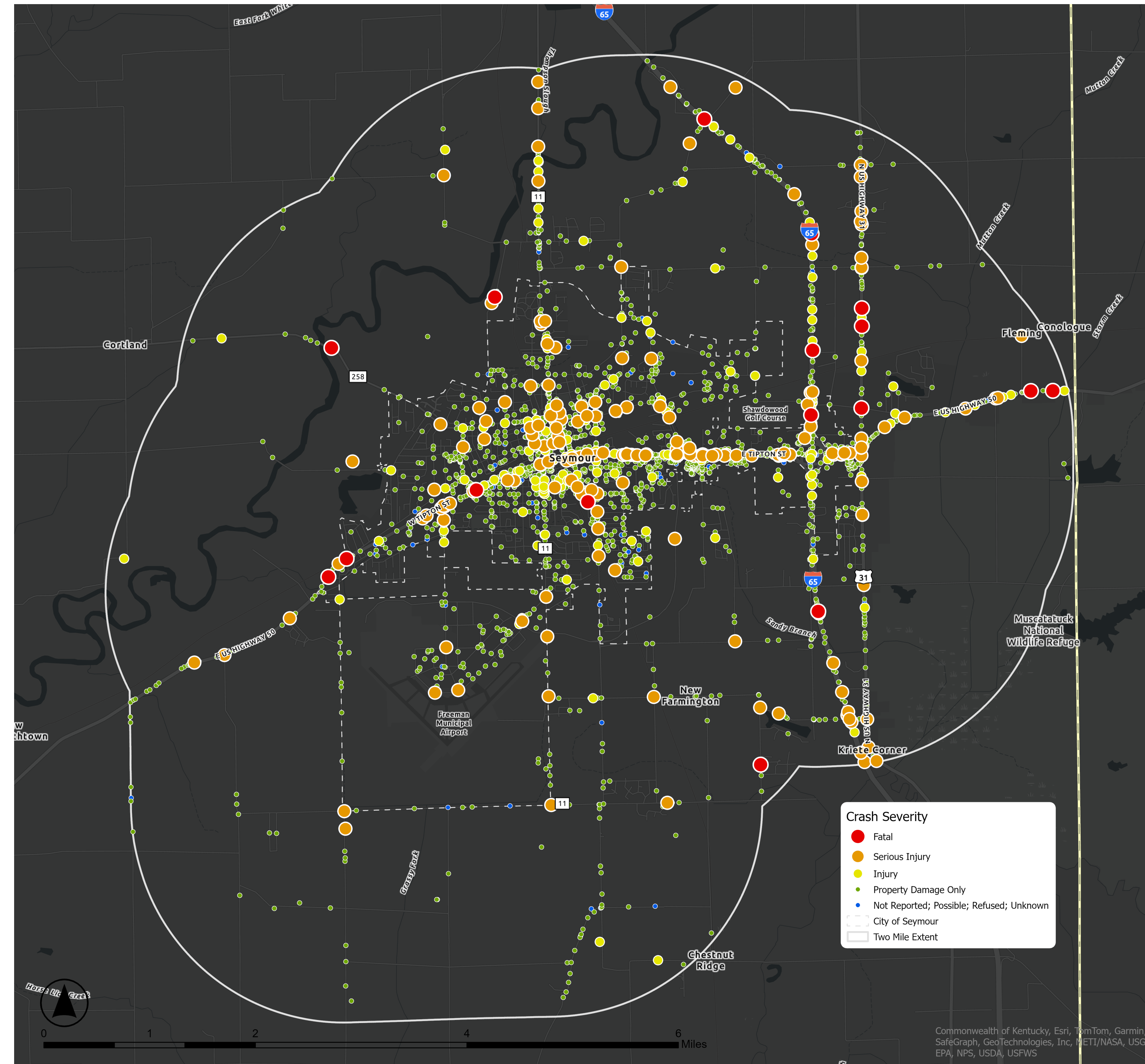
Crash data is one of the most important inputs to understanding safety needs in Seymour. Through careful analysis, the data can tell us about crash location hotspots, injury severity, environmental conditions, contributing factors, and other important information that will shape the Plan. For this study, the project team looked at a 5-year period of crash data from 2019 through 2023 for the City of Seymour and a two-mile buffer surrounding the City that roughly corresponds to the Seymour's Extraterritorial Jurisdiction.

CRASH SEVERITY

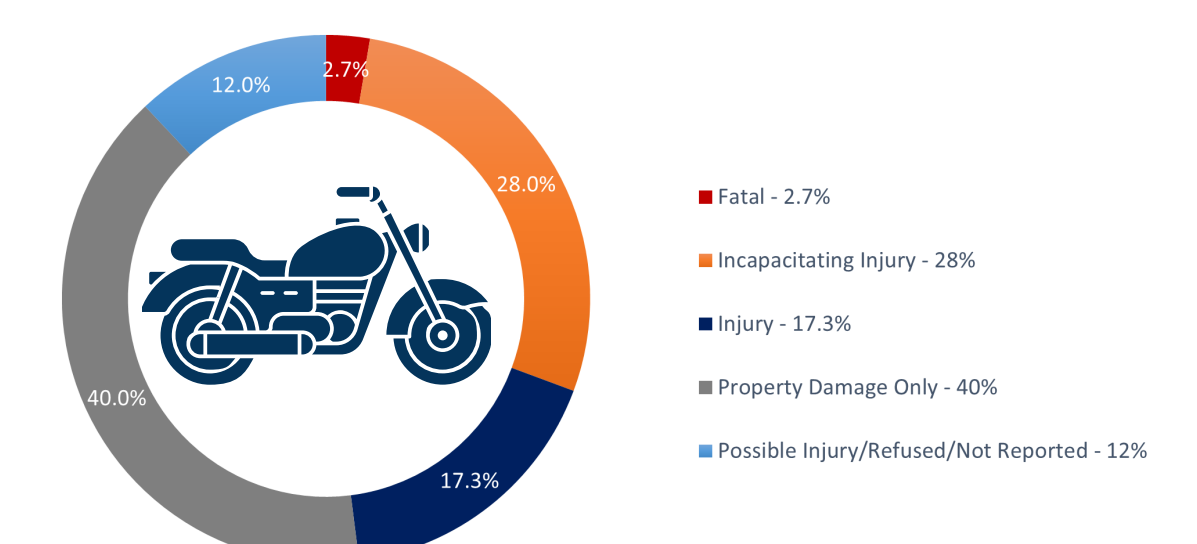
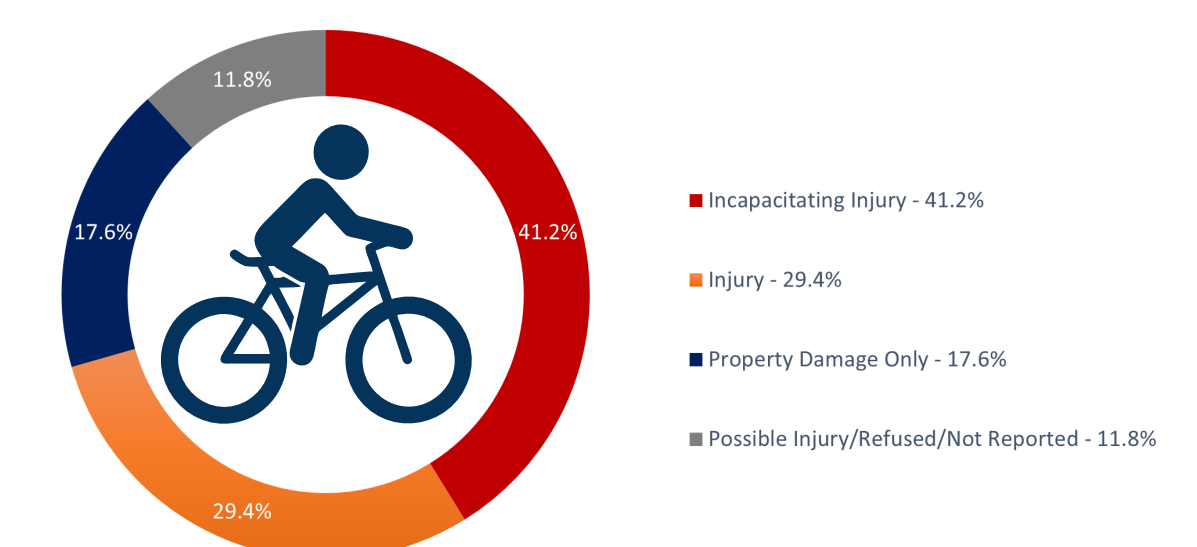
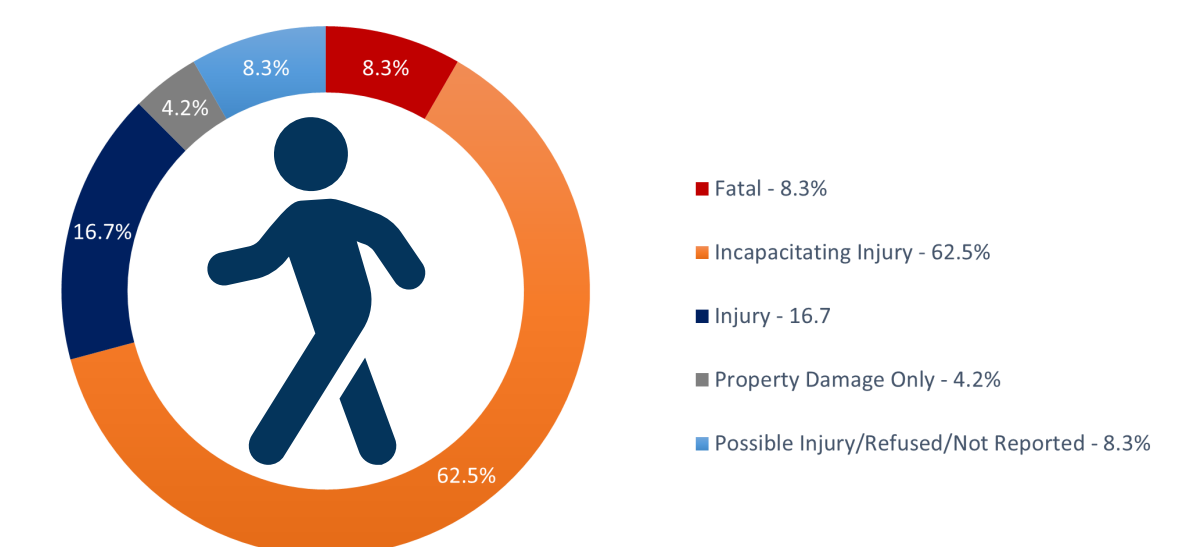
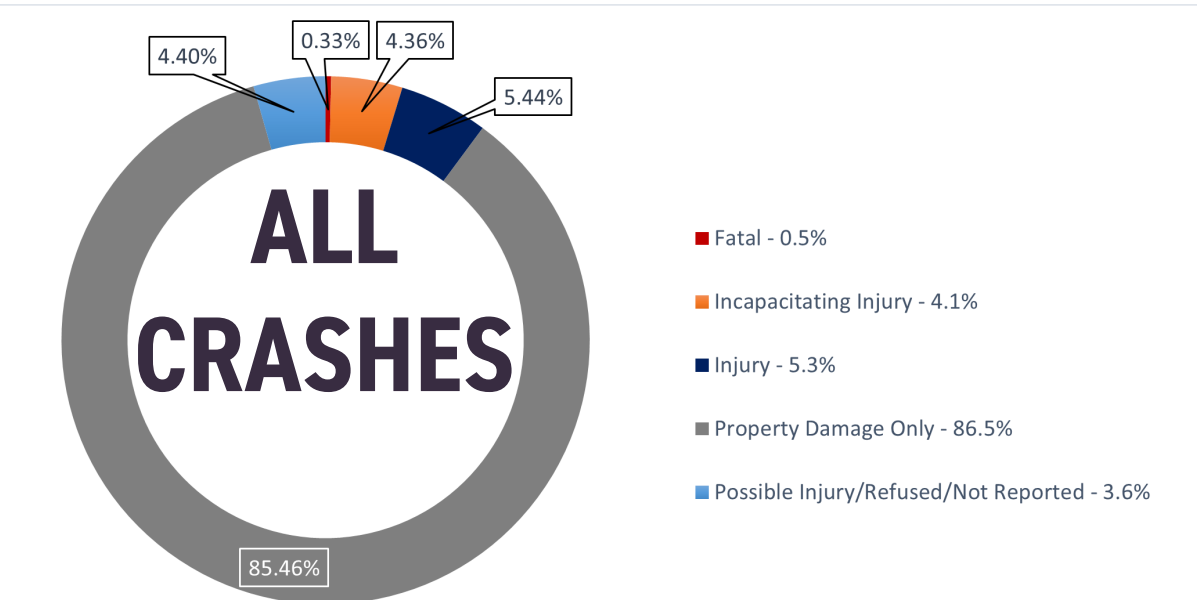
5,089 Total Crashes

17 Fatal Crashes
222 Serious Injury Crashes
277 Injury Crashes
4,349 Property Damage Only Crashes
244 Possible Injury, Refused Treatment, Not Reported

