

CITY OF WAVERLY

**COMPREHENSIVE
SAFETY ACTION PLAN**

CITY COUNCIL
MAY 25, 2026



PERSPECTIVE

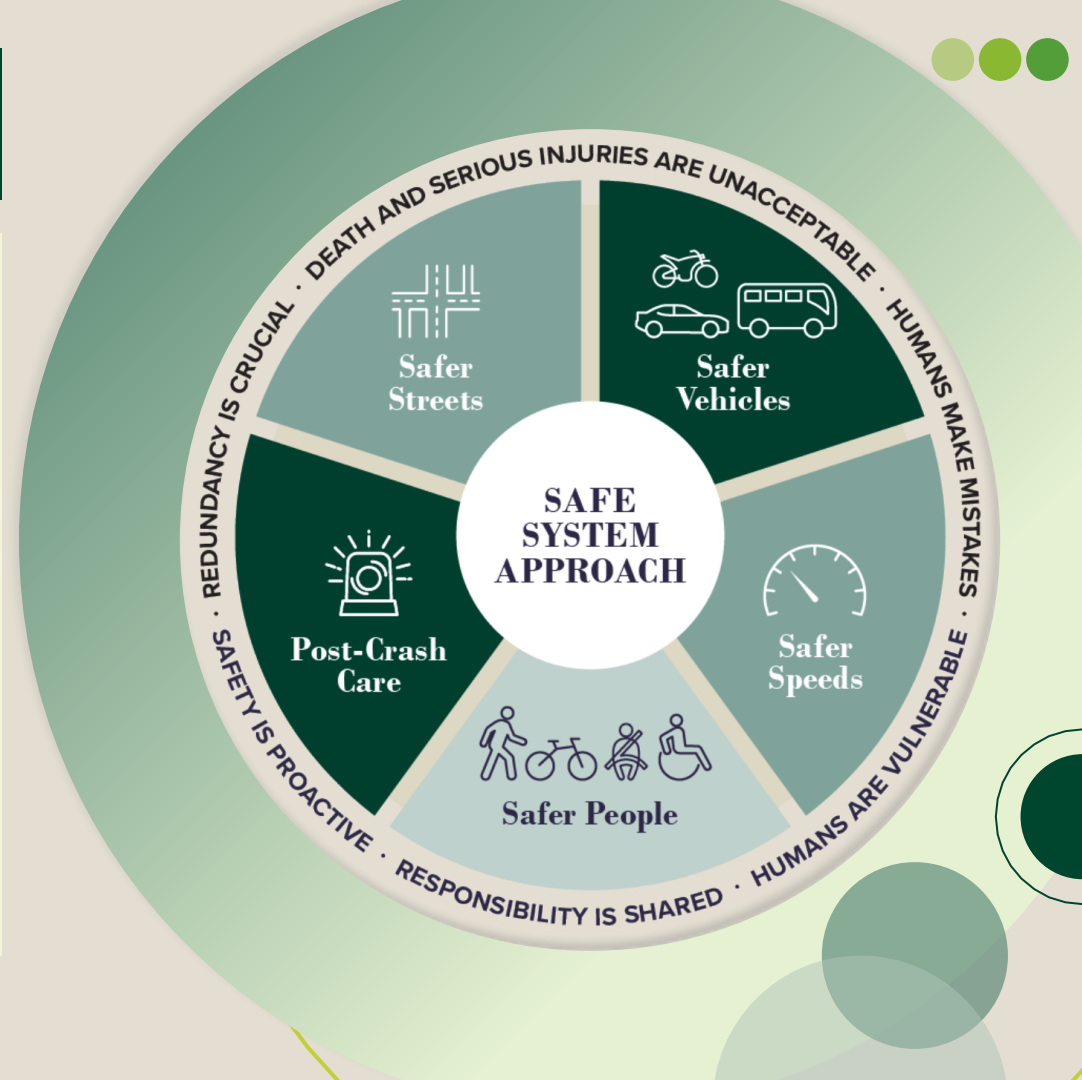
Crashes impact everyone...



- 40,000 fatalities
 - 4 planes/week
- Serious injuries
 - 40 planes/week
- Over 100 lives lost every day
- A couple more during this talk
- Economic costs and societal harm
 - \$2 trillion

WHAT IS SS4A?

