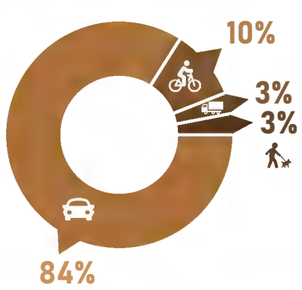
CHAPTER 6.4: CITY OF McGREGOR

INTRODUCTION

The City of McGregor is located sixteen miles southwest of Waco on US-84 in western McLennan County. The city has an estimated population of 5,338 according to the 2020 census. This chapter provides information on the City of McGregor's collision statistics from 2014 to 2023. A total of 32 collisions occurred on McGregor city streets in the last 10 years, including one fatal and three serious injuries collisions TxDOT roadways within McGregor city limits had 158 collisions during the same period, with four fatal injuries and 25 serious injuries. The majority of injury collisions in both City and TxDOT rights-of-way resulted in minor injuries, with 50 percent in City right-of-way and approximately 42 percent in TxDOT right-of-way.

COLLISIONS 2014 TO 2023	CITY		TxDOT	
Total Collisions	**32**	**100 %**	**158**	**100 %**
Fatal Injury	1	3.13 %	4	2.53 %
Serious Injury	3	9.38 %	25	15.82 %
Minor Injury	16	50.00 %	66	41.77 %
Possible Injury	12	37.50 %	63	39.87 %
Total Persons Involved	**32**	**100 %**	**229**	**100 %**
Fatal Injury	1	3.13 %	4	1.75 %
Serious Injury	3	9.38 %	27	11.79 %
Minor Injury	16	50.00 %	96	41.92 %
Possible Injury	12	37.50 %	102	44.54 %

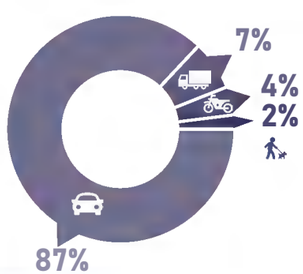
COLLISIONS BY MODE - CITY

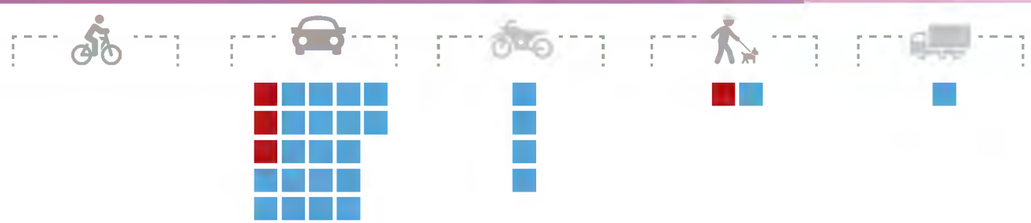


Note : Each box represents one fatal or severe injury collision.

0 %	4 %	0 %	0 %	0 %	Fatal Injury
0 %	4 %	0 %	100 %	100 %	Serious Injury
100 %	48 %	0 %	0 %	0 %	Minor Injury
0 %	44 %	0 %	0 %	0 %	Possible Injury
100 %	100 %	0 %	100 %	100 %	

COLLISIONS BY MODE - TxDOT





Note : Each box represents one fatal or severe injury collision.

0 %	2 %	0 %	33 %	0 %	Fatal Injury
0 %	14 %	57 %	33 %	9 %	Serious Injury
0 %	43 %	29 %	0 %	45 %	Minor Injury
0 %	41 %	14 %	33 %	45 %	Possible Injury
0 %	100 %	100 %	100 %	100 %	

The following summary provides information on the number of collisions, persons injured, and the proportion of persons involved in collisions based on mode of transportation, age group, and gender. It also draws comparisons between collisions on McGregors's city streets, TxDOT facilities and McLennan County across various categories.

On the city streets of McGregor, there were a total of 32 collisions, resulting in 32 persons injured. In comparison, TxDOT reported a total of 158 collisions resulting in 229 persons injured within McGregor city limits.

This section also identifies several major collision trends on McGregor city streets, including hit object collisions, collisions involving unsafe speeds, right-of-way violations by automobiles, and nighttime collisions. On TxDOT roadways, the prominent trends were broadside collisions, unsafe speed violations, right-of-way violations by automobiles and nighttime collisions. A detailed summary analyzing these collision trends is provided in the collision profile section of this chapter.

The pie charts below compare the severity of collisions on roadways with different speed limits. The charts indicate that roads with a 50 mph speed limit accounted for the highest proportion of KSI collisions out of the speed limits examined.

CITY	TxDOT
32	158
TOTAL COLLISIONS	TOTAL COLLISIONS
32	229
TOTAL PERSONS INJURED	TOTAL PERSONS INJURED

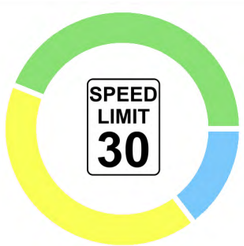
PERSONS INVOLVED

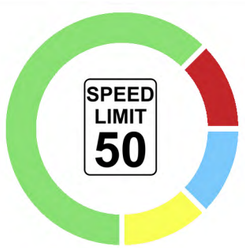
	CITY				TxDOT			
MODE								
Bicycle	0 %	0 %	9 %	0 %	0 %	0 %	0 %	0 %
Car	3 %	3 %	41 %	38 %	1 %	10 %	41 %	43 %
Motorcycle	0 %	0 %	0 %	0 %	0 %	2 %	1 %	0 %
Pedestrian	0 %	3 %	0 %	0 %	0 %	0 %	0 %	0 %
Truck	0 %	3 %	0 %	0 %	0 %	0 %	0 %	1 %
AGE								
Below 15	0 %	0 %	9 %	3 %	0 %	0 %	3 %	6 %
15 - 65	3 %	9 %	41 %	28 %	1 %	11 %	34 %	33 %
Above 65	0 %	0 %	0 %	6 %	0 %	1 %	5 %	5 %
GENDER								
Male	3 %	6 %	31 %	6 %	1 %	6 %	24 %	21 %
Female	0 %	3 %	19 %	31 %	0 %	6 %	18 %	24 %

