

# CHAPTER 6.7: CITY OF WOODWAY

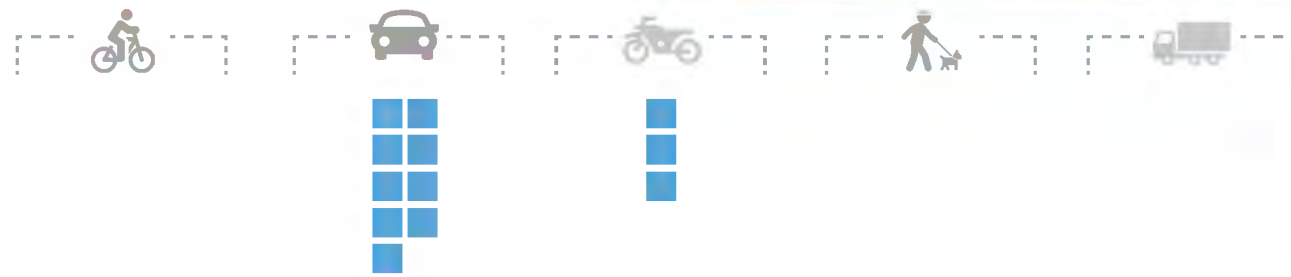
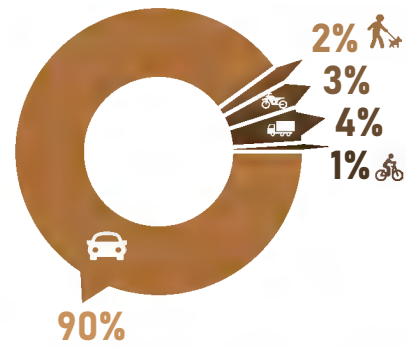
## INTRODUCTION

Woodway, located southwest of Waco, is a city in central McLennan County. US-84 runs through Woodway. The city has an estimated population of 9,383 according to the 2020 census. This chapter provides information on the City of Woodway's collision statistics from 2014 to 2023. A total of 96 collisions occurred on Woodway streets in the last 10 years, including zero fatalities and 12 serious injuries. TxDOT roadways within Woodway city limits had 113 collisions during the same period, with four fatal injuries and nine serious injuries. On city-maintained roads, possible injuries accounted for the 50 percent of injury collisions. However, on roads maintained by TxDOT, the most common injury type is minor injury, representing 49 percent of injury collisions within their rights-of-way.



COLLISIONS 2014 TO 2023		CITY		TxDOT	
<b>Total Collisions</b>	<b>96</b>	<b>100 %</b>	<b>113</b>	<b>100 %</b>	
Fatal Injury	0	0.00 %	4	3.54 %	
Serious Injury	12	12.50 %	9	7.96 %	
Minor Injury	36	37.50 %	55	48.67 %	
Possible Injury	48	50.00 %	45	39.82 %	
<b>Total Persons Involved</b>	<b>119</b>	<b>100 %</b>	<b>152</b>	<b>100 %</b>	
Fatal Injury	0	0.00 %	4	2.63 %	
Serious Injury	15	12.61 %	10	6.58 %	
Minor Injury	45	37.82 %	70	46.05 %	
Possible Injury	59	49.58 %	68	44.74 %	