- Federal Grant Program
- Goal: Zero fatalities and serious injuries
- Core Principles
 - **Traffic Deaths are Unacceptable**
- Focus on designing safer systems



WHY THIS MATTERS

- No one should be seriously injured or lose their life traveling in our community
- Serious crashes and fatalities still occur
- Each crash represents a real person—a **neighbor, friend, or family member**
- Even one serious injury or loss of life is too many if it can be prevented

We can design a transportation system that is
safer
for everyone

HOW WE GOT HERE



STEP 1

Data Collection
& Analysis



STEP 2

Community
Engagement



STEP 3

Recommendations &
Strategies


WE ARE
HERE



STEP 4

Plan Adoption



STEP 5

Grant
Application &
Implementation



STEP 6

Ongoing Support
& Monitoring

THE NEED

In a 10-year period from 2014-2023...

Waverly...

- 281 reported crashes
- 93 fatal or any injury
- 10 killed or serious injury

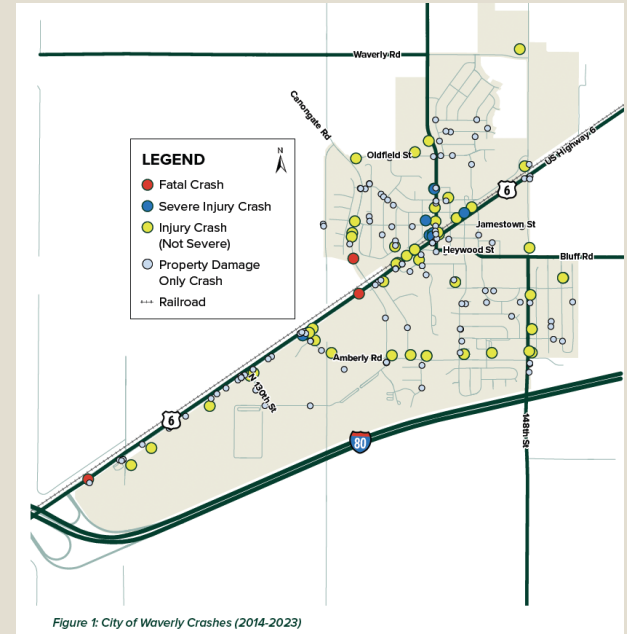


Figure 1: City of Waverly Crashes (2014-2023)

FREQUENTLY USED ACRONYMS & TERMS

*VRU = Vulnerable Road user with little protection on the road, like pedestrians, bicyclists, and motorcyclists.

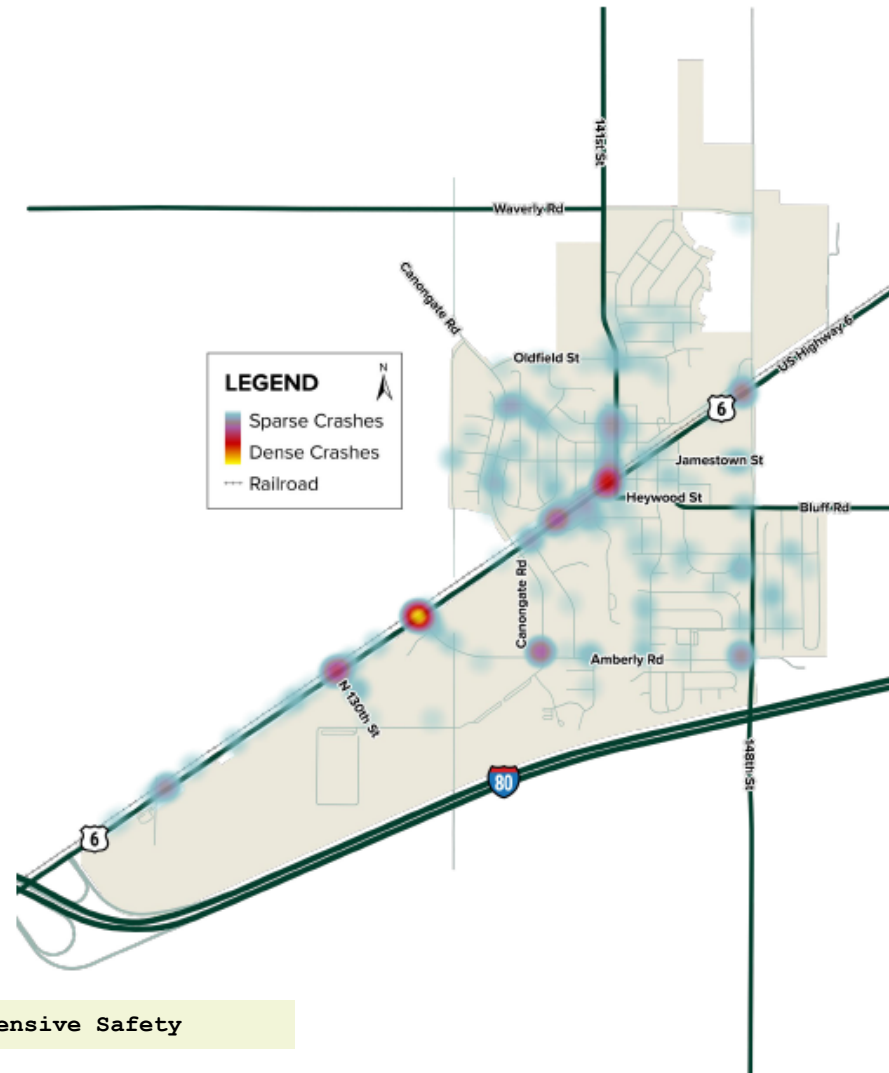
*KSI = Killed & Serious Injury Crash, this includes all fatalities and ONLY serious injury resulting in a crash.