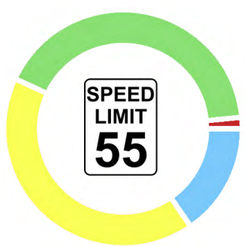
CITY OF McGREGOR VS. McLENNAN COUNTY COLLISIONS - RELATIVE SHARES

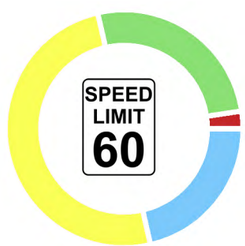
CITY		TxDOT		McLENNAN COUNTY	
MODE					
Bicycle	9 %	Bicycle	0 %	Bicycle	1 %
Car	84 %	Car	87 %	Car	85 %
Motorcycle	0 %	Motorcycle	4 %	Motorcycle	4 %
Pedestrian	3 %	Pedestrian	2 %	Pedestrian	3 %
Truck	3 %	Truck	7 %	Truck	7 %
FIRST HARMFUL EVENT					
Motor Vehicle in Transport	47 %	Motor Vehicle in Transport	75 %	Motor Vehicle in Transport	72 %
Fixed Object	19 %	Fixed Object	15 %	Fixed Object	17 %
Overturned	9 %	Overturned	3 %	Overturned	4 %
MANNER OF COLLISION					
Hit Object	53 %	Broadside	38 %	Broadside	42 %
Broadside	25 %	Rear End	32 %	Hit Object	28 %
Rear End	19 %	Hit Object	25 %	Rear End	24 %
Head-On	3 %	Sideswipe	4 %	Sideswipe	5 %
VIOLATION CATEGORY					
Unsafe Speed	28 %	Unsafe Speed	37 %	Unsafe Speed	23 %
Automobile Right-of-way	28 %	Automobile Right-of-way	29 %	Automobile Right-of-way	22 %
Driver Condition	9 %	Other Unforeseen Reasons	7 %	Traffic Signals and Signs	12 %
Traffic Signals and Signs	6 %	Distracted Driving	6 %	Distracted Driving	8 %
Distracted Driving	6 %	Unsafe Lane Change	4 %	Other Improper Driving	6 %
Other Improper Driving	6 %	Driver Condition	4 %	Other Unforeseen Reasons	6 %
LOCATION					
Intersection	59 %	Intersection	51 %	Intersection	59 %
Roadway	41 %	Roadway	49 %	Roadway	41 %
LIGHTING					
Daylight	69 %	Daylight	66 %	Daylight	70 %
Dark, Lighted	16 %	Dark, Lighted	8 %	Dark, Lighted	16 %
Dark, Not Lighted	16 %	Dark, Not Lighted	25 %	Dark, Not Lighted	11 %

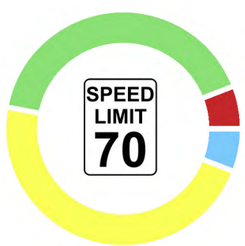
SPEED LIMIT





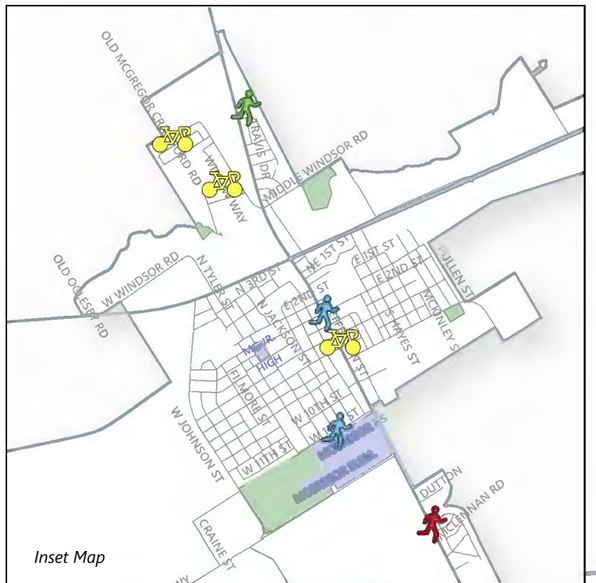






BICYCLE & PEDESTRIAN COLLISION BY SEVERITY

The map shows the location of injury collisions involving bicyclists and pedestrians. In total there were seven bicycle and pedestrian collisions resulting in one fatal and two serious injury collisions.



LEGEND

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- McLennan County Limit
- Other Roads
- Schools
- Parks
- City of McGregor Boundary