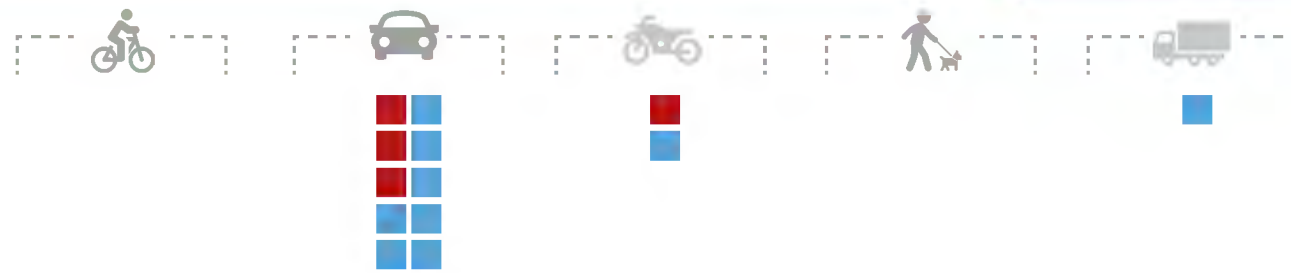
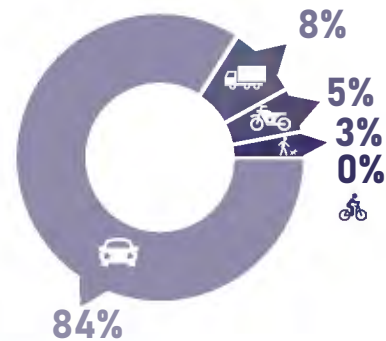
### COLLISIONS BY MODE - CITY



Mode	Fatal Injury	Serious Injury	Minor Injury	Possible Injury
Bicycle	0 %	0 %	0 %	0 %
Car	0 %	10 %	37 %	52 %
Motorcycle	0 %	100 %	0 %	0 %
Pedestrian	0 %	0 %	100 %	0 %
Truck	0 %	0 %	25 %	75 %

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

### COLLISIONS BY MODE - TxDOT



Mode	Fatal Injury	Serious Injury	Minor Injury	Possible Injury
Bicycle	0 %	0 %	0 %	0 %
Car	3 %	7 %	46 %	43 %
Motorcycle	17 %	17 %	67 %	0 %
Pedestrian	0 %	0 %	100 %	0 %
Truck	0 %	0 %	44 %	44 %

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

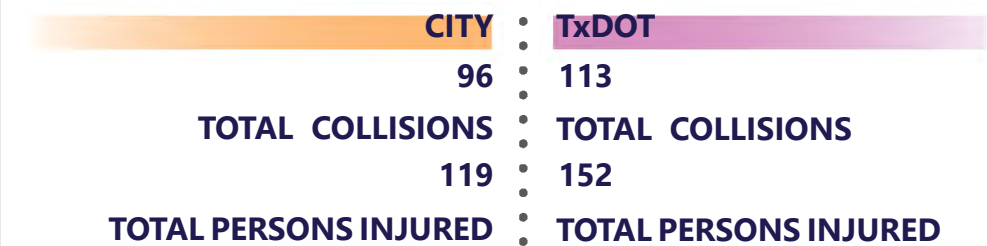
CITY OF WOODWAY VS. McLENNAN COUNTY COLLISIONS - RELATIVE SHARES

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 Woodway's city streets, TxDOT facilities, and McLennan County across various categories.

On Woodway city streets, there were a total of 96 collisions that resulted in 119 persons injured. In comparison, TxDOT reported a total of 113 collisions resulting in 152 persons injured within Woodway city limits.

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

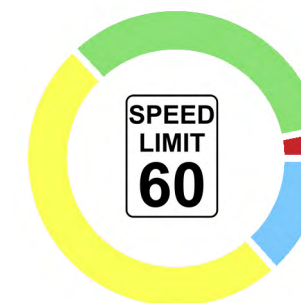
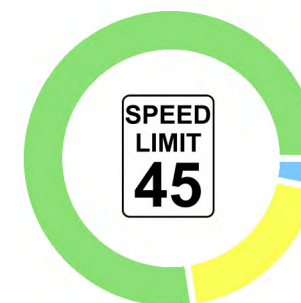
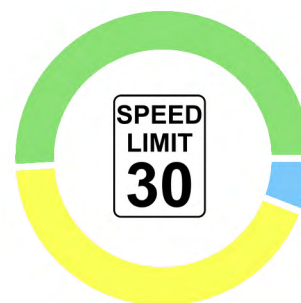
The pie charts below compare the severity of collisions on roadways with different speed limits. Of the speed limits examined, the charts indicate that roads with a 60 mph speed limit accounted for the highest proportion of KSI collisions.