*FI = Fatal & Injury Crash, this includes all fatalities and ANY injury resulting in a crash.

***Serious Injury Crash** is a traffic crash resulting in physical harm requiring hospitalization and/or causing long-term impairment.

10-YEAR CRASH DATA (2014-2023)

- 281 Reported Crashes
 - 7 - Serious Injury
 - 3 - Fatalities
- Vulnerable Road User (VRU) Crashes
 - 6 - FI Crashes
 - 1 - Fatality



*More information available in Chapter 2 in the Waverly's Comprehensive Safety Action Plan.

KEY TAKEAWAYS

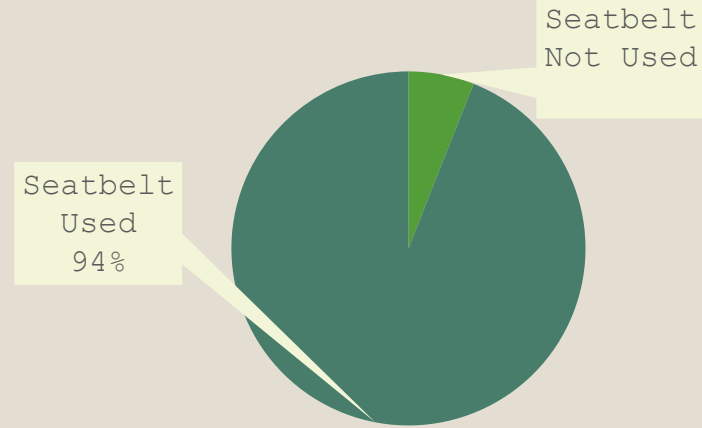
- Most **FI crashes** occur on **weekdays**
- **Angle crashes** account for about **45%** of crash types, **Single Vehicle crashes** account for **33%**
- Most **FI crashes** occur at **signalized intersections**

SAFER STREETS

- **100%** of vulnerable road user crashes resulted in FI outcomes
- **FI crashes** occur most often on **major arterial corridors**
- Most injury crashes occur on dry pavement where **speed** often plays a role

*More information available in Chapter 2 in the Waverly's Comprehensive Safety Action Plan.

FI CRASHES BY SEATBELT USAGE



TERMINOLOGY

***FI = Fatal & Injury Crash**, this includes all fatalities and ANY injury resulting in a crash.

***KSI = Killed & Serious Injury Crash**, this includes all fatalities and ONLY serious injury resulting in a crash.

***Serious Injury Crash** = injury resulting in severe physical harm requiring hospitalization or causing long-term impairment.

WHAT WE HEARD

229

responses
collected
in person &
online

+ FREQUENTLY MENTIONED LOCATIONS

- Amberly & Cannongate
- U.S. Highway 6 & 141st St
- 148th St

+ KEY CONCERNS

- Speed and distracted driving
- Truck traffic and jake braking
- Stronger enforcement
- Poor connectivity and lack of pedestrian bicycle facilities
- Pedestrian and bicycle safety and education



PRIORITIZED HIGH INJURY NETWORK (HIN)