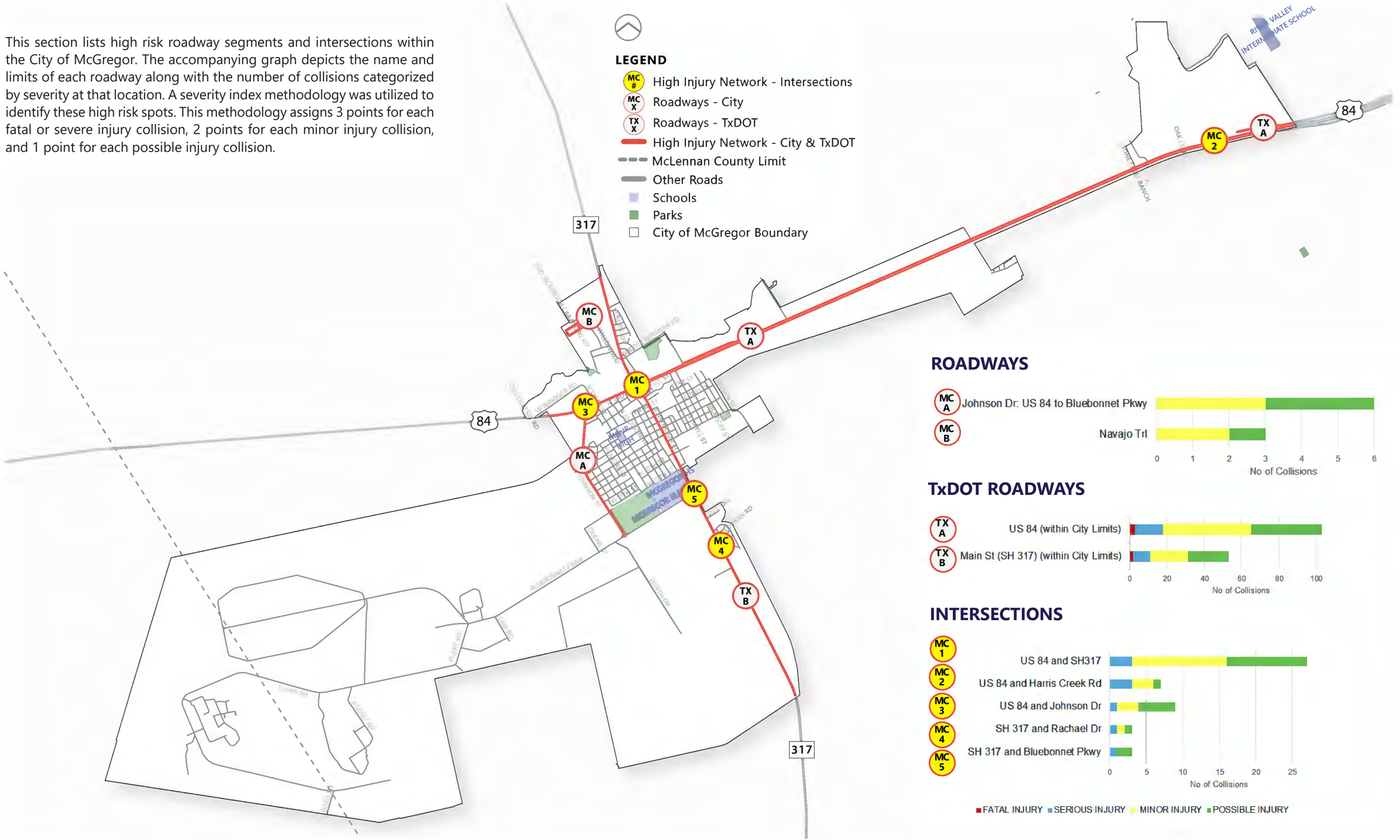
SEVERITY INDEX

The Collision Severity Index methodology is used to identify the locations within a jurisdiction that are experiencing the most severe crashes. This approach assigns weighted point values based on the injury outcomes of individual collisions - 3 points for each fatal or severe injury, 2 points for minor injuries, and 1 point for possible injuries. By summing these scores for all crashes along defined roadway segments between intersections, locations with a history of the most severe crashes receive the highest overall severity index.

This data-driven analysis allows the project team to prioritize infrastructure improvements and safety countermeasures in high-risk areas. Visualizing the severity index through a color-coded collision heat map further highlights the geographic concentrations of injury crashes, guiding decision-makers to target the most vulnerable locations for mitigation. Locations with the highest severity scores are selected for inclusion in the High Risk Network, shown on this map.

ROADWAYS & INTERSECTIONS

This section lists high risk roadway segments and intersections within the City of McGregor. The accompanying graph depicts the name and limits of each roadway along with the number of collisions categorized by severity at that location. A severity index methodology was utilized to identify these high risk spots. This methodology assigns 3 points for each fatal or severe injury collision, 2 points for each minor injury collision, and 1 point for each possible injury collision.



PROFILES - CITY

PROFILE 1 - HIT OBJECT

17 (53%)
HIT OBJECT

32 (100%)
TOTAL INJURY COLLISION

17 COLLISIONS

SEVERITY

6 % | 12 %
59 % | 23 %

LOCATION

35 % | 65 %

LIGHTING

42 % | 0 %
29 % | 29 %

BY MODE

71 %	18 %
CAR	BICYCLE

CONTRIBUTING FACTOR

24 %	24 %	18 %	12 %
AUTOMOBILE RIGHT-OF-WAY	UNSAFE SPEED	DRIVER CONDITION	OTHER IMPROPER DRIVING

HARMFUL EVENT

35 %	18 %	18 %	18 %
FIXED OBJECT	OVERTURNED	PARKED CAR	PEDAL-CYCLIST

0 % 25 % 50 % 75 % 100 %

PROFILE 2 - UNSAFE SPEED

9 (28%)
UNSAFE SPEED

32 (100%)
TOTAL INJURY COLLISION

9 COLLISIONS

SEVERITY

11 % | 22 %
34 % | 33 %

LOCATION

89 % | 11 %

LIGHTING

78 % | 0 %
0 % | 22 %

BY MODE

89 %
CAR

MANNER OF COLLISION

56 %	44 %
REAR END	HIT OBJECT

HARMFUL EVENT

56 %	33 %
MOTOR VEHICLE IN TRANSPORT	OVERTURNED

0 % 25 % 50 % 75 % 100 %

PROFILES - CITY

PROFILE 3 - AUTOMOBILE RIGHT-OF-WAY

9 (28%)
AUTOMOBILE RIGHT-OF-WAY

32 (100%)
TOTAL INJURY COLLISION

9 COLLISIONS

SEVERITY

0 %		0 %	
67 %		33 %	

LOCATION

56 %	44 %

LIGHTING

78 %		0 %	
11 %		11 %	

BY MODE

67 %	33 %
CAR	BICYCLE

MANNER OF COLLISION

56 %	44 %
BROADSIDE	HIT OBJECT

HARMFUL EVENT

56 %	33 %
MOTOR VEHICLE IN TRANSPORT	PEDAL-CYCLIST

0 % 25 % 50 % 75 % 100 %

PROFILE 4 - NIGHTTIME

10 (31%)
NIGHTTIME

32 (100%)
TOTAL INJURY COLLISION

10 COLLISIONS

SEVERITY

0 %		10 %	
60 %		30 %	

LOCATION

20 %	80 %

BY MODE

80 %
CAR

CONTRIBUTING FACTOR

20 %	20 %	20 %	10 %	10 %
AUTOMOBILE RIGHT-OF-WAY	OTHER IMPROPER DRIVING	UNSAFE SPEED	DRIVING UNDER INFLUENCE	PEDESTRIAN RIGHT-OF-WAY

MANNER OF COLLISION

100 %
HIT OBJECT

HARMFUL EVENT

40 %	30 %	10 %
FIXED OBJECT	PARKED CAR	OVERTURNED

0 % 25 % 50 % 75 % 100 %

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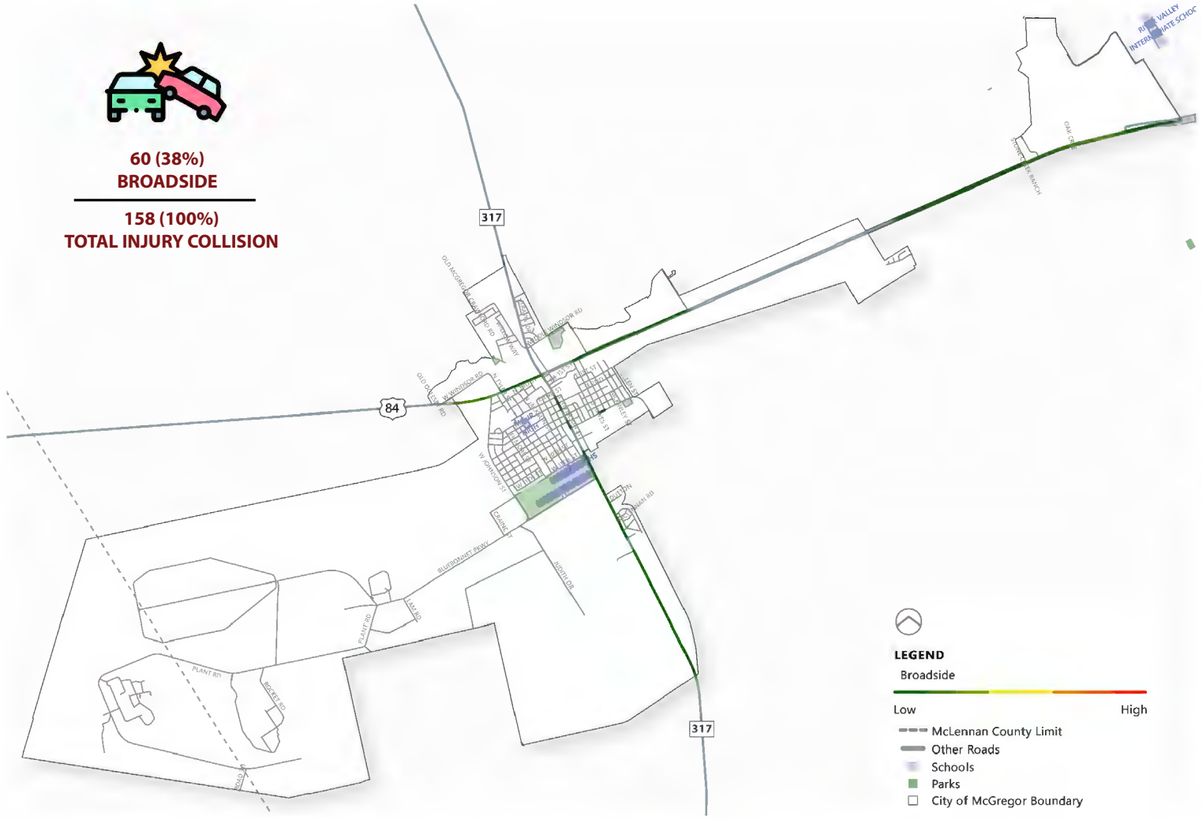
PROFILES - TXDOT