PERSONS INVOLVED								
	CITY				TxDOT			
	MODE							
<b>Bicycle</b>	0 %	0 %	1 %	0 %	0 %	0 %	0 %	0 %
<b>Car</b>	0 %	10 %	35 %	49 %	2 %	6 %	41 %	45 %
<b>Motorcycle</b>	0 %	3 %	0 %	0 %	1 %	1 %	3 %	0 %
<b>Pedestrian</b>	0 %	0 %	2 %	0 %	0 %	0 %	2 %	0 %
<b>Truck</b>	0 %	0 %	0 %	1 %	0 %	0 %	1 %	0 %
	AGE							
<b>Below 15</b>	0 %	1 %	3 %	3 %	0 %	0 %	1 %	1 %
<b>15 - 65</b>	0 %	11 %	29 %	35 %	1 %	6 %	39 %	33 %
<b>Above 65</b>	0 %	1 %	6 %	11 %	1 %	1 %	5 %	10 %
	GENDER							
<b>Male</b>	0 %	8 %	17 %	17 %	2 %	5 %	24 %	17 %
<b>Female</b>	0 %	5 %	21 %	33 %	1 %	2 %	22 %	28 %

CITY	TxDOT	McLENNAN COUNTY
<b>MODE</b>		
Bicycle	1 %	0 %
Car	90 %	84 %
Motorcycle	3 %	5 %
Pedestrian	2 %	3 %
Truck	4 %	8 %
<b>FIRST HARMFUL EVENT</b>		
Motor Vehicle in Transport	64 %	79 %
Fixed Object	27 %	11 %
Parked Car	4 %	7 %
<b>MANNER OF COLLISION</b>		
Hit Object	36 %	47 %
Broadside	32 %	24 %
Rear End	22 %	21 %
Sideswipe	6 %	6 %
<b>VIOLATION CATEGORY</b>		
Distracted Driving	25 %	32 %
Automobile Right-of-Way	17 %	17 %
Traffic Signals and Signs	15 %	11 %
Unsafe Speed	8 %	7 %
Other Unforeseen Reasons	8 %	6 %
Driver Condition	7 %	4 %
<b>LOCATION</b>		
Intersection	61 %	42 %
Roadway	39 %	58 %
<b>LIGHTING</b>		
Daylight	76 %	74 %
Dark, Lighted	11 %	13 %
Dark, Not Lighted	8 %	6 %

SPEED LIMIT





**BICYCLE & PEDESTRIAN COLLISION BY SEVERITY**

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



The map displays the location of injury collisions involving bicyclists and pedestrians in Woodway. In total there were six bicycle and pedestrian minor injury collisions which involved one bicyclist and five pedestrians.

SEVERITY INDEX

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



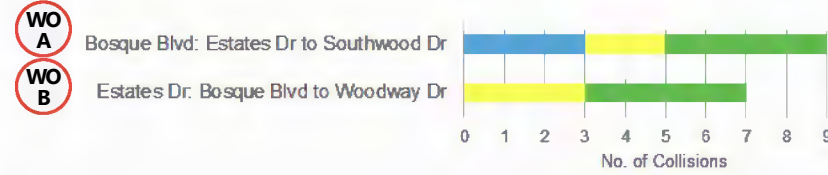
The Collision Severity Index methodology is used to identify the locations within a jurisdiction that are experiencing the most severe crashes. This approach assigns weighted point values based on the injury outcomes of individual collisions - 3 points for each fatal or severe injury, 2 points for minor 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.