CRASHES BY SEVERITY, 2019-2023



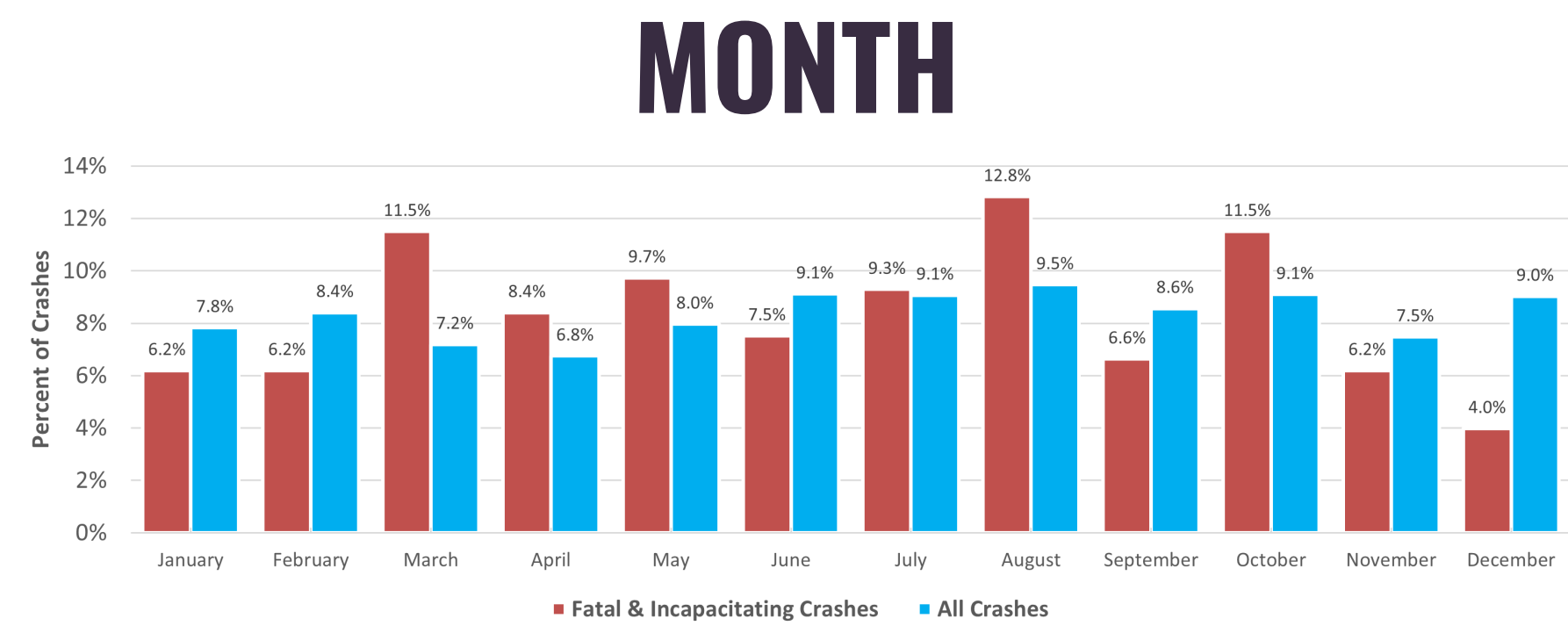
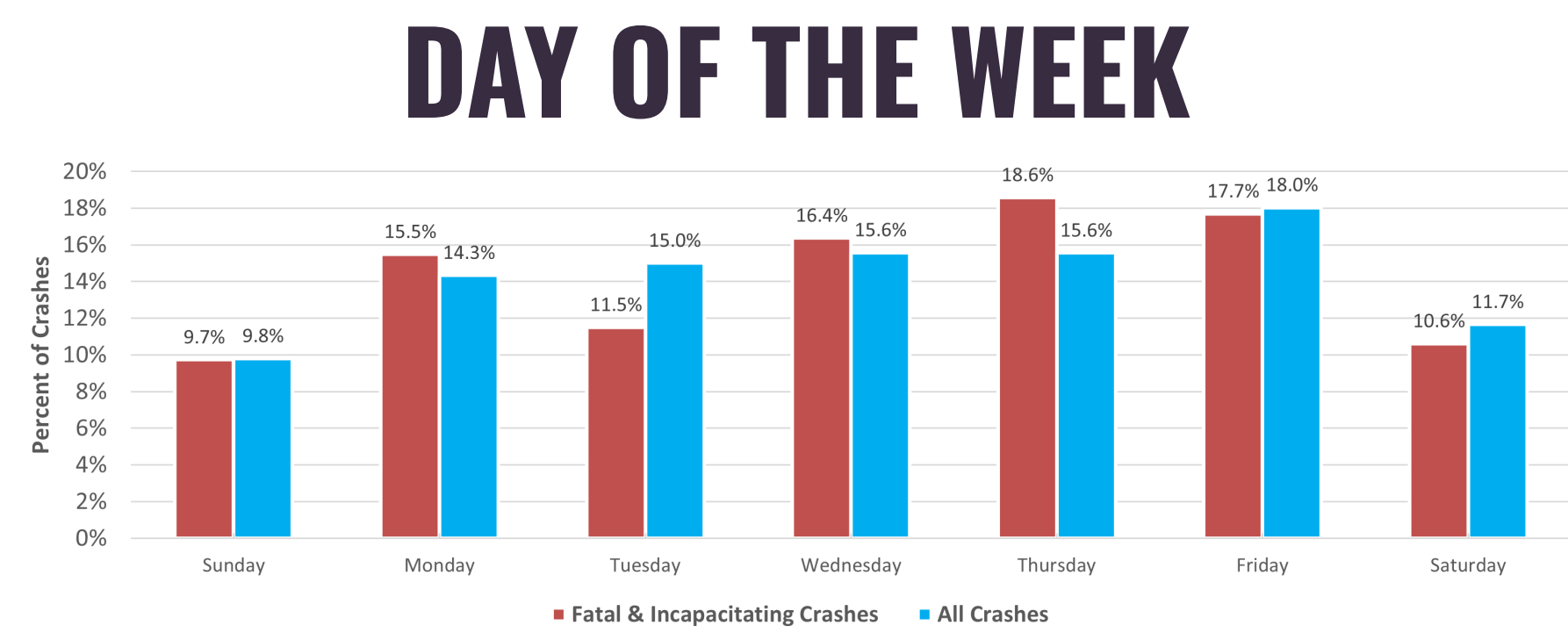
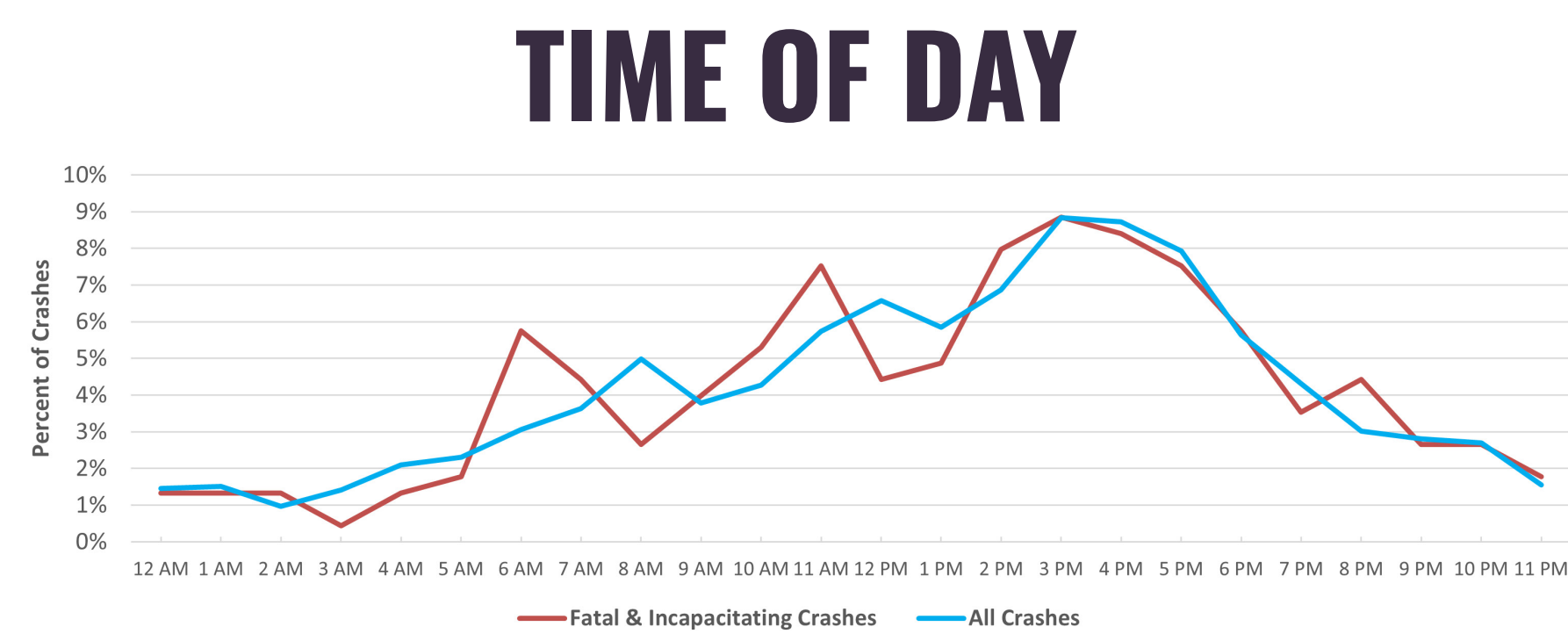
CRASH SEVERITY BY INVOLVEMENT