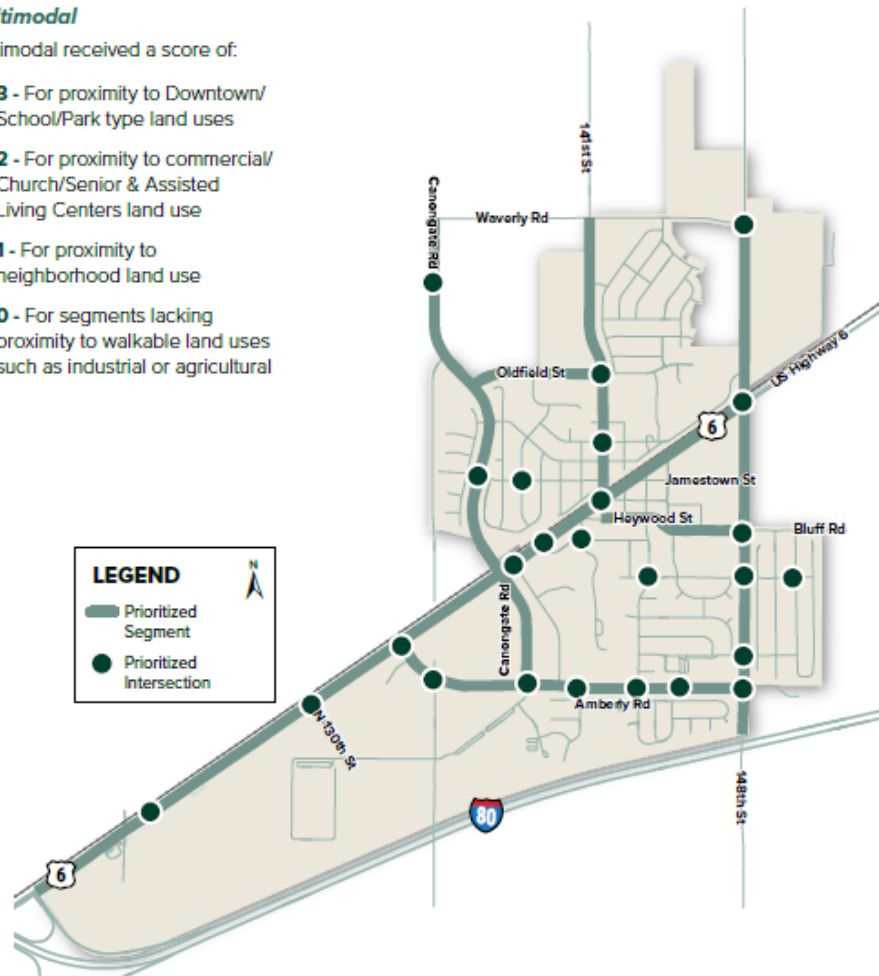
Variable	Safety Index	Total Weighting
Total Ped/Bike Crashes		15%
All Fatal/Injury Crashes (HIN)		45%
Public Input		25%
Multimodal		15%
Total		100%

Criteria scoring was developed based on priorities and feedback from the City

Multimodal

Multimodal received a score of:

- **3** - For proximity to Downtown/ School/Park type land uses
- **2** - For proximity to commercial/ Church/Senior & Assisted Living Centers land use
- **1** - For proximity to neighborhood land use
- **0** - For segments lacking proximity to walkable land uses such as industrial or agricultural



SAFETY COUNTERMEASURES



Crosswalk Visibility Enhancements



Medians and Pedestrian Refuge Islands



Rectangular Rapid Flashing Beacons (RRFBs)



Signal Improvements

SAFETY STRATEGIES

+ Focus On Corridor Improvements

- U.S. Highway 6
- 141st Street
- 148th Street
- Cannongate Road

+ System-Wide Strategies

- Traffic Control Optimization
- Sidewalk Improvement Program
- Safe Routes to School review
- Traffic Safety Education programs
- Complete Streets and Access Management Policies

+ Focus On Safety

- Reducing crash severity and risk factors
- Encourage lower speeds

SAFETY STRATEGIES

Prioritized Project Group #1

US-6 Corridor Project (130th Street to 148th Street)

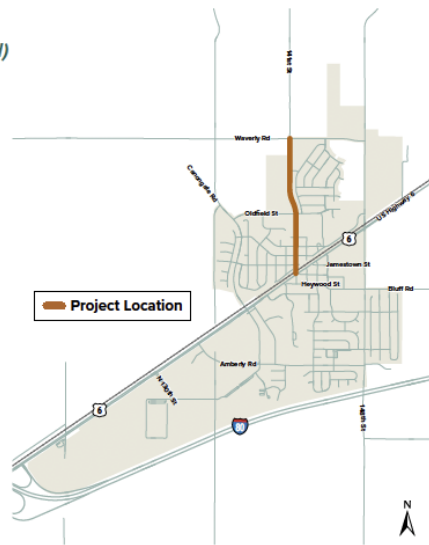
This project aims to upgrade the current rural street to an urban street standard by adding curbs, gutters, ADA-compliant sidewalks/multi-use trails, raised medians, improved lighting, longer turn lanes, and upgraded traffic signals. It targets high-priority segments and intersections, with a phased approach if full funding isn't available - including study and design projects at 148th Street, and segments and intersections traveling west through 141st, Amberly Rd, and 130th Street.