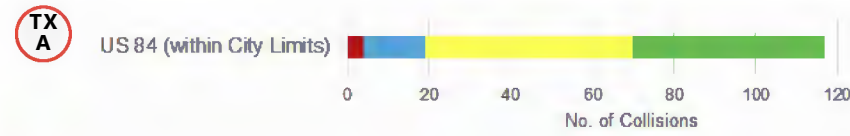


ROADWAYS & INTERSECTIONS

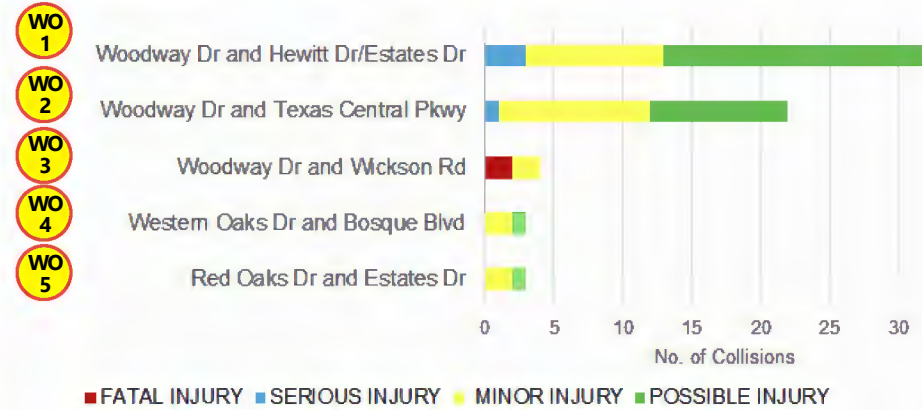