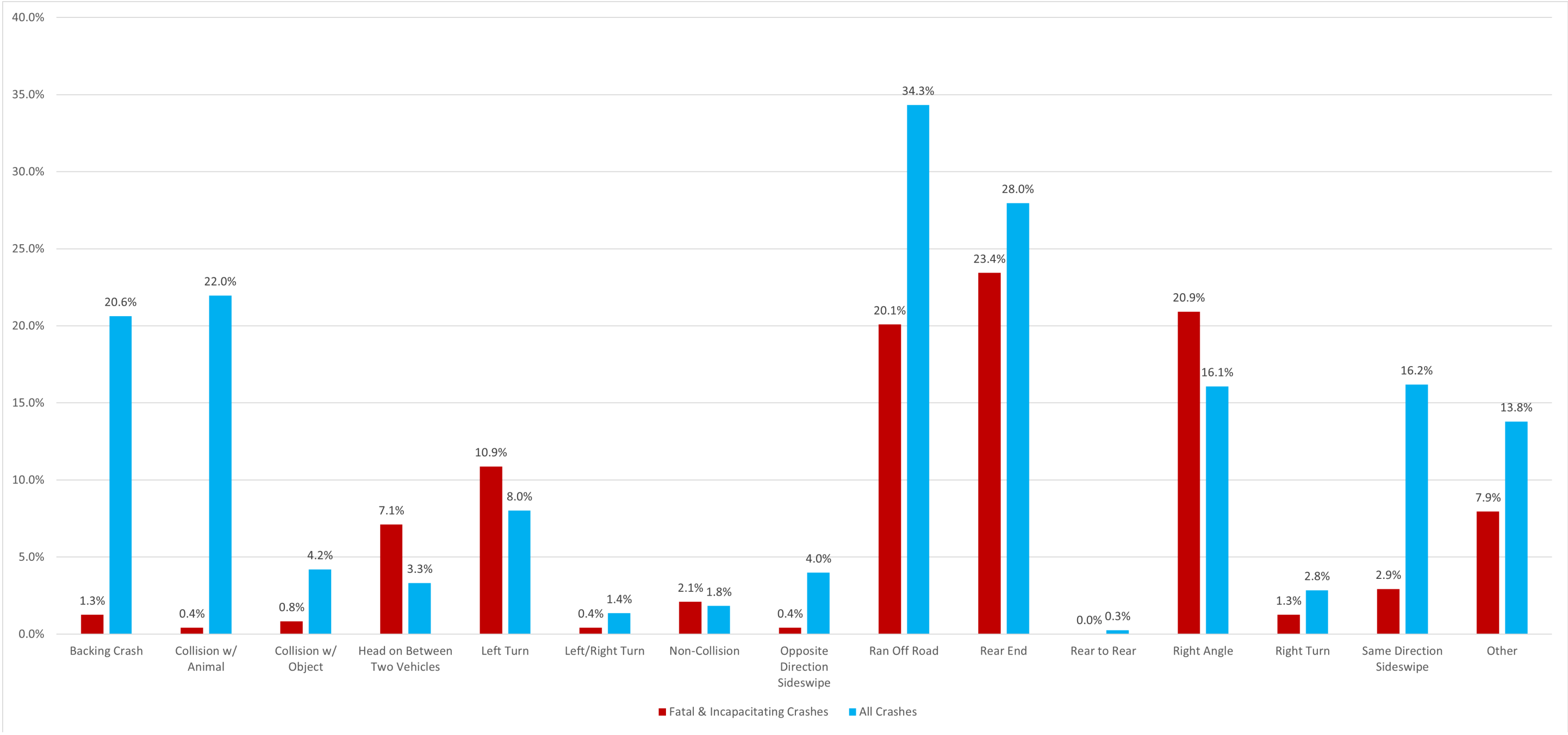
CRASH TRENDS IN SEYMOUR

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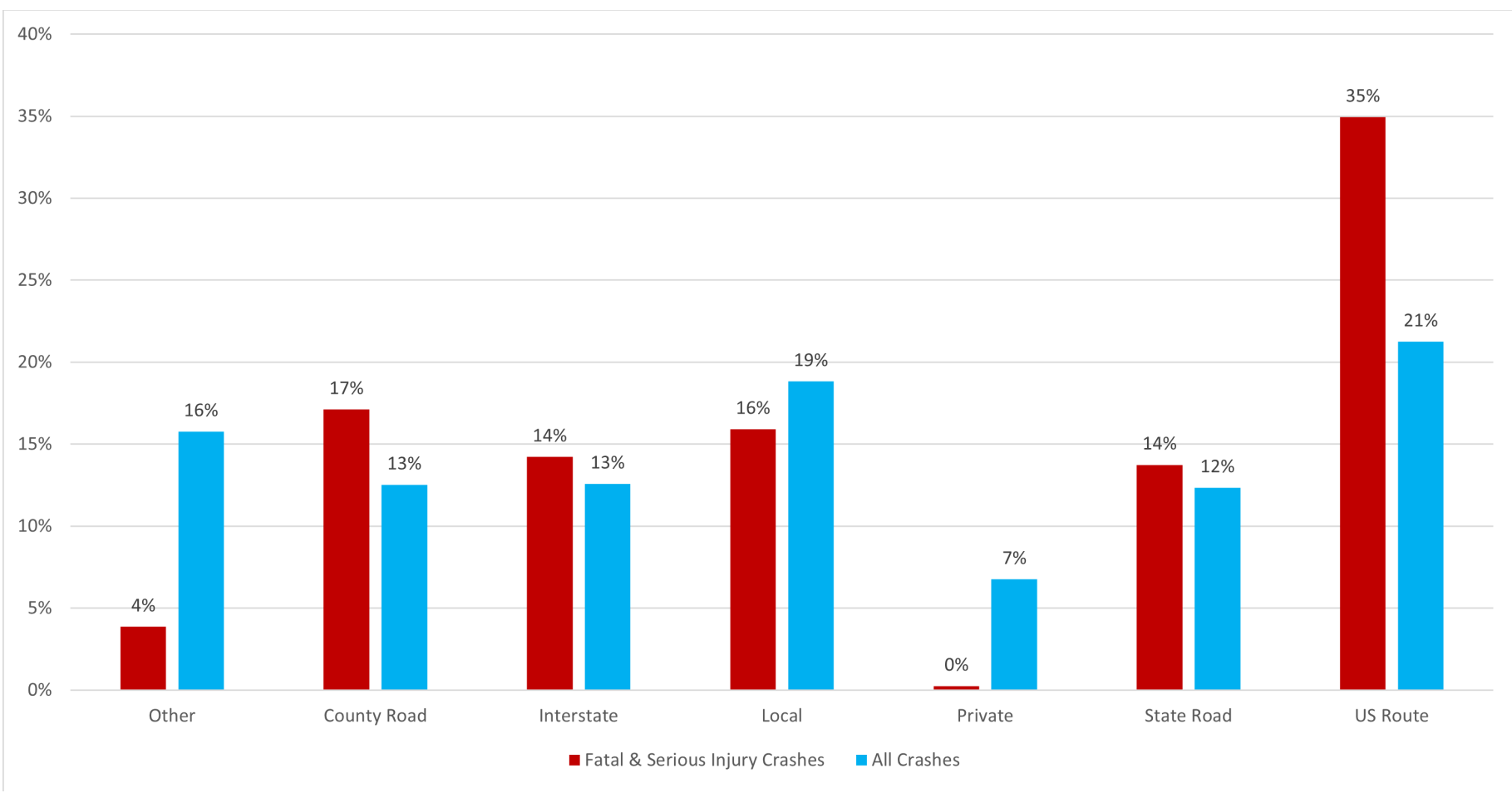
Fatal and Serious Injury Crashes are the primary focus of this plan. The consequences of these crashes are life-changing and have a significant impact on our community. Understanding the trends behind these crashes can better help us develop cost-effective strategies to reduce fatal and serious injuries and create safer streets for everyone.



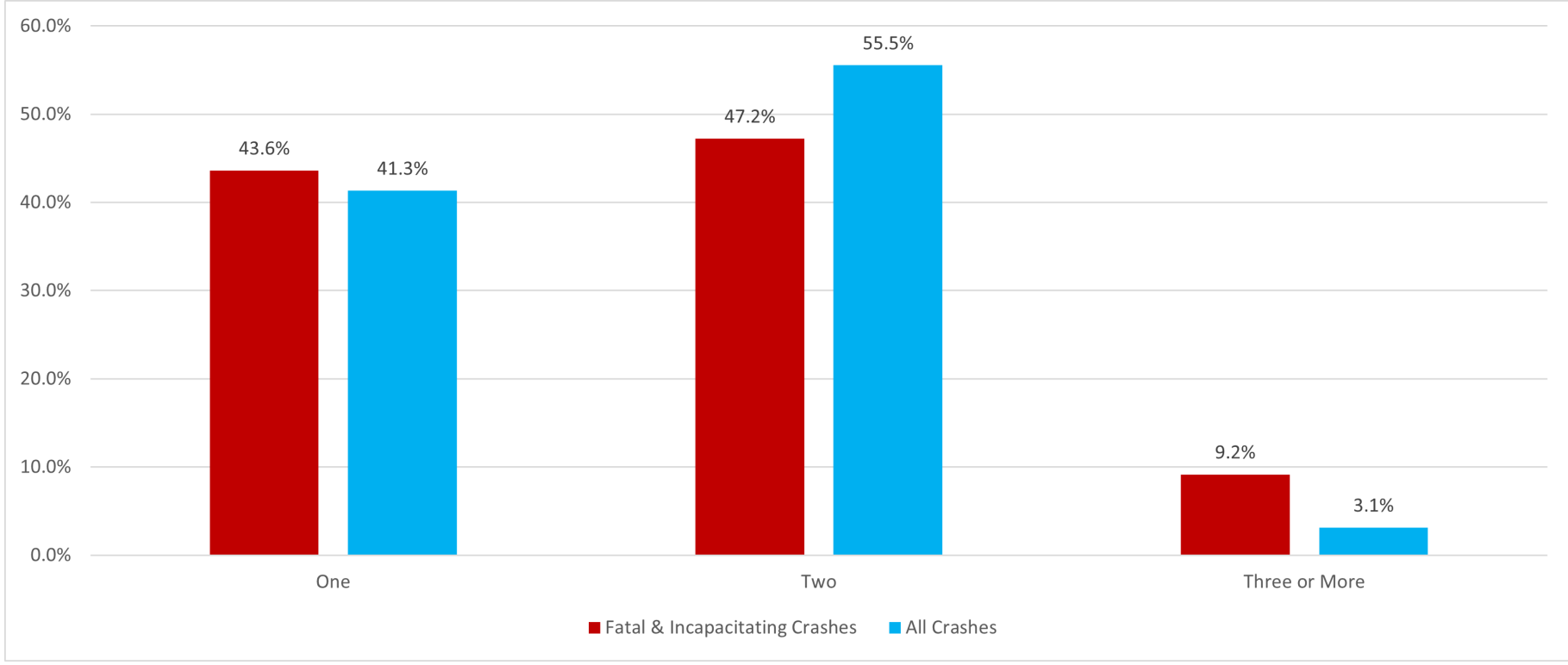
MANNER OF COLLISION



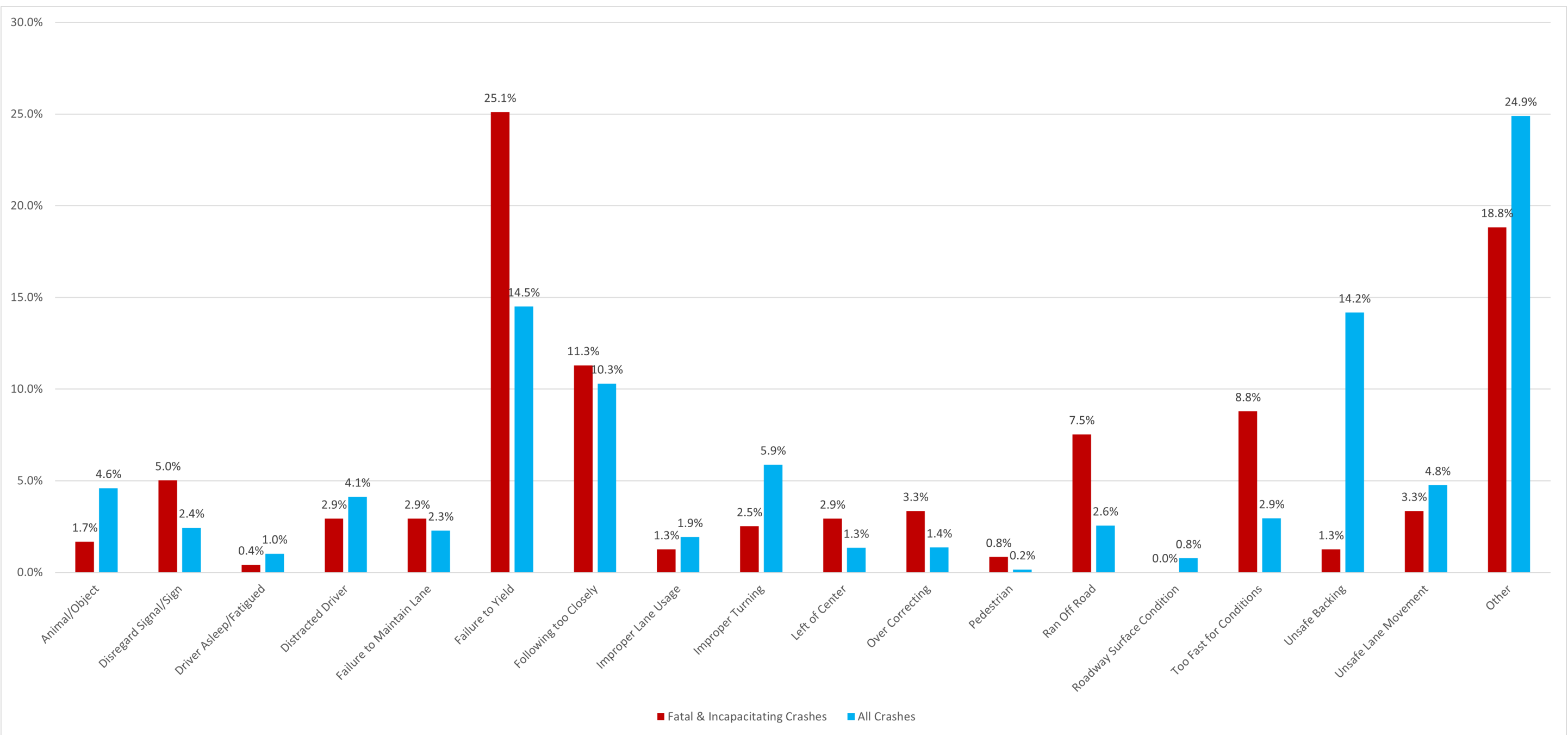
WHERE ARE CRASHES OCCURRING?



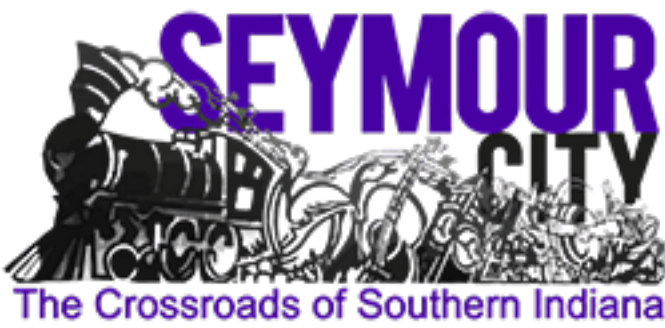
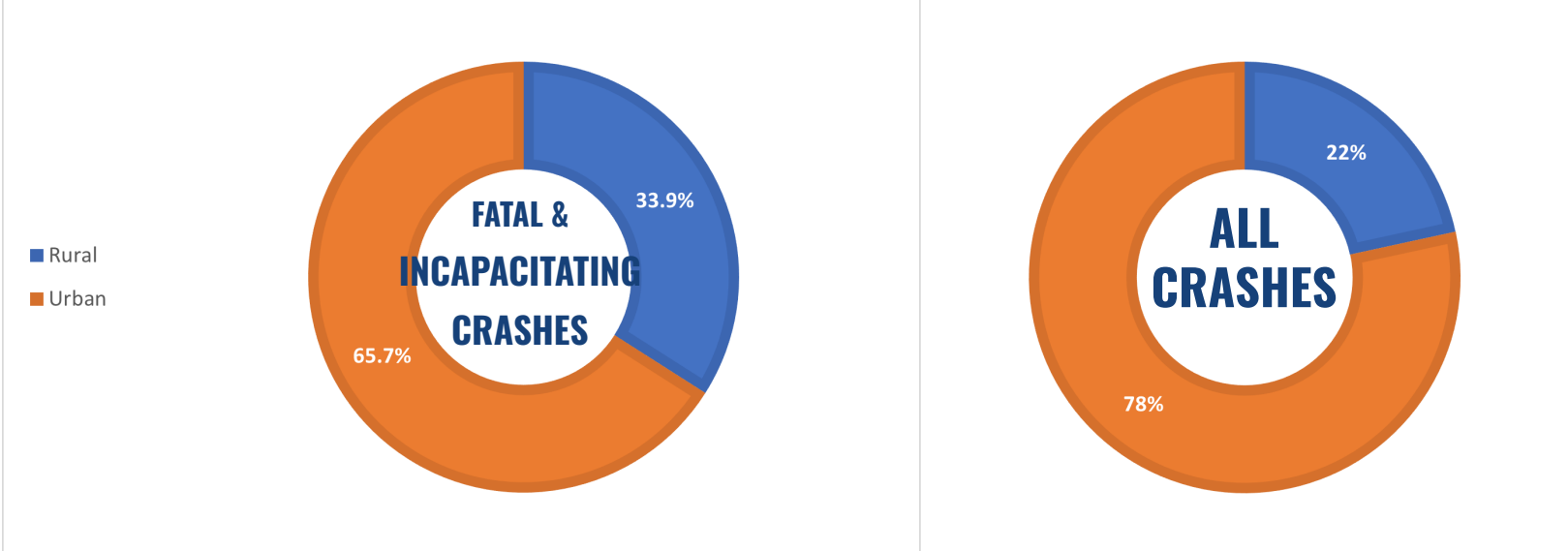
NUMBER OF VEHICLES INVOLVED