Prioritized Project Group #2

141st Street Project (US-6 to Waverly Road)

This project focuses on improving traffic flow and safety with features like edge/parking striping, curb extensions at key intersections, and RRFB traffic control at 141st and Mansfield Street. The project also plans to extend the median north of Jamestown Street to reduce vehicle queues near the railroad crossing and potentially convert the street to an urban section from Mansfield Street to Waverly Road, including curbs, gutters, and sidewalks. If funding is limited, the project can be phased, starting with improvements at Mansfield Street, followed by restriping, median extension, and urbanization work. A roundabout should also be planned for construction at the 141st Street & Waverly Road intersection.

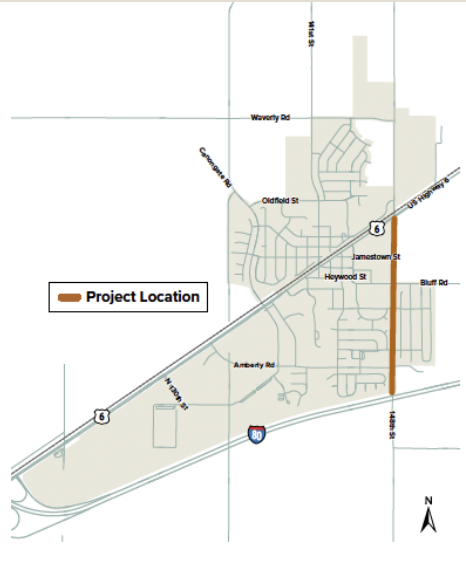


SAFETY STRATEGIES

High Priority Project #3

148th Street (I-80 bridge to US-6)

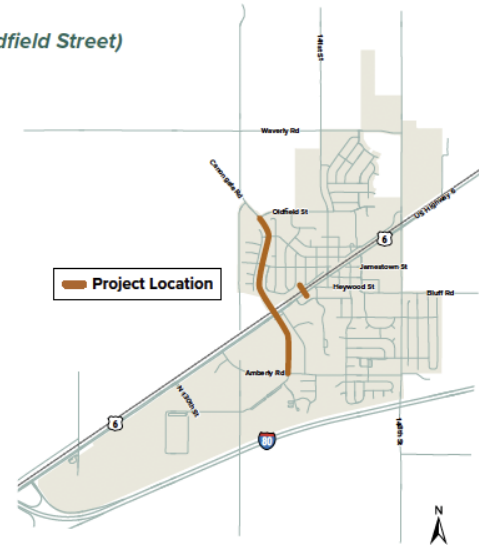
This project includes the widening of the two-lane section to a three-lane section, with one through lane in each direction and a center turn lane. It also includes converting the rural section to an urban street section with curb and gutter, storm sewer, sidewalk/trails and ADA accessible ramps, pedestrian crossings with RRFBs and potential refuge islands, lighting and streetscape. This project addresses both segment and intersection crash locations along the corridor, and supports improved multimodal infrastructure with continued development occurring.



Prioritized Project Group #4

Canongate Project (Amberly Road to Oldfield Street)

This project aims to improve safety and accessibility by phasing Canongate as an urban street with two vehicle lanes, pedestrian overpass/trail provisions (either on the bridge, parallel to the bridge, or at a new central crossing location), improving the Amberly Road intersection to a roundabout, and implementing a rectangular rapid flashing beacon (RRFB) at the Jamestown Street intersection. Urban street standards with new curb and gutter, ADA improvements, safe pedestrian and bicycle facility connections, and street lighting are additional enhancements that can all be included in phasing of this project group.



NEXT STEPS

- ✔ Adopt Safety Action Plan
- ✔ Implementation
 - Low-cost solutions
 - Systematic Improvements
 - Programming and Education
 - Longer term projects
- ✔ Identify funding opportunities
 - Supplementary Planning Grant Application
- ✔ Ongoing Support
 - Vision Zero Goal



THANK YOU!

*With your support, together we can
move forward towards safer streets
for all.*