ROADWAYS



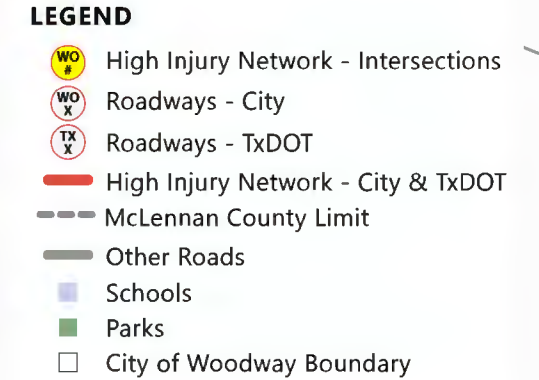
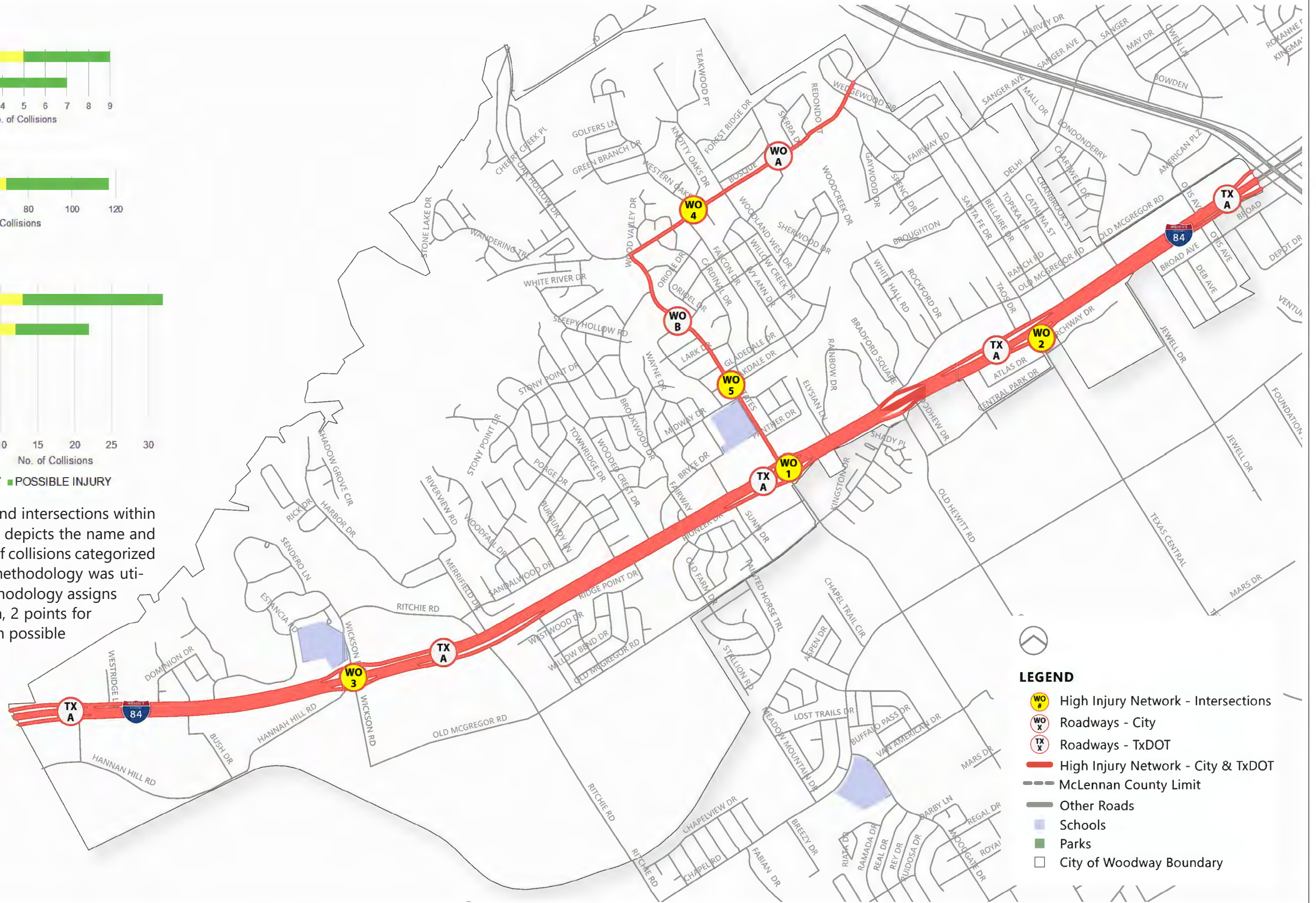
TxDOT ROADWAYS