PRIMARY CRASH FACTOR



URBAN VS RURAL

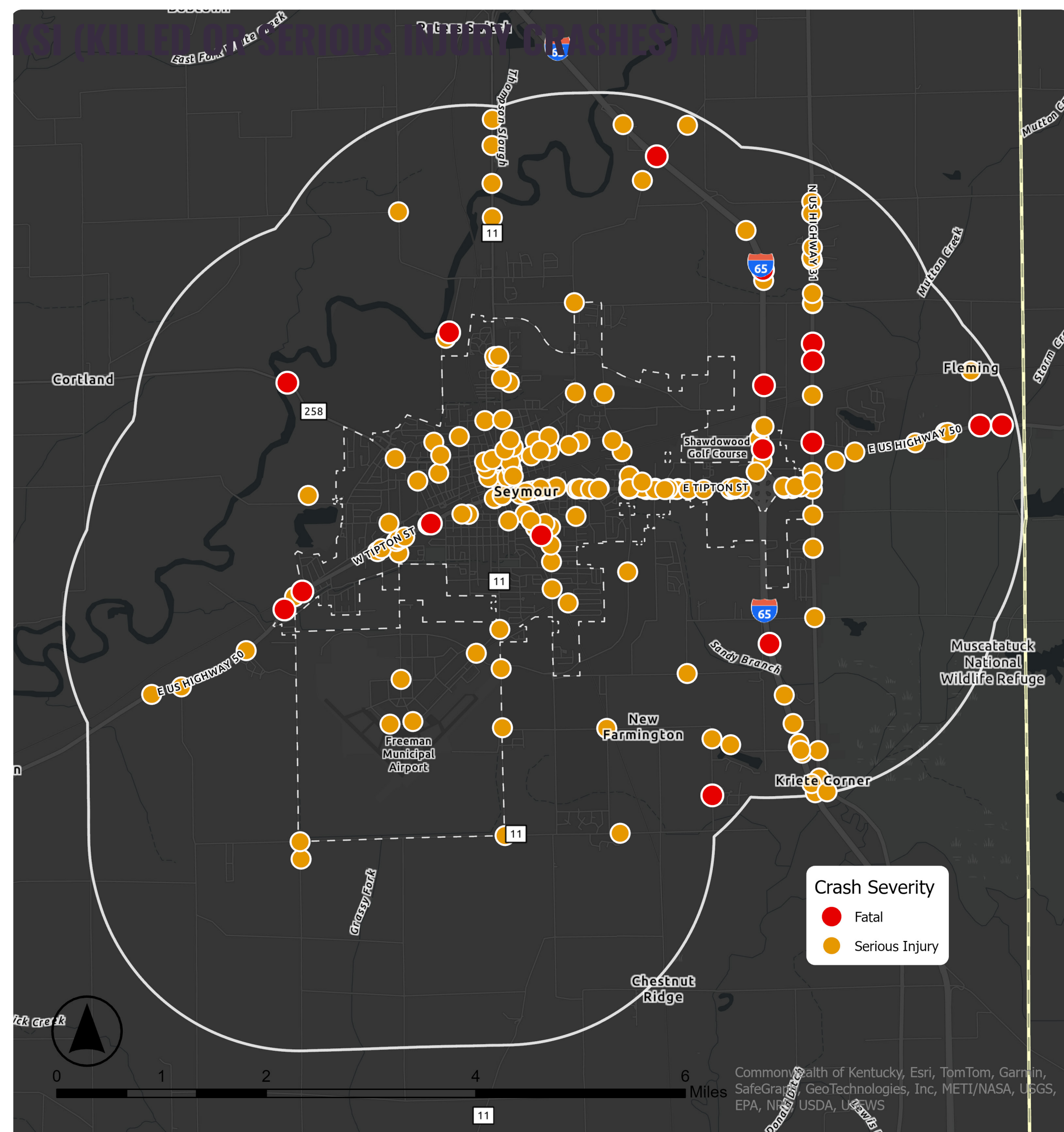


THE HIGH INJURY NETWORK

SAFER STREETS FOR SEYMOUR

HIGH INJURY NETWORK (HIN)

The High Injury Network highlights Seymour's road segments with the highest concentration of fatal and serious injury crashes. These high-risk corridors represent the top 20% of streets but account for the most severe crashes. Crashes that resulted in deaths or serious injuries were weighted more heavily than property damage or minor injury crashes because they have a much higher cost to society. Interstate 65 was excluded from this analysis. By prioritizing improvements along the HIN, the City can have the biggest impact on saving lives and preventing severe injuries.



NOTABLE HIGH RISK CORRIDORS:

- US 50
- US 31
- STATE ROUTE 11
- STATE ROUTE 258
- 4TH ST
- 2ND ST
- AIRPORT RD
- BROWN ST
- COMMUNITY DR
- LASHER DR
- O'BRIEN ST
- BURKART BLVD
- CHESTNUT ST
- WALNUT ST
- BROADWAY ST
- N COUNTY ROAD 760 E
- E COUNTY ROAD 300 N
- E COUNTY ROAD 275 N



SAFER STREETS FOR SEYMOUR

OPEN HOUSE #1

KEY THEMES

- US 50 & CR 375 N
 - Visibility issues due to a hill
 - Request for a left-turn lane
 - One fatality reported in the past year
- Hangman's Crossing (US 50, CR 600 E, W 2nd St)
 - Limited sight distance
 - Excessive speeds
 - Unusual lane configuration
- Sunset Parkway
 - Lack of sidewalks
 - Speeding cut-through traffic



- Poor conditions on O'Brien St and other collectors/arterials
- Congestion on major routes like US 50
- Speeding and lack of sidewalks in some neighborhoods
- Need for safer pedestrian crossings
- Railroad crossing challenges and lack of bypasses

- Unlicensed drivers
- Driver impairment
- Dangerous driving behaviors
- Community members shared news articles, data, and personal experiences



The online public mapping tool allowed respondents to highlight specific, location-based concerns, categorize the concern, and provide a comment describing the concern. More than 80 points were added to the map. While not all points included a comment, those that did leave comments often included detailed information about safety issues and concerns, ideas for improvements, and recent improvements that they viewed positively.

Concern Category	Count	Percent of Responses
Safety Concern	29	36.3%
Ideas and Suggestions	25	31.3%
Speeding Concern	12	15.0%
Pedestrian Concern	11	13.8%
Something I Like	2	2.5%
Cyclist Concern	1	1.3%
Grand Total	80	100.0%

- Frequent accidents and fatalities at several intersections, particularly US 50 & Airport Road, Walnut & 6th, and Community Drive during school hours
- Poor visibility due to parked cars or road configuration
- Speeding is a major issue across multiple residential areas near schools

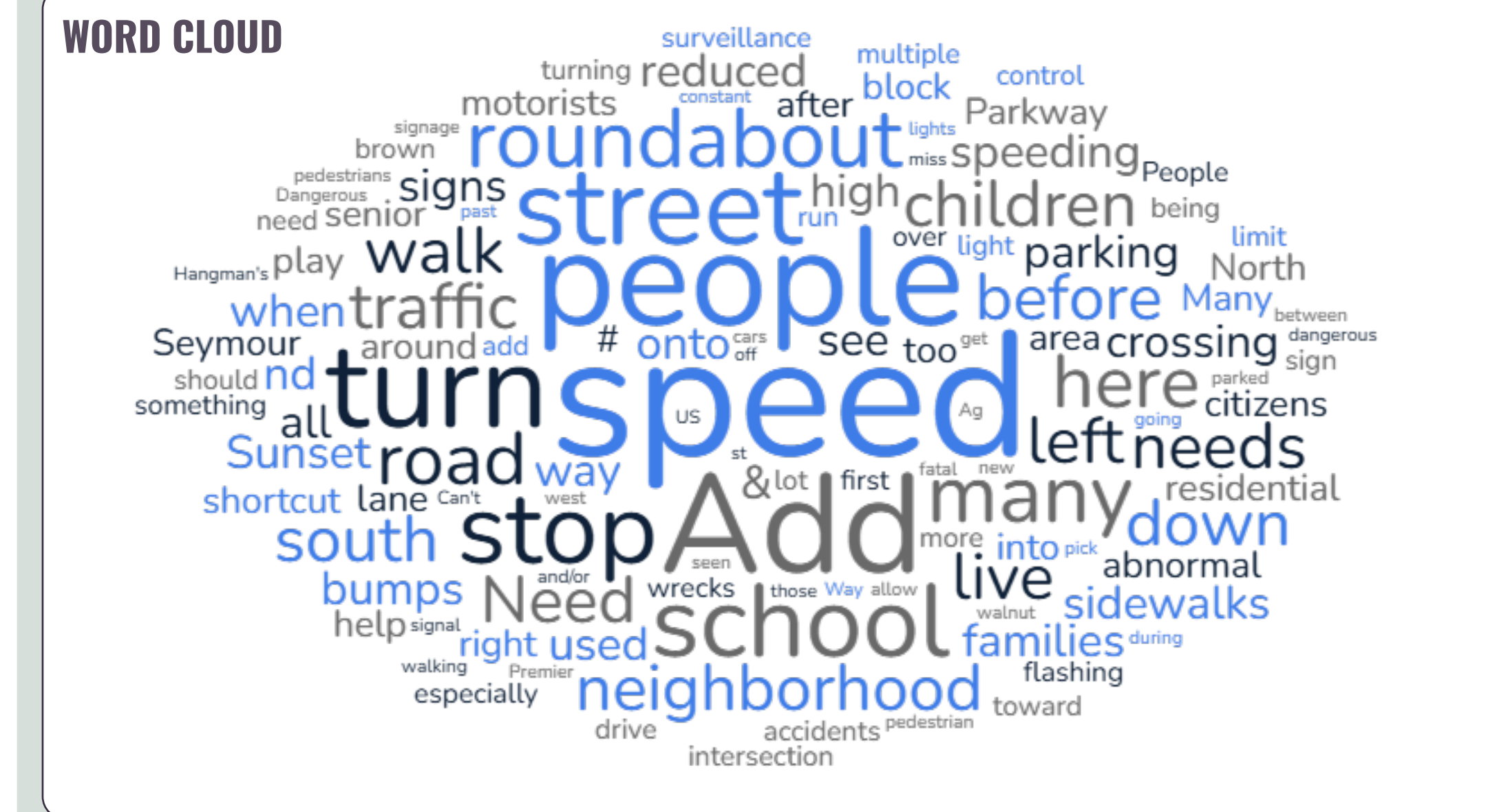
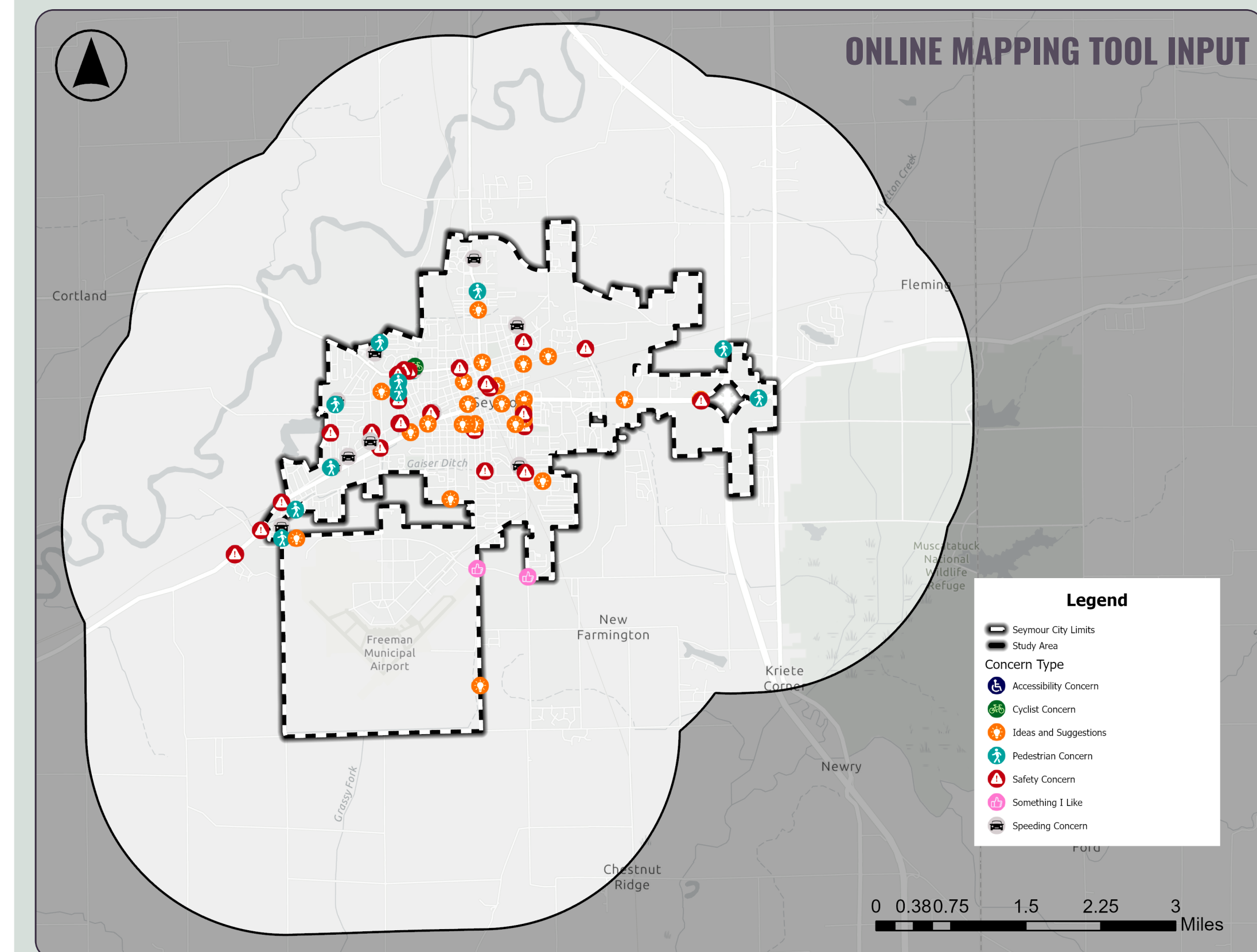
- High foot traffic near schools is a concern due to inadequate crosswalks or signals
- Solutions include flashing pedestrian lights, raised crosswalks, and traffic officers during school hours
- New sidewalks requested, notably along Sandy Creek, Vehslage, and connecting Redding School to downtown