PROFILE 1 - BROADSIDE

60 (38%)
BROADSIDE

158 (100%)
TOTAL INJURY COLLISION



60 COLLISIONS

SEVERITY

0 % | 13 %

42 % | 45 %

LOCATION

92 % | 8 %

LIGHTING

72 % | 2 %

14 % | 12 %

BY MODE

90 %
CAR

CONTRIBUTING FACTOR

73 %
AUTOMOBILE RIGHT-OF-WAY

5 %
UNSAFE SPEED

HARMFUL EVENT

100 %
MOTOR VEHICLE IN TRANSPORT

0 % 25 % 50 % 75 % 100 %

PROFILE 2 - UNSAFE SPEED

58 (37%)
UNSAFE SPEED

158 (100%)
TOTAL INJURY COLLISION

58 COLLISIONS

SEVERITY

0 % | 16 %

36 % | 48 %

LOCATION

36 % | 64 %

LIGHTING

71 % | 3 %

3 % | 22 %

BY MODE

84 %
CAR

MANNER OF COLLISION

76 %
REAR END

16 %
HIT OBJECT

HARMFUL EVENT

84 %
MOTOR VEHICLE IN TRANSPORT

9 %
FIXED OBJECT

0 % 25 % 50 % 75 % 100 %

PROFILES - TXDOT

PROFILE 3 - AUTOMOBILE RIGHT-OF-WAY

46 (29%)
AUTOMOBILE RIGHT-OF-WAY

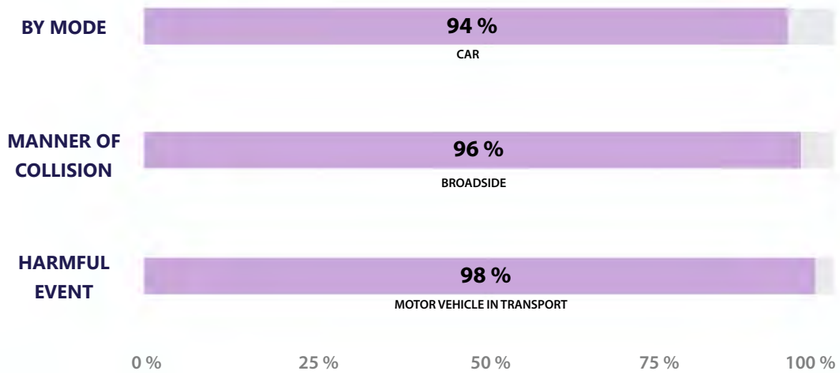
158 (100%)
TOTAL INJURY COLLISION

46 COLLISIONS

SEVERITY
0 % | 9 %
41 % | 50 %

LOCATION
96 % | 4 %

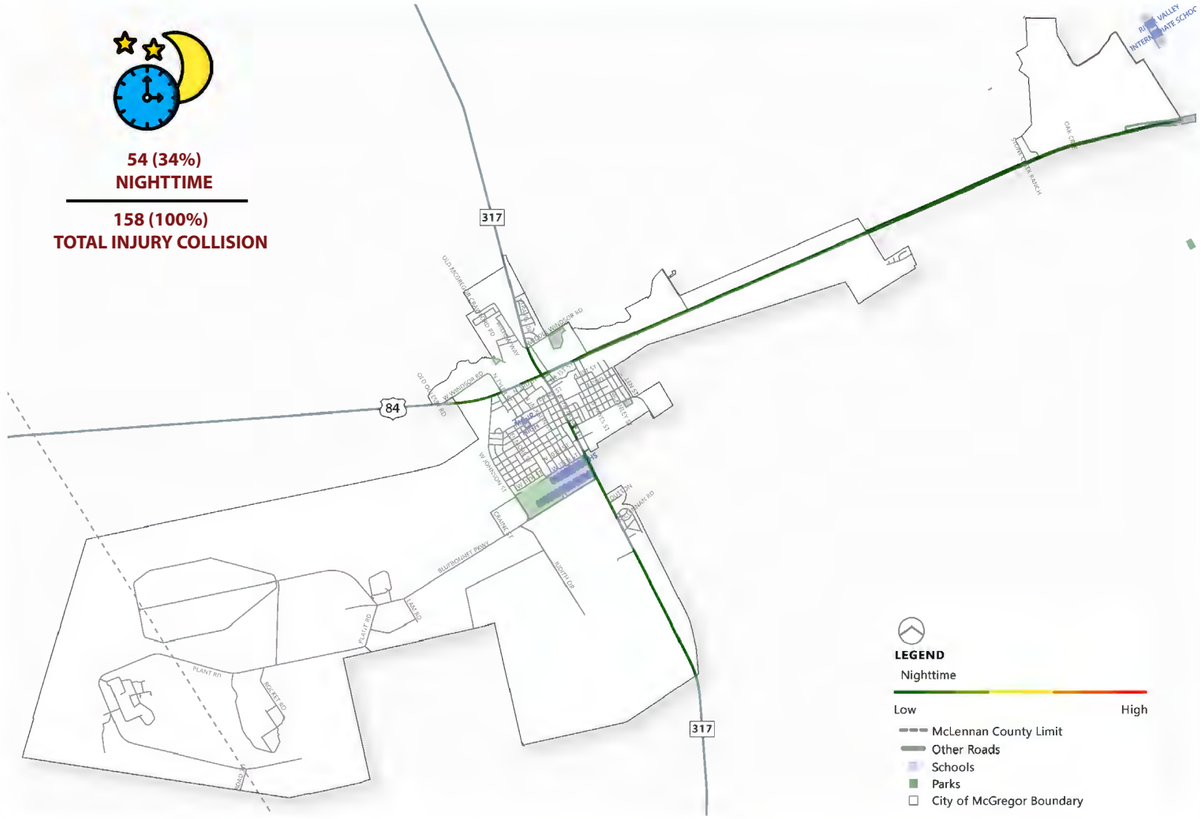
LIGHTING
72 % | 2 %
15 % | 11 %



PROFILE 4 - NIGHTTIME

54 (34%)
NIGHTTIME

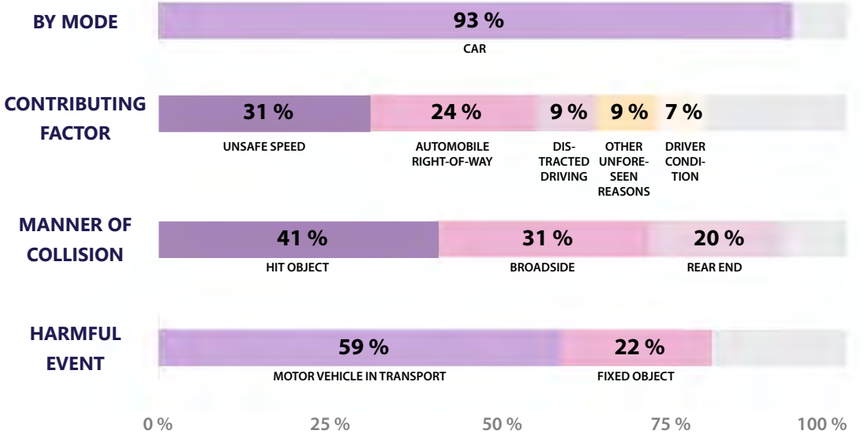
158 (100%)
TOTAL INJURY COLLISION



54 COLLISIONS

SEVERITY
6 % | 22 %
42 % | 30 %

LOCATION
39 % | 61 %



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NEIGHBORHOOD TRAFFIC CALMING PROJECT

The residential streets around Main Street between McGregor Dr. and 11th St need a Neighborhood Traffic Calming Project due to cut-through traffic and speeding issues created by the busy downtown corridor. A neighborhood traffic calming program typically involves initiatives aimed at reducing traffic speed and improving safety on residential streets. These programs often include measures such as speed humps, traffic circles, chicanes, curb extensions, and signage to encourage drivers to slow down and be more cautious in residential areas. The program also involves community engagement and input to identify specific traffic issues and develop appropriate solutions tailored to the neighborhood's needs. Overall, the goal of a neighborhood traffic calming program is to create safer and more livable streets for residents and pedestrians.

SAFE ROUTES TO SCHOOL

The City of McGregor is in need of implementing a Safe Routes to School program aimed at enhancing safety and accessibility for children who walk or bike to local schools. This program focuses on promoting walking and bicycling to school through various means, including infrastructure improvements, enforcement, tools, safety education, and incentives. Additionally, the program's scope includes evaluating arrival and dismissal procedures and identifying infrastructure needs such as sidewalks, bike lanes, and enhanced crossing locations around all schools.

McGREGOR TEXAS TRAIN STATION CONNECTIVITY PLANNING