INTERSECTIONS



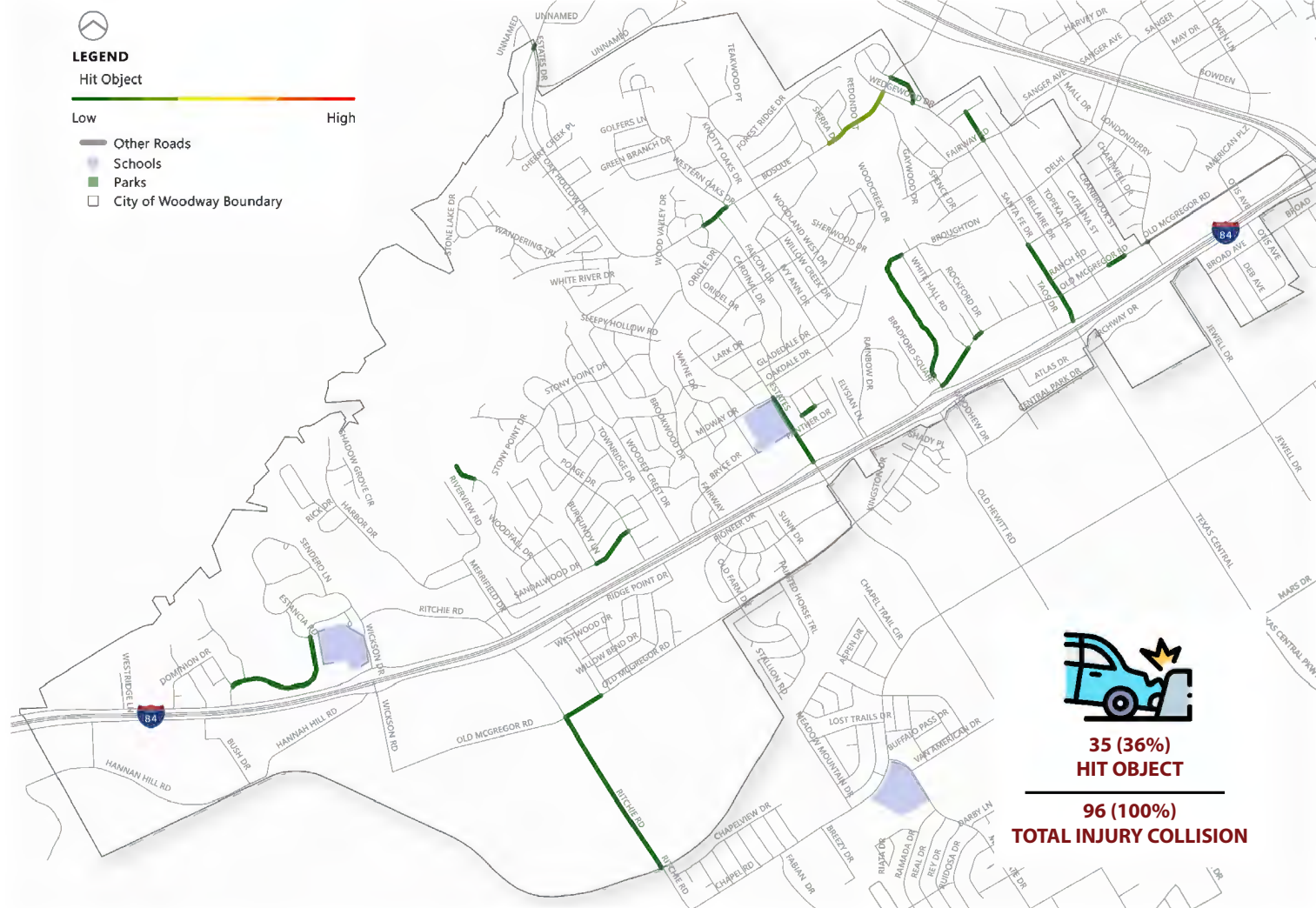
This section lists high risk roadway segments and intersections within Woodway city limits. The accompanying graph depicts the name and limits of each roadway along with the number of collisions categorized by severity at that location. A severity index methodology was utilized to identify these high 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.