- Roundabouts suggested at multiple locations to improve flow and safety
- Stop signs requested and increased enforcement requested at several existing stop sign locations
- Left turn signals needed at key intersections (e.g., Burkart Blvd & 4th St Rd)

- Severe potholes and rough roads, especially on South O'Brien, Walnut, and 2nd Street
- Requests for repaving and road maintenance

- Sunset Parkway and Maple Ave are used as shortcuts, causing danger to residents. Speed humps, speed surveillance, and closing roads to eliminate through traffic were some suggestions to remedy the issue

- Some comments suggest community frustration with lack of enforcement or response from city officials



WHAT WE HEARD

SAFER STREETS FOR SEYMOUR

ONLINE SURVEY

From March 1st through May 23rd, 208 community members responded to the online survey to help the project team better understand perceptions of safety, desired improvements, and specific locations of safety concerns in and around Seymour.

KEY THEMES FROM OPEN-ENDED RESPONSES

TRAFFIC & ROAD SAFETY

- **Speeding and Reckless Driving:** Many residents report excessive speeding, especially on residential streets like West Oak, South Vine, and 6th Street. Aggressive and inattentive driving is a major concern.
- **Unlicensed/Uninsured Drivers:** A recurring concern is the perceived prevalence of unlicensed and uninsured drivers. Many respondents requested increased enforcement and vehicle impoundment.
- **Distracted Driving:** Cell phone use while driving is frequently mentioned as a safety hazard.
- **Dangerous Intersections:** Specific intersections (e.g., Tipton & Burkart, US 50 & CR 375 N, Laurel & Walnut) are cited as needing redesign, better signage, or traffic control measures.