This plan aims to ensure safe, multi-modal access to the new train station from all parts of the city. Potential elements of this plan should include the development of pedestrian and bicycle pathways, along with infrastructure improvements to support these modes of transportation. Additionally, the plan should consider the implementation of parking facilities, public transit connections, and street redesigns aimed at enhancing vehicular access to the station area. By incorporating these elements, the plan seeks to provide residents with a variety of transportation options while facilitating convenient and safe access to the train station.

ACTIVE TRANSPORTATION PLAN (PED & BIKE FACILITY)

The City of McGregor is in need of implementing an Active Transportation Plan (ATP) to promote increased walking, biking, and the use of other non-motorized transportation modes. This comprehensive plan will delineate strategies, policies, and infrastructure enhancements aimed at fostering safer and more accessible environments for pedestrians and cyclists within the city.

The ATP will entail an evaluation of existing multi-modal infrastructure improvements and safety measures, while also identifying gaps and deficiencies in infrastructure such as sidewalks and bike lanes. Additionally, the plan will focus on raising awareness about the benefits of walking and cycling, as well as educating the community about road safety and the importance of sharing the road with other users.

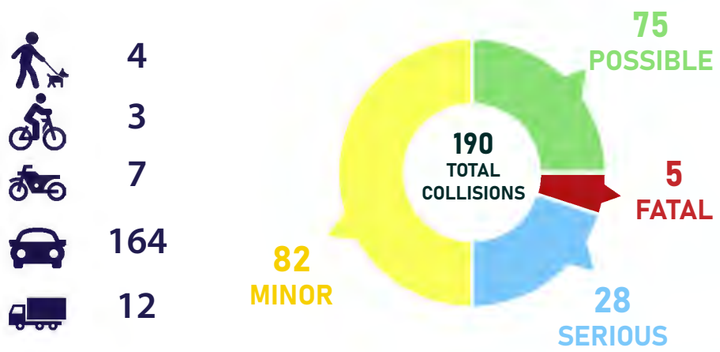
Furthermore, the ATP will involve the implementation of policies and regulations to support active transportation, including the adoption of Complete Streets policies, zoning regulations prioritizing pedestrian and cyclist safety, and incentives for developers to incorporate active transportation infrastructure into new developments.

Moreover, the ATP will provide an opportunity to integrate with public transit systems by ensuring seamless connectivity between walking, cycling, and public transit networks. By fostering a more pedestrian- and cyclist-friendly environment, the ATP aims to promote healthier lifestyles, reduce traffic congestion, and create more vibrant and livable communities in McGregor.

PROJECT 1: CITYWIDE SIGN INVENTORY & PAVEMENT DELINEATION

The City of McGregor is proposing a Citywide Sign Inventory and Pavement Delineation project to improve roadway safety and navigation for drivers. The proposed initiative would commence with a thorough assessment of all existing traffic signs throughout the city to identify any that are damaged, faded, obstructed, or non-compliant with current regulations regarding reflectivity. Such signs would be replaced as necessary to ensure clear visibility during both day and night. Additionally, the project would encompass surveying all road markings, including lane lines, turn arrows, crosswalks, and other pavement delineations across the city.