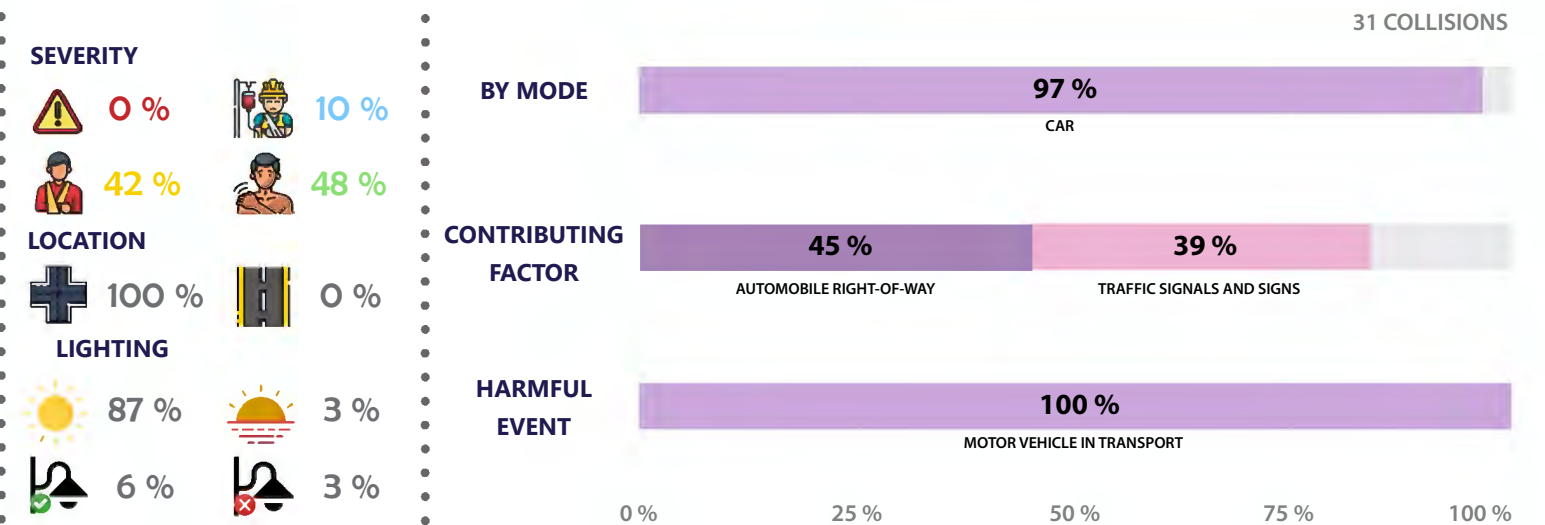
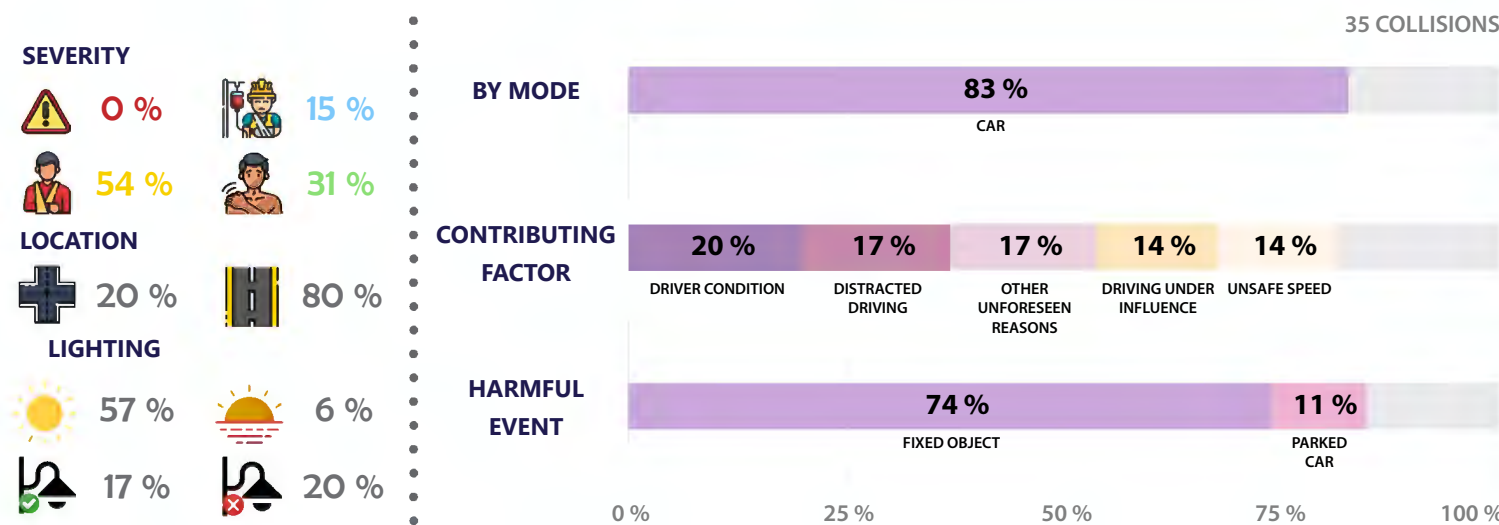