PEDESTRIAN SAFETY & MULTI-MODAL INFRASTRUCTURE

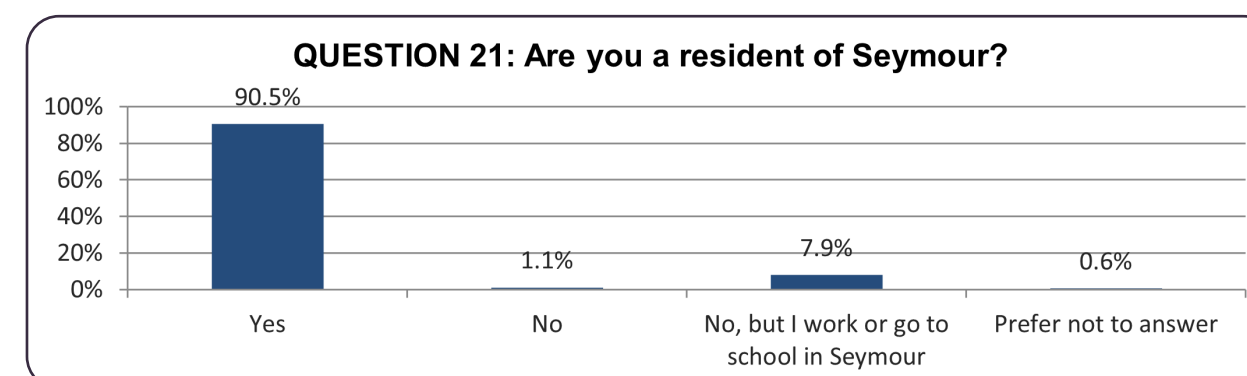
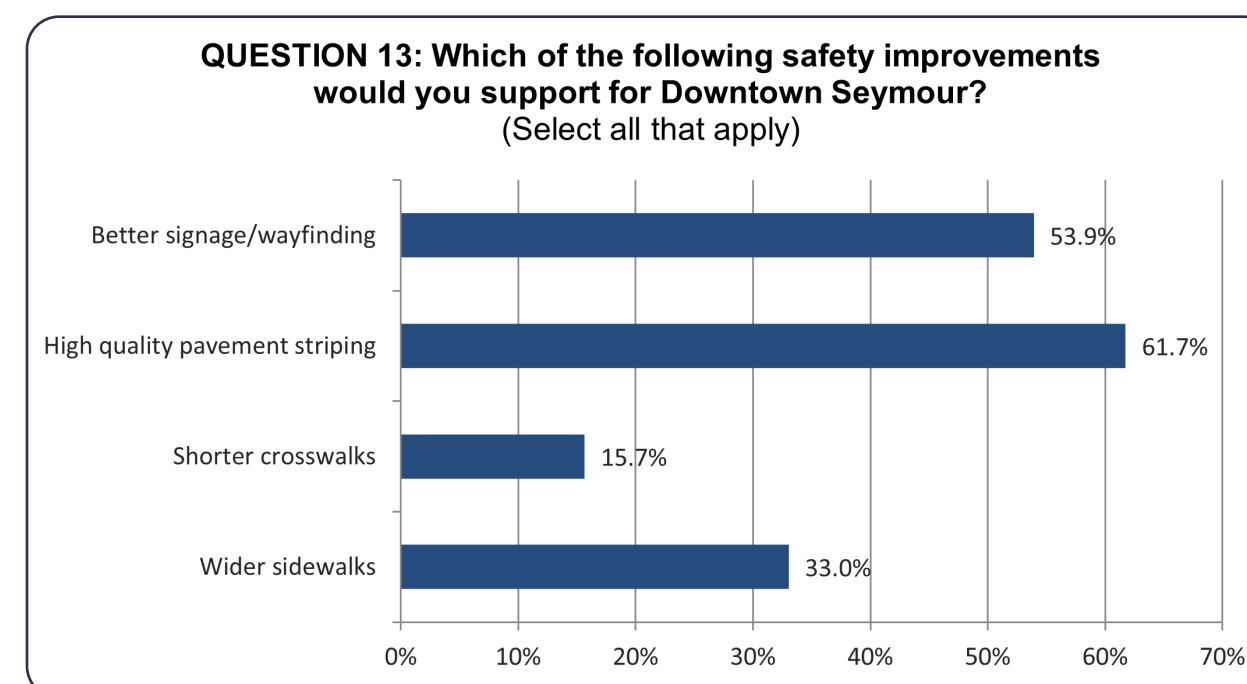
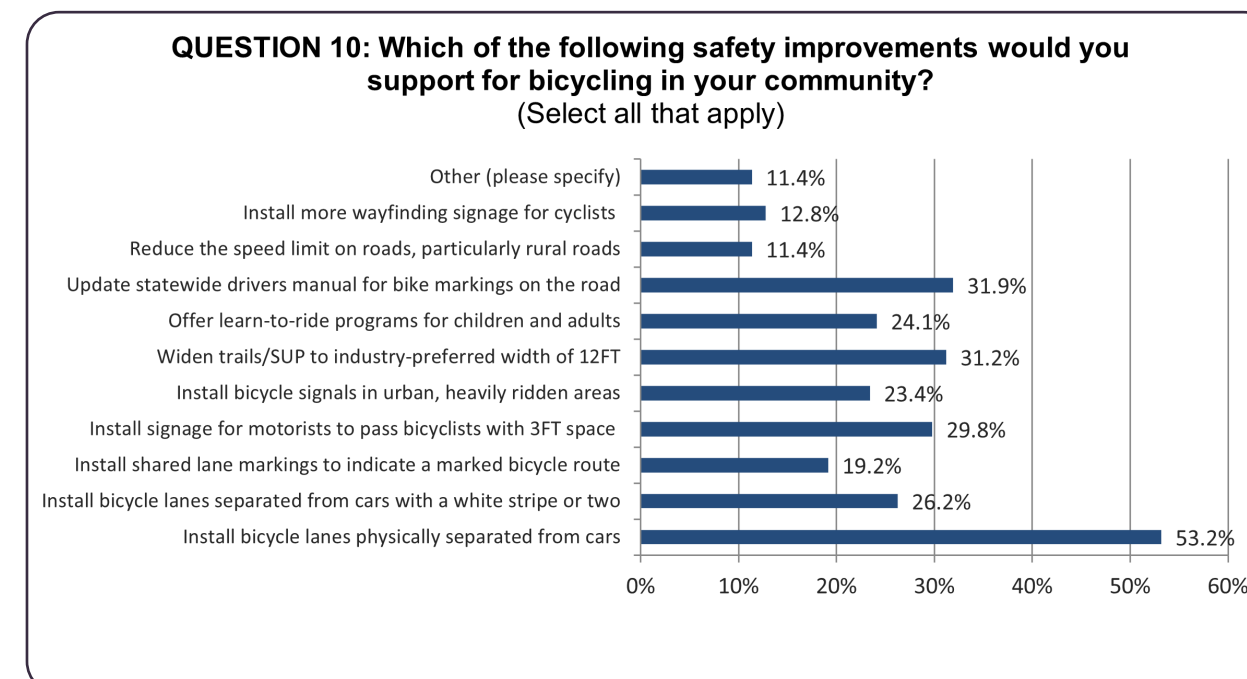
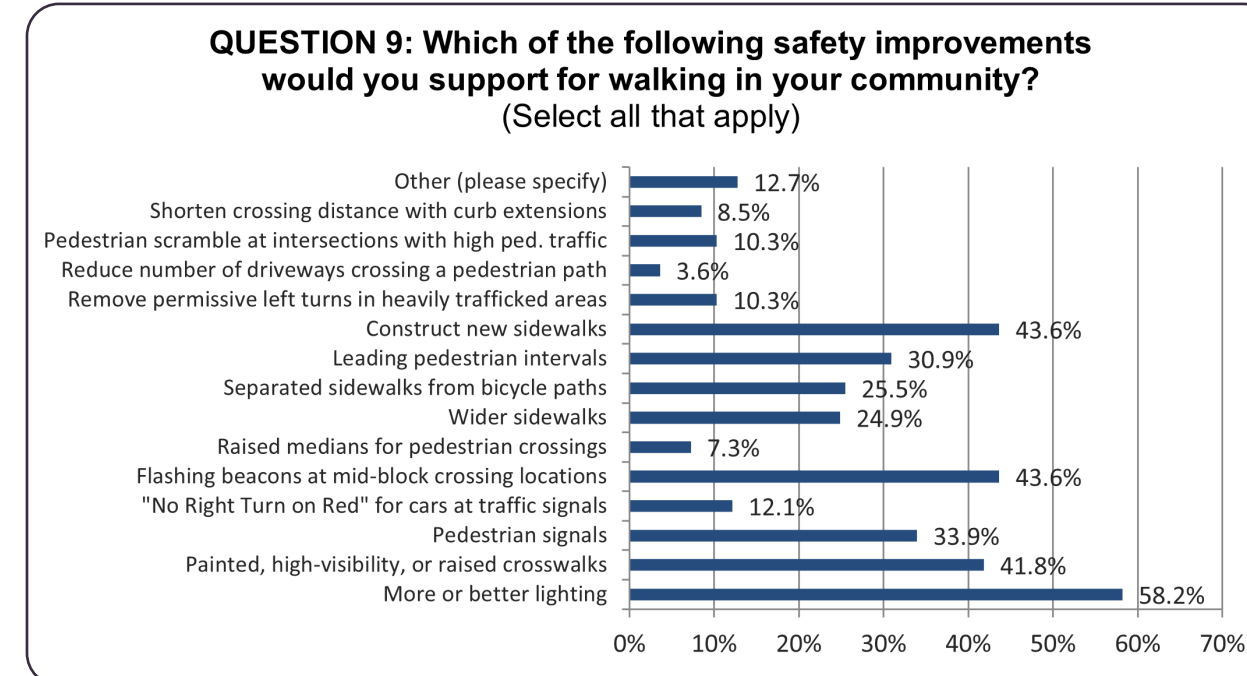
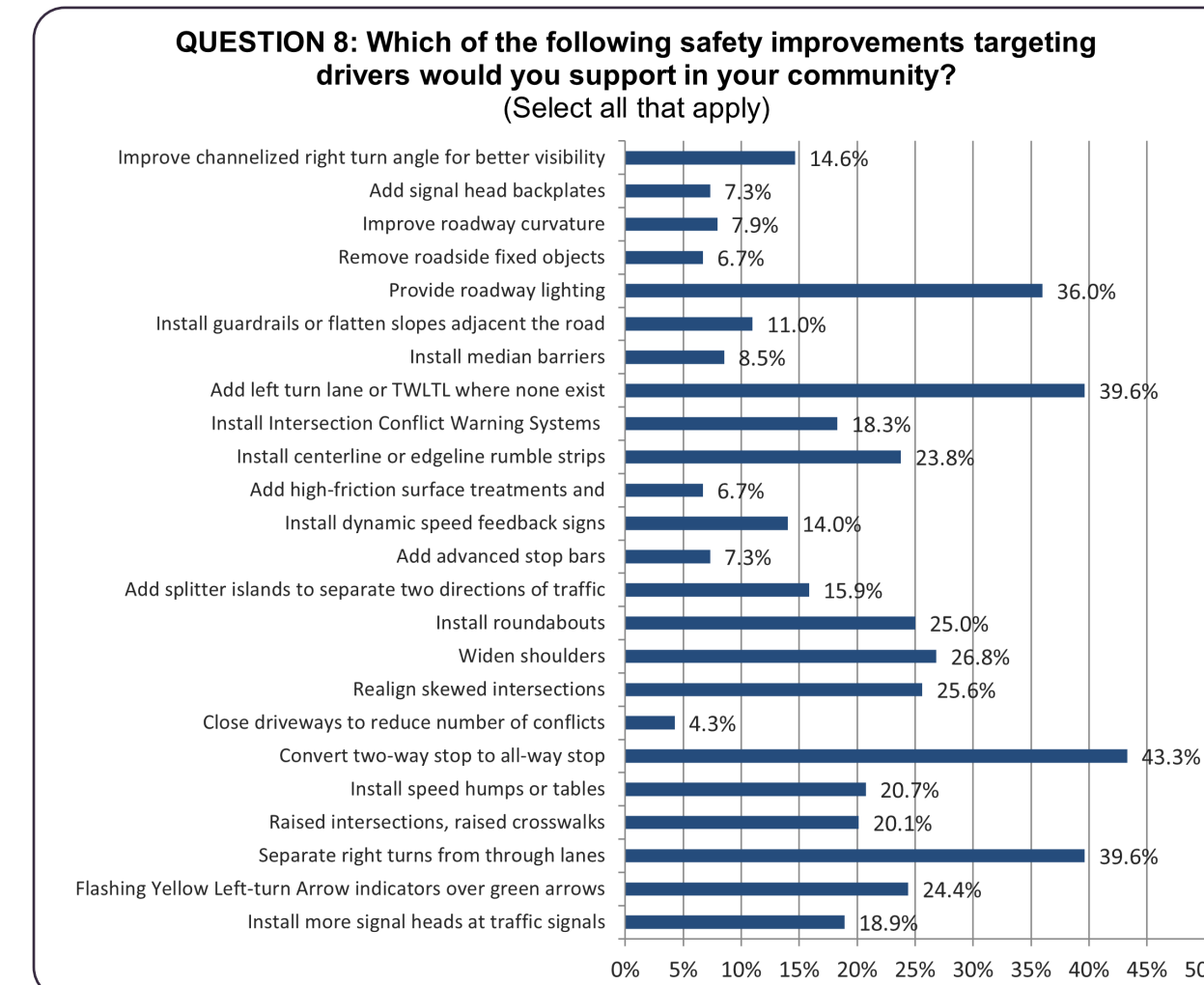
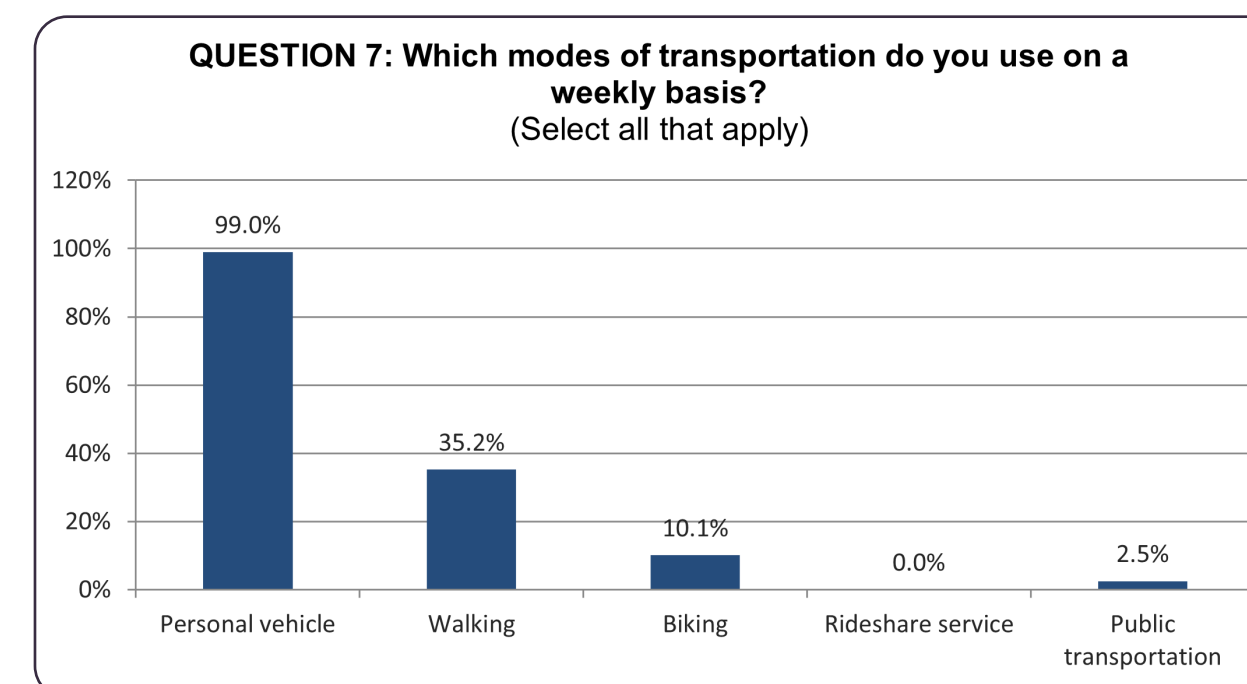
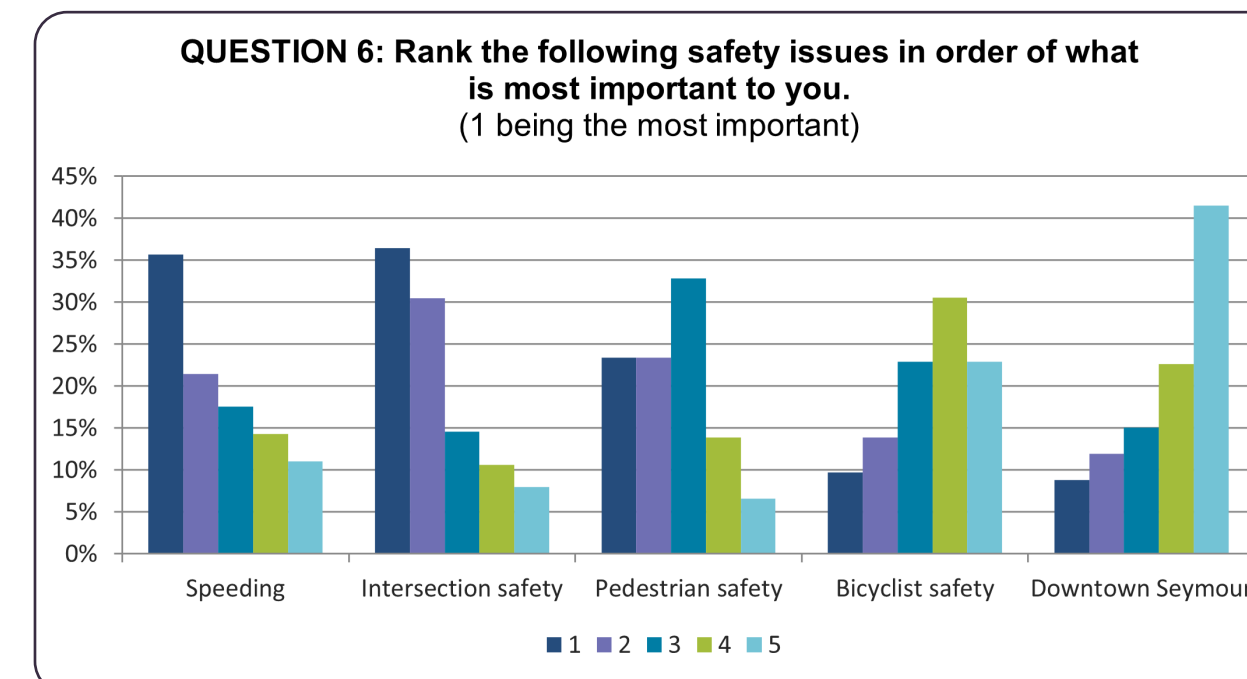
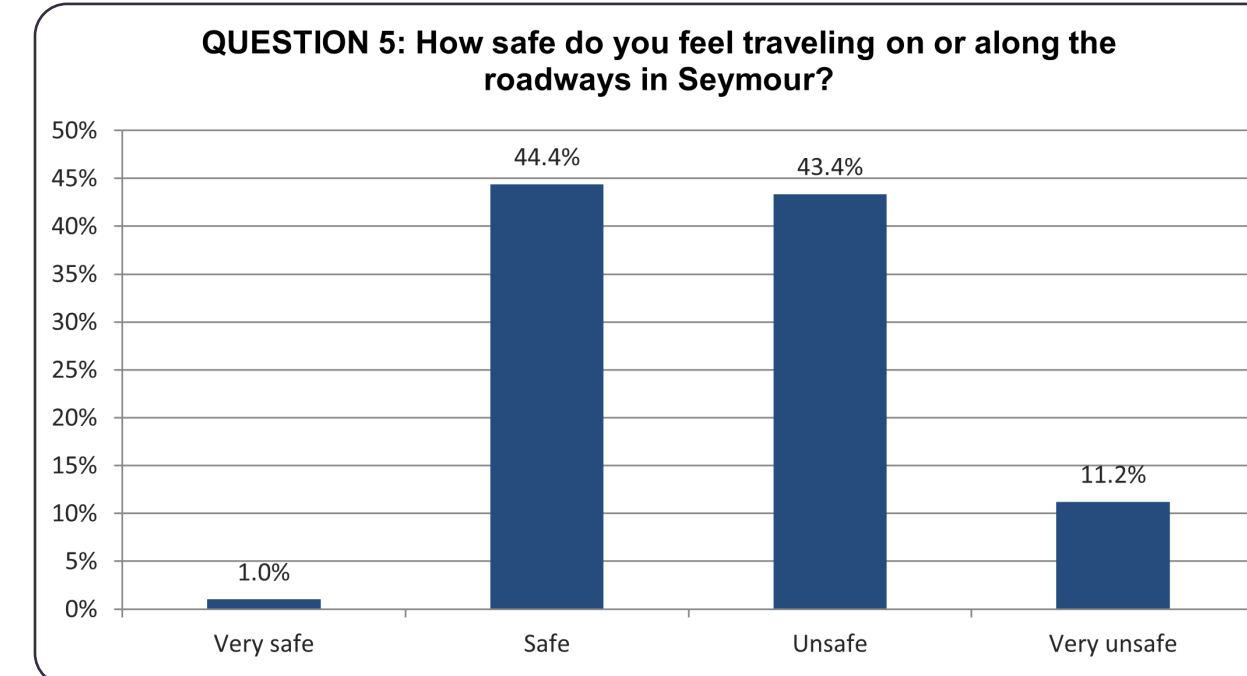
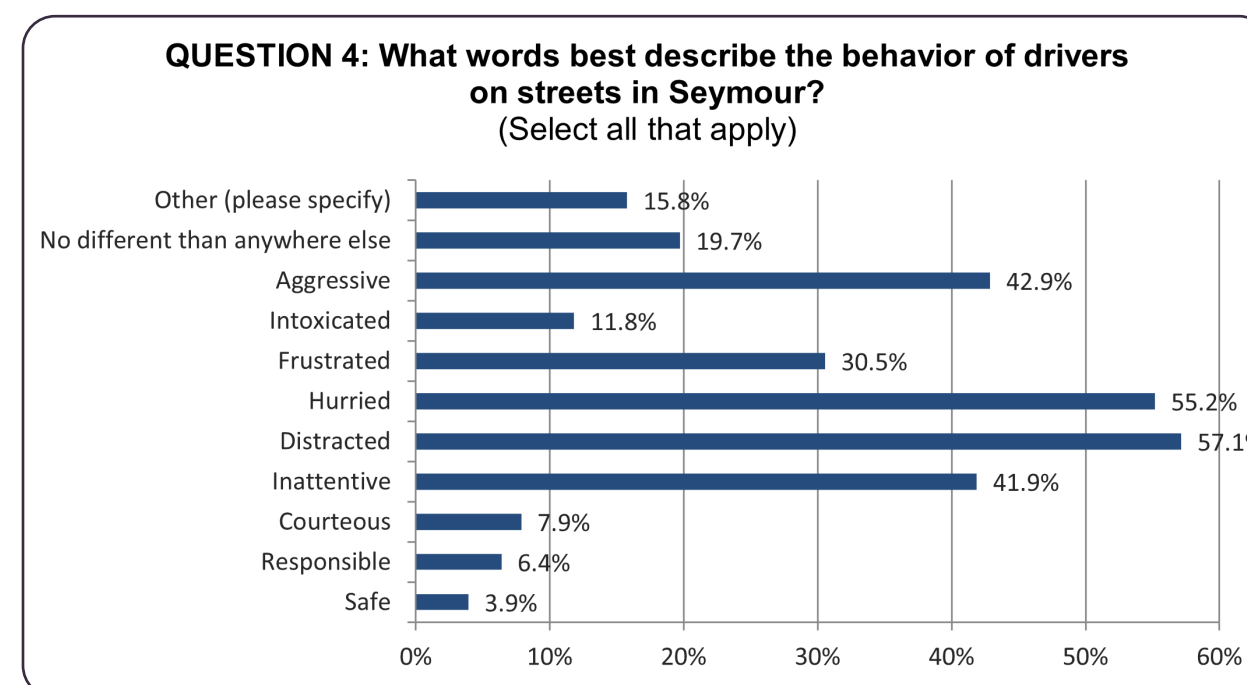
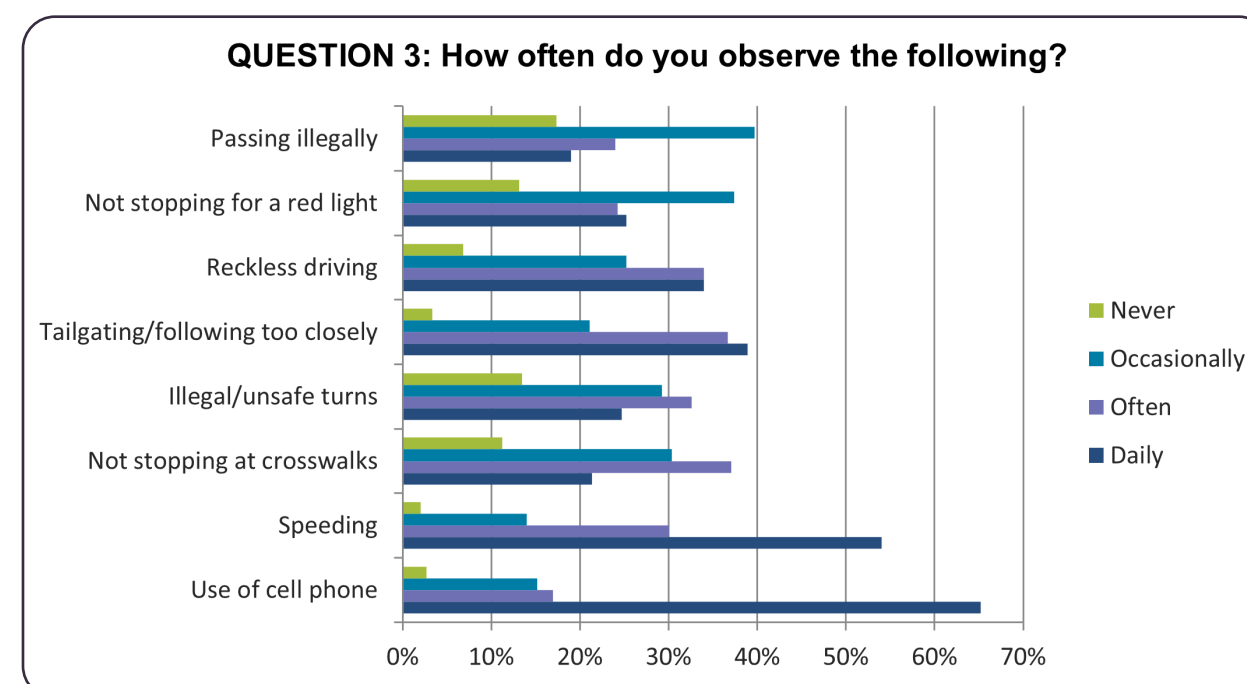
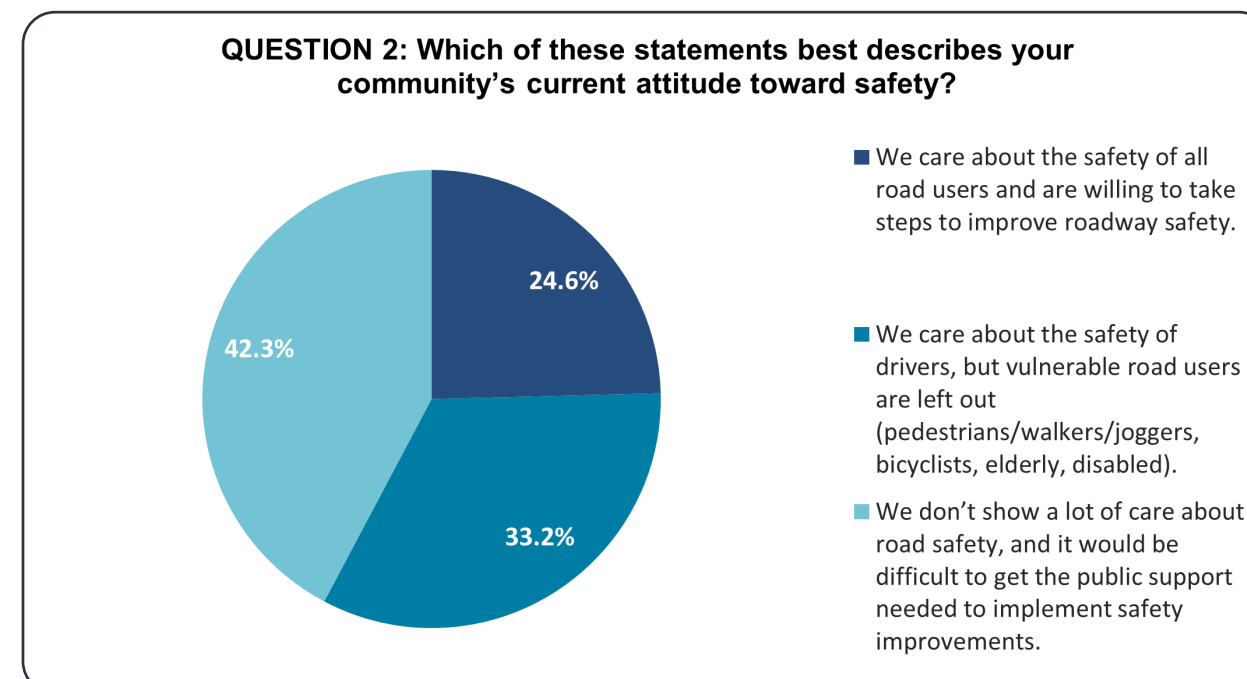