INJURY COLLISION STATISTICS



TRENDS

INTERSECTION	BROADSIDE	UNSAFE SPEED	NIGHTTIME
52%	36%	35%	34%
99 COLLISIONS	68 COLLISIONS	67 COLLISIONS	64 COLLISIONS

ESTIMATED COST OF IMPROVEMENT

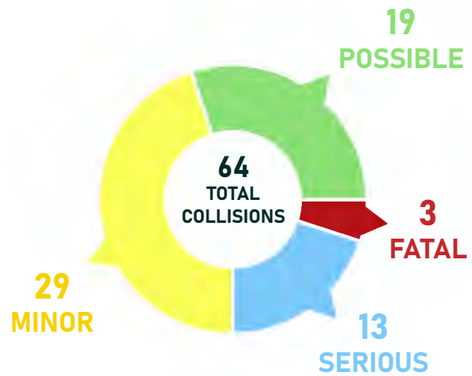
	IMPROVEMENTS	LIMIT	ESTIMATED COST
	Sign Inventory, Replacement & Installation	Citywide	$89,100
	Install Pavement Delineation	Citywide	$3,416,000
		CONTINGENCY COST	$701,100
		ENGINEERING COST	$1,051,600
		TOTAL COST	**$2,257,800**

PROJECT 2: CITYWIDE STREET LIGHT INVENTORY

The City of McGregor is proposing a Citywide Streetlight Inventory and Replacement initiative designed to improve nighttime visibility and safety for motorists, cyclists, and pedestrians. This project involves conducting a comprehensive inventory of all current streetlights across the city to identify missing streetlights, update outdated inventories, generate reports for non-functioning fixtures, and identify types of lights. Subsequently, outdated, damaged, or inadequately illuminating lights will be replaced with new LED streetlights. It is expected that the enhanced lighting will reduce injury crashes and enhance safety for both residents and visitors navigating McGregor's streets during the nighttime hours.

NIGHTTIME INJURY COLLISION STATISTICS

	2
	1
	2
	58
	1



Note : Nighttime Injury Collisions

TRENDS

HIT OBJECT	INTERSECTION	UNSAFE SPEED	BROADSIDE
50%	36%	30%	27%
32 COLLISIONS	23 COLLISIONS	19 COLLISIONS	3 COLLISIONS

ESTIMATED COST OF IMPROVEMENT

	IMPROVEMENTS	LIMIT	ESTIMATED COST
	Install/ Replace Street Lights	Citywide	$2,522,000
		CONTINGENCY COST	$504,400
		ENGINEERING COST	$1,059,300
		TOTAL COST	**$4,085,700**

PROJECT 3-A: MAIN STREET (SH-317) : US-84 (McGREGOR DRIVE) TO 11TH STREET- SAFETY IMPROVEMENTS

Fatal Injury Serious Injury Minor Injury Possible Injury

Main Street (SH-317), a two-lane minor arterial with a center two-way left turn lane, runs through downtown and provides parallel parking from 1st Street to 6th Street. The speed limits vary, set at 30 mph through downtown and 50 mph between 11th Street and Bluebonnet Parkway. Main Street provides access to the McGregor Primary, Elementary and High Schools. The McGregor Vision 2030 identifies a need for walkability and streetscape improvements.

INJURY COLLISION STATISTICS

	1
	1
	3
	35
	1

TRENDS

INTERSECTION	BROADSIDE	AUTOMOBILE ROW	REAR END
83%	51%	41%	27%
34 COLLISIONS	21 COLLISIONS	17 COLLISIONS	11 COLLISIONS

EXISTING CONDITIONS

Existing Condition:
Main St (SH-317) at 7th St facing south

Existing Condition:
Main St (SH-317) at W 4th St facing north

ESTIMATED COST OF IMPROVEMENT

3A: MAIN STREET FROM US-84 (McGREGOR DR) TO 11th ST- SAFETY IMPROVEMENTS

IMPROVEMENTS	LOCATIONS	ESTIMATED COST
Fill Sidewalk Gaps	US-84 (McGregor Dr) to W 1st St & 6th St to 11th St	$1,114,600
Crosswalk Enhancement	2nd, 4th & 9th St	$340,400
Install Speed Feedback Sign	Between 1st St & N 2nd St & 6th St & 7th St	$34,500
Install Street Lighting & Medians	US-84 (McGregor Dr) to 11th St	$1,378,900
Signalized Intersection Improvements	3rd St & 6th St	$27,600
Install Pedestrian Hybrid Beacon (PHB)	11th St	$231,200
	CONTINGENCY COST	$625,500
	ENGINEERING COST	$1,313,500
	TOTAL COST	**$5,066,200**

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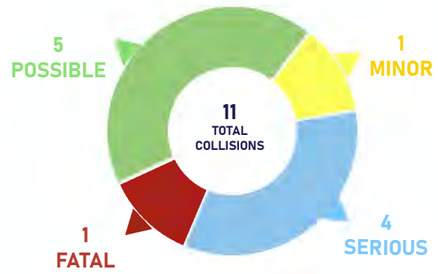
PROJECT 3-B: MAIN STREET (SH-317) : 11TH STREET TO RACHAEL ROAD- SAFETY IMPROVEMENTS

Main Street (SH-317) is a two-lane minor arterial roadway, from 11th Street to Rachael Road. The speed limits vary, set at 50 mph between 11th Street and Bluebonnet Parkway and 55 mph south of Bluebonnet Parkway.