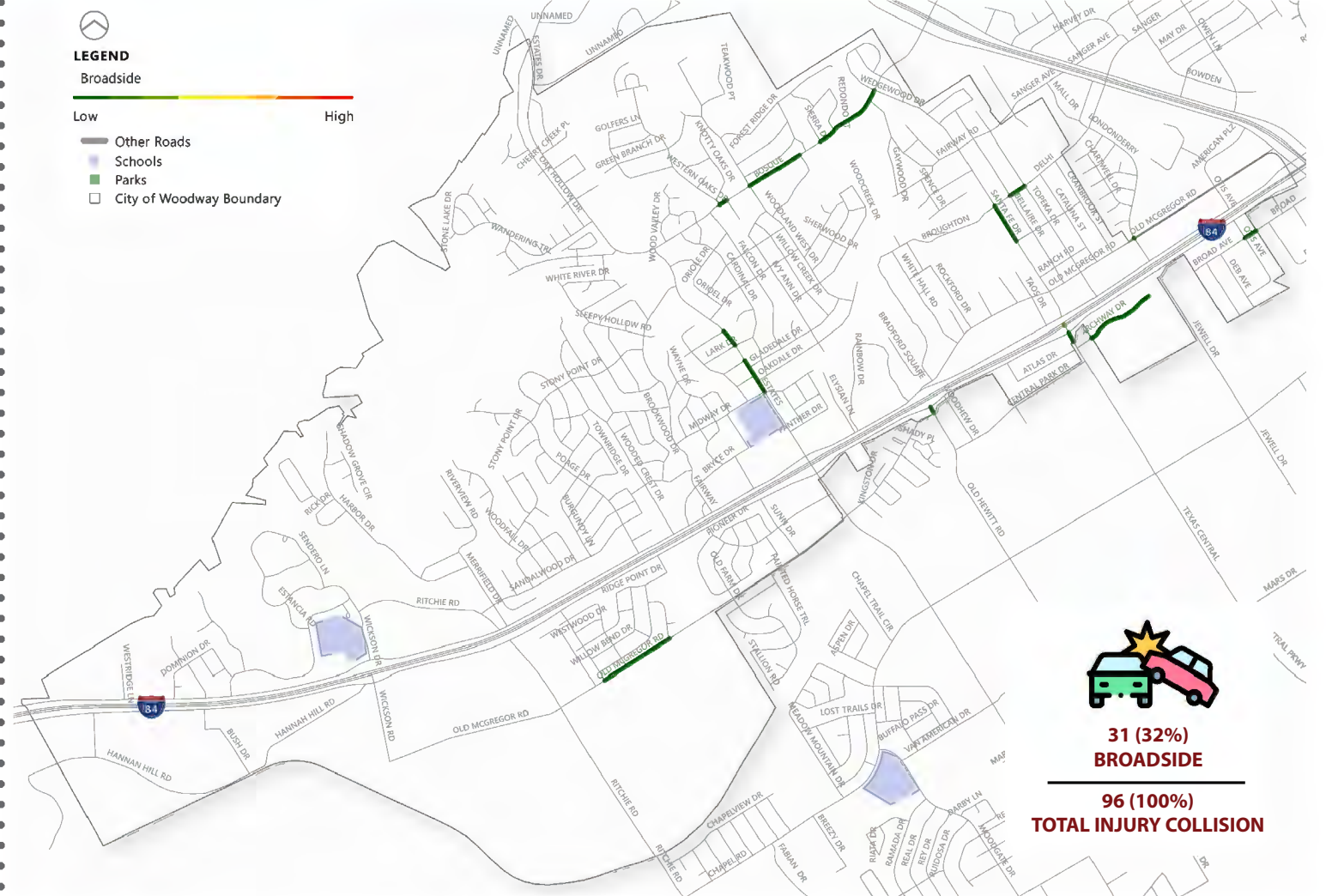


PROFILES - CITY

PROFILE 1 - HIT OBJECT