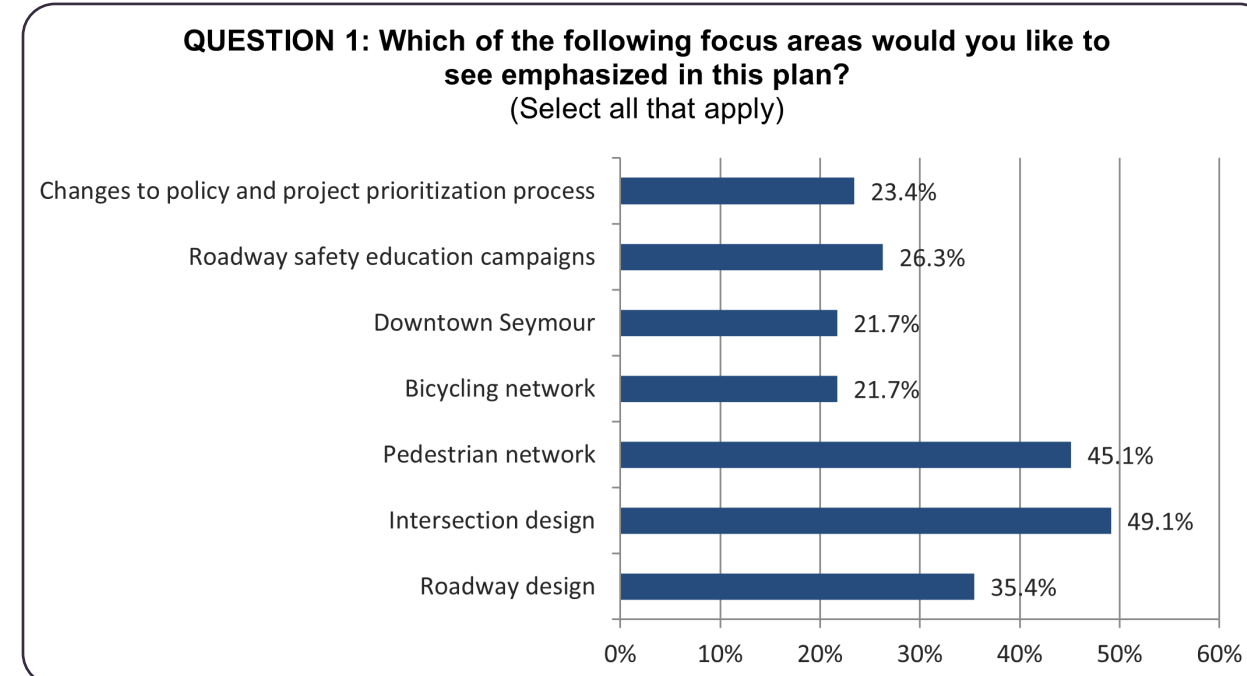
- **Lack of Sidewalks and Lighting:** Numerous comments request more sidewalks and better street lighting, especially near schools and parks, and along major roads, and in populated areas outside of Seymour like Rockford.
- **Unsafe Walking Conditions:** Reports of pedestrians nearly hit due to poor visibility, lack of sidewalks, or speeding vehicles.
- **Bike and Walking Paths:** Many respondents request more walking paths and bicycle infrastructure.