INJURY COLLISION STATISTICS

Pedestrian	1
Bicycle	0
Motorcycle	1
Car	9
Truck	0



TRENDS

INTERSECTION	UNSAFE SPEED	NIGHTTIME	REAR END
82%	64%	36%	55%
9 COLLISIONS	7 COLLISIONS	4 COLLISIONS	6 COLLISIONS

EXISTING CONDITIONS

Existing Condition:
Main St (SH-317) at 11th St facing south

Existing Condition:
Main St (SH-317) at Dutton Dr facing north

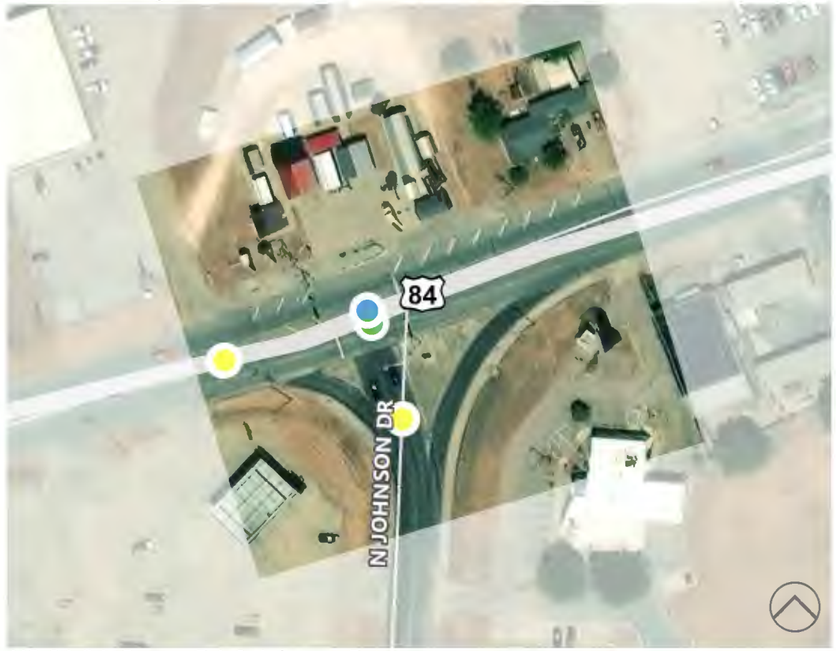
ESTIMATED COST OF IMPROVEMENT

3B : MAIN STREET: 11TH STREET TO RACHAEL DR SAFETY IMPROVEMENTS

IMPROVEMENTS	LOCATIONS	ESTIMATED COST
Install Intersection Warning Sign and Beacon	Between Bluebonnet Pkwy and Rachael Rd	$17,300
Install Speed Feedback Sign	Between Bluebonnet Pkwy and Rachael Rd	$17,300
Install Sidewalk	11th St to David Davis Dr	$1,606,400
Install Pedestrian Hybrid Beacon (PHB)	Bluebonnet Pkwy	$231,200
	CONTINGENCY COST	$374,500
	ENGINEERING COST	$786,400
	TOTAL COST	**$3,033,100**

PROJECT 4: US-84 (McGREGOR DRIVE)- INTERSECTION SAFETY IMPROVEMENTS

US-84 (McGregor Dr) & Main St (SH-317)



US-84 (McGregor Dr) & Johnson Dr

Fatal Injury | Serious Injury | Minor Injury | Possible Injury

The US-84 (McGregor Drive) corridor features two essential intersections: a signalized four-way crossing with Main Street (SH-317) and a signalized T-intersection at Johnson Drive; The speed limit for approaching the US-84/Main Street intersection is 35 mph, whereas it ranges between 35 mph to 45 mph at Johnson Drive.

INJURY COLLISION STATISTICS

	0
	0
	3
	31
	2

TRENDS

BROADSIDE	AUTOMOBILE ROW	REAR END	UNSAFE SPEED
67%	58%	25%	19%
24 COLLISIONS	21 COLLISIONS	9 COLLISIONS	7 COLLISIONS

EXISTING CONDITIONS

Existing Condition:
Main St (SH-317) at US-84 (McGregor Dr) facing south

Existing Condition:
Johnson Dr at US-84 (McGregor Dr) facing east

ESTIMATED COST OF IMPROVEMENT

4: US-84 (McGREGOR DR)- INTERSECTION SAFETY IMPROVEMENTS

IMPROVEMENTS	LOCATIONS	ESTIMATED COST
Intersection Improvements: Crosswalks, Sidewalks, Protected Lefts, Remove Slip Lanes, Signal Head Backplates, Warning Beacons	US-84 (McGregor Dr) & Main St (SH-317)	$667,700
Intersection Improvements: Crosswalks, Sidewalks, Protected Lefts, Remove Slip Lanes, Signal Head Backplates, Warning Beacons	US-84 (McGregor Dr) & Johnson Dr	$579,300
	CONTINGENCY COST	$249,400
	ENGINEERING COST	$523,800
	TOTAL COST	**$2,020,200**

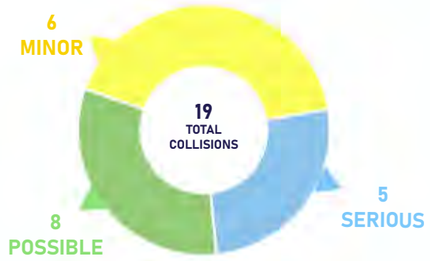
TJKM

PROJECT 5: PEDESTRIAN SAFETY IMPROVEMENTS

Main Street (SH-317), a two-lane minor arterial, provides indirect access to McGregor Primary, Elementary, and High Schools, as well as residential neighborhoods, with a posted speed limit of 55 mph. West 6rd Street, a two-lane undivided local street, provides access to residential areas near McGregor Schools, with a speed limit of 30 mph. Bluebonnet Parkway and Johnson Drive complete the boundary of the project area. Bluebonnet Parkway, with speed limits ranging from 30 to 45 mph, provides direct access to the schools. This pedestrian safety improvement project is within a 0.25-mile radius of McGregor Primary, Elementary, and High Schools.

INJURY COLLISION STATISTICS

	1
	1
	1
	16
	0



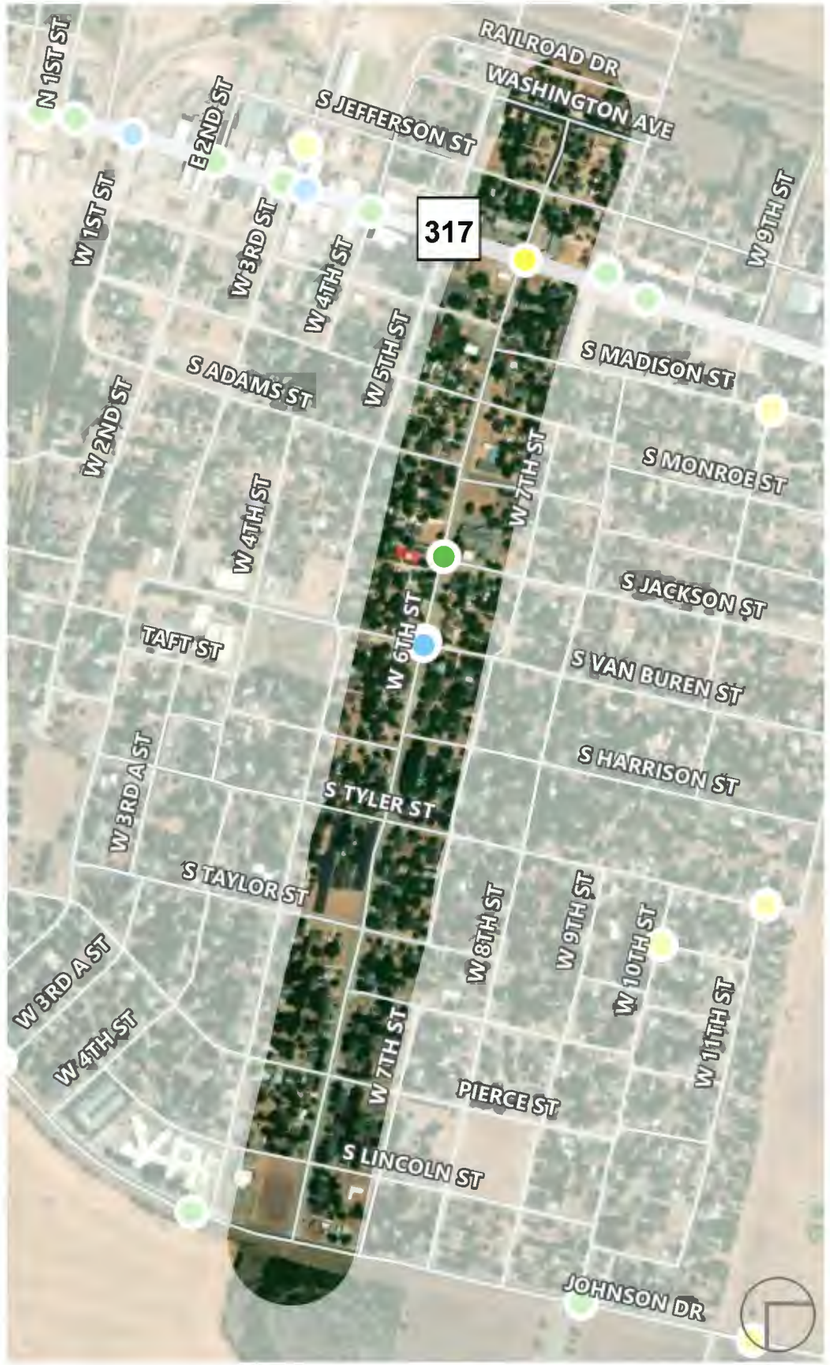
TRENDS

INTERSECTION	HIT OBJECT	UNSAFE SPEED	NIGHTTIME
74%	42%	37%	37%
14 COLLISIONS	8 COLLISIONS	7 COLLISIONS	7 COLLISION

ESTIMATED COST OF IMPROVEMENT

IMPROVEMENTS		7: COUNTYWIDE- INTERSECTION SAFETY IMPROVEMENTS LOCATIONS	ESTIMATED COST
Pedestrian Connectivity Improvements (Sidewalks & Crosswalks)	1	W 6th Street from S Main Street SH-317 to Johnson Drive	$2,643,200
	2	Bluebonnet Pkwy from SH-317 to Johnson Drive	$1,115,800
	3	Johnson Drive from W 6th Street to Bluebonnet Pkwy	$895,000
	4	S Tyler Street from W 6th Street to 11th Street	$1,174,800
	5	S Jackson Avenue from W 6th Street to 11th Street	$1,208,200
	6	S Jackson Avenue from 11th Street to Bluebonnet Pkwy	$784,600
	7	S Madison Avenue from W 6th Street to W 11th Street	$1,099,800
	8	Main Street (SH-317) from 6th Street to Bluebonnet Pkwy	$1,190,800
	9	W 8th Street from Main Street (SH-317) to Johnson Drive	$2,389,500
	10	W 10th Street from S Tyler Street to Johnson Drive	$1,132,800
	11	W 10th Street from S Madison Avenue to S Harrison Avenue	$1,050,800
	12	W 11th Street from Main Street (SH-317) to Johnson Drive	$986,200
		CONTINGENCY COST	$3,134,300
		ENGINEERING COST	$6,582,030
		TOTAL COST	**$25,387,830**

PROJECT 6: W 6TH STREET SAFETY IMPROVEMENTS



Fatal Injury Serious Injury Minor Injury Possible Injury

W 6th Street is a residential street with two undivided lanes accommodating two-way traffic and maintaining a posted speed limit of 30 mph. It is bordered by concrete curbs on both sides and offers intermittent on-street parking spaces. W 6th street lies within 0.25 mile of McGregor Junior High School.

INJURY COLLISION STATISTICS

	0
	1
	0
	4
	0

TRENDS

BROADSIDE	AUTOMOBILE ROW	HIT OBJECT	NIGHTTIME
60%	40%	40%	40%
3 COLLISIONS	2 COLLISIONS	2 COLLISIONS	2 COLLISIONS

EXISTING CONDITIONS

Existing Condition:
W 6th St at Johnson Dr facing east

Existing Condition:
W 6th St at S Tyler St facing east

ESTIMATED COST OF IMPROVEMENT

5 : W 6TH STREET: WASHINGTON AVE TO JOHNSON DR- SAFETY IMPROVEMENTS

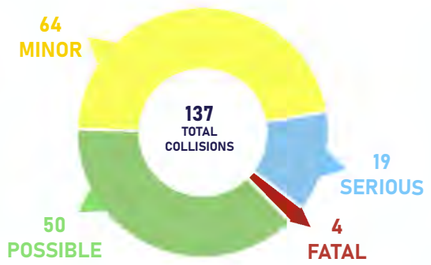
IMPROVEMENTS	LOCATIONS	ESTIMATED COST
Install Stop Bars	From Washington Ave to Johnson Dr	$2,700
Install Centerline Striping		$28,100
Install Street Lighting		$453,100
Sign Upgrades		$13,800
	CONTINGENCY COST	$99,600
	ENGINEERING COST	$209,100
	TOTAL COST	**$806,400**

PROJECT 7: US-84 (McGREGOR DRIVE): FROM CITY LIMIT EAST TO CITY LIMIT WEST- SAFETY IMPROVEMENTS

US-84 (McGregor Drive) is a major US highway designated as a principal arterial, traversing east-west through the City of McGregor. Within the city limits, this roadway is a four-lane divided highway to the east of N Main Street. However, to the west of N Main Street, US-84 expands to a five-lane configuration, incorporating a two-way left turn lane. The speed limit varies, it ranges from 50 mph to 70 mph within the city limits.

INJURY COLLISION STATISTICS

	4
	3
	6
	113
	11



TRENDS

INTERSECTION	BROADSIDE	NIGHTTIME	AUTOMOBILE ROW
50%	42%	35%	35%
65 COLLISIONS	54 COLLISIONS	45 COLLISIONS	45 COLLISIONS

EXISTING CONDITIONS

Existing Condition:
US-84 (McGregor Dr) at SH-317 (Main St) facing east

Existing Condition:
US-84 (McGregor Dr) at Johnson Dr facing west

ESTIMATED COST OF IMPROVEMENT

6: US-84 (McGREGOR DR): FROM EAST OF CITY LIMITS TO WEST OF CITY LIMITS- SAFETY IMPROVEMENTS

IMPROVEMENTS	LOCATIONS	ESTIMATED COST
Install Street Lighting	From City Limit East to City Limit West	$1,162,400
Install Guardrails	East of Main St and East of Garfield Ave	$14,400
Install Median	Main St (SH-317) to City Limit West	$1,336,300
Fill Sidewalk Gaps	Johnson Dr to West of City Limit	$3,896,100
Install Shared Use Path	Along Railroad From Johnson St to Cotton Belt Pkwy	$8,001,700
Install Shared Use Path	2nd and 3rd St from Main St to Johnson St	$1,296,700
	CONTINGENCY COST	$3,141,600
	ENGINEERING COST	$6,597,300
	TOTAL COST	**$25,446,500**

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