LAW ENFORCEMENT & CITY ACCOUNTABILITY

- **Need for More Police Presence:** Calls for increased police patrols, especially in high-traffic or problematic areas to increase traffic enforcement.
- **Frustration with City Officials:** Several comments expressed distrust in local leadership, accusing them of ignoring public concerns and failing to enforce laws.
- **Desire for Accountability:** Some residents demand consequences for repeat offenders and more transparency from city officials.

INFRASTRUCTURE & PLANNING

- **Road Maintenance:** Complaints persist about potholes, poor road conditions, and unfinished projects while new projects begin construction.
- **Roundabouts:** Mixed feedback regarding roundabouts. Some comments requested roundabouts at specific locations, while other comments described them as confusing and unsafe.
- **Zoning and Planning Issues:** Concerns about poor past planning affecting current traffic and pedestrian safety.



POLICY & PROCESS RECS

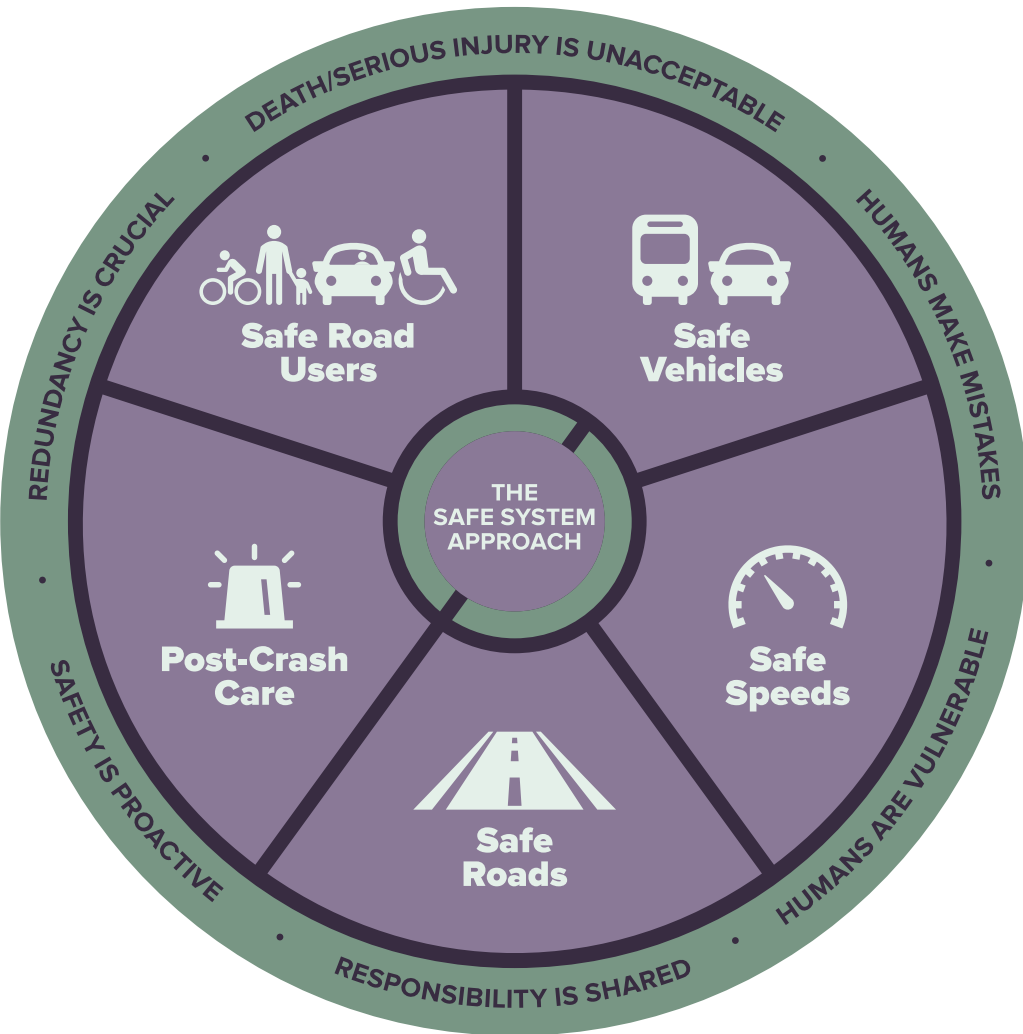
SAFER STREETS FOR SEYMOUR

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.

TIMELINE

- 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.

SAFE SYSTEM APPROACH OBJECTIVE(S)



TIMELINE



Short Term

CONTINUE TO INVEST IN 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.

SAFE SYSTEM APPROACH OBJECTIVE(S)



TIMELINE



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.

SAFE SYSTEM APPROACH OBJECTIVE(S)



TIMELINE



Medium 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.

SAFE SYSTEM APPROACH OBJECTIVE(S)



TIMELINE



Short 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.

SAFE SYSTEM APPROACH OBJECTIVE(S)



TIMELINE



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.

SAFE SYSTEM APPROACH OBJECTIVE(S)



TIMELINE



Long 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.

SAFE SYSTEM APPROACH OBJECTIVE(S)



TIMELINE



Short 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 block railroad crossings. Communicate with railroad operators to determine typical train speeds, lengths, and crossing patterns to improve future emergency response planning.

SAFE SYSTEM APPROACH OBJECTIVE(S)



TIMELINE



Medium 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.

SAFE SYSTEM APPROACH OBJECTIVE(S)



TIMELINE



Long 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.

SAFE SYSTEM APPROACH OBJECTIVE(S)



TIMELINE



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.

SAFE SYSTEM APPROACH OBJECTIVE(S)



TIMELINE



Medium Term

UPGRADE EMERGENCY RESPONSE VEHICLES

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

SAFE SYSTEM APPROACH OBJECTIVE(S)



TIMELINE



Long Term

CARRY OUT HIGHLY-PUBLICIZED TRAFFIC ENFORCEMENT BLITZES

Deploy a heavy police presence to specific locations to target speeding, distracted and reckless driving, driving while intoxicated, and other dangerous behaviors. 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 throughout Seymour.

SAFE SYSTEM APPROACH OBJECTIVE(S)



TIMELINE



Short 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.

SAFE SYSTEM APPROACH OBJECTIVE(S)



TIMELINE



Medium Term

PRIORITY SAFETY CORRIDORS

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FOR SEYMOUR

PROJECT PRIORITIZATION

The project prioritization identifies locations on the HIN based on a data-informed process based on City priorities. Six prioritization criteria were used to evaluate and rank HIN locations. Each criterion used a unique methodology for assigning points with a maximum total score of 100.

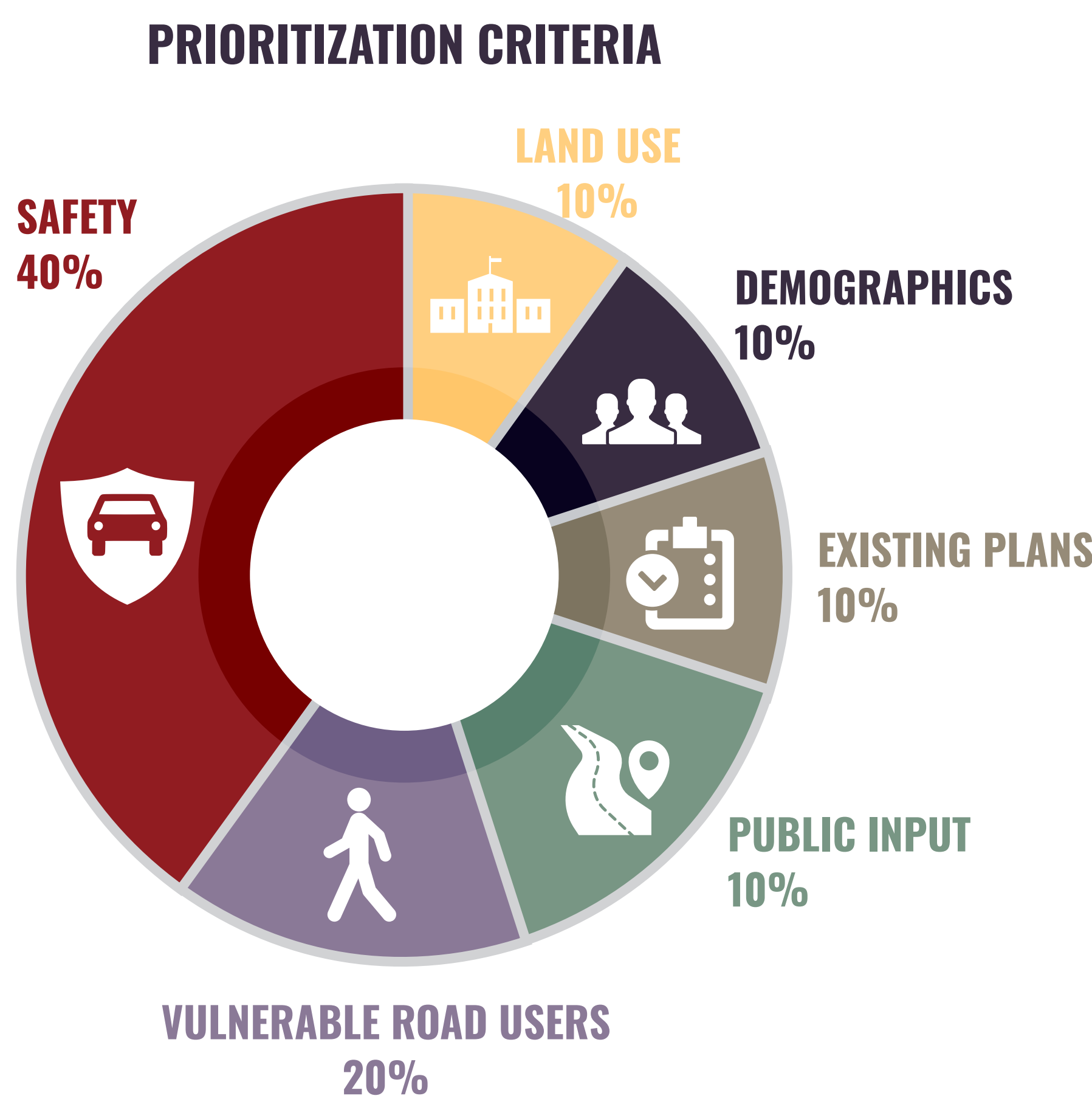
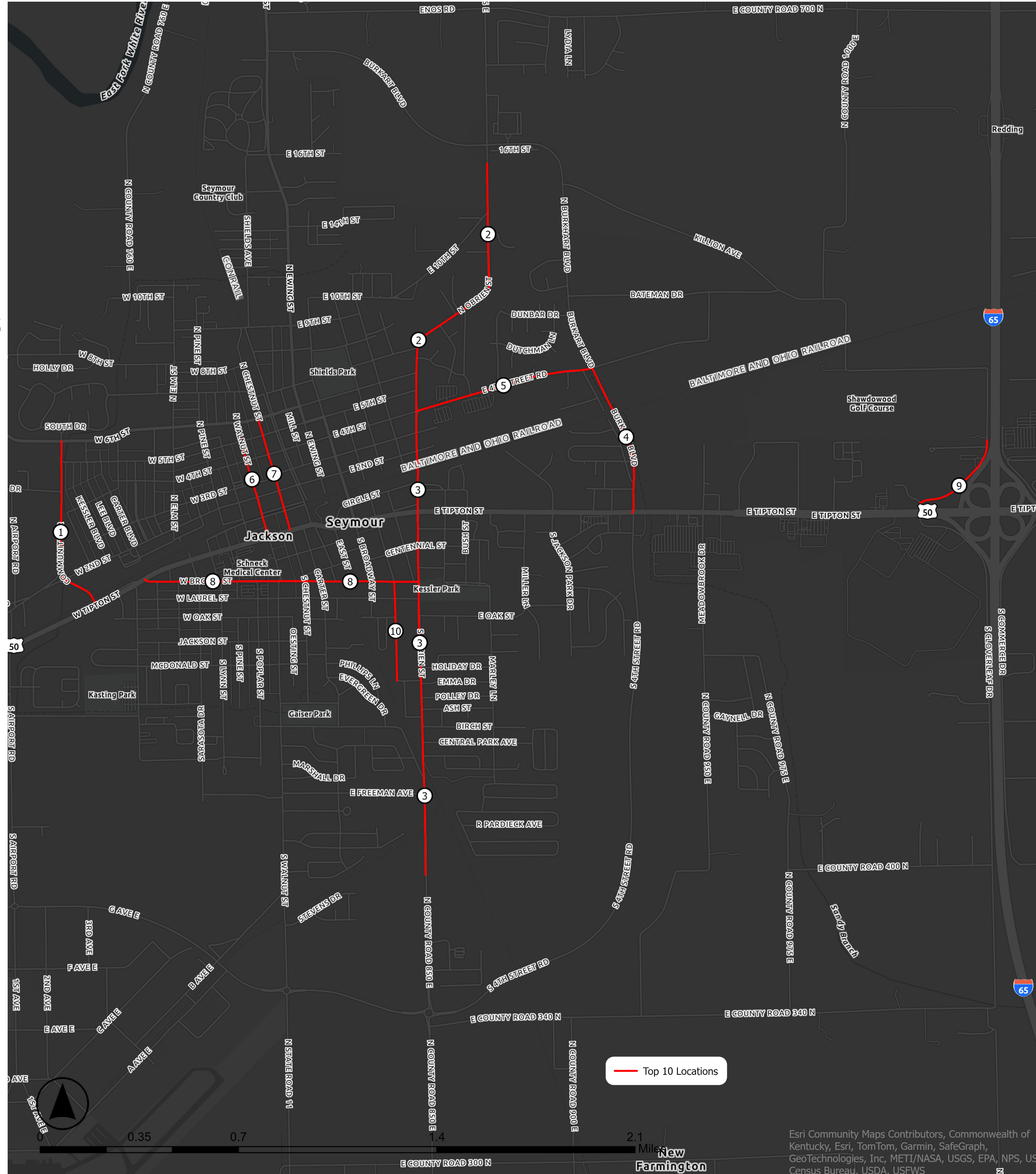


TABLE 4: TOP TEN PRIORITY PROJECTS

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



OPPORTUNITY PROJECTS

SAFER STREETS FOR SEYMOUR

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.

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, with specific focus on Sunset Parkway and Vine St.

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.



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.

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.



SIDEWALK GAP ELIMINATION

Location: Citywide

Description: Forty-five percent of online survey respondents would like to see the pedestrian network emphasized in this plan.

Recommendations: The City of Seymour should identify and eliminate gaps in the pedestrian network through a three-pronged approach.

1. First, focus on sidewalk infill projects along key collectors, arterials, and high-traveled pedestrian route.
2. Second, incorporate sidewalk construction into programmed capital improvements.
3. 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: While the Crossroads Community Trails 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: 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. 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.



Have a opportunity or issue you'd like to see in the plan? Add a sticky note below to let us know.

WE WANT TO HEAR FROM YOU!

SAFER STREETS FOR SEYMOUR

What did we get right?

Let us know what you like about the Plan and want to see put into action. Write your answer on a sticky note and place it below. See a response you agree with? Give it a star!

What did we miss?

Let us know if you see a transportation safety issue we didn't address. Write your answer on a sticky note and place it below. See a response you agree with? Give it a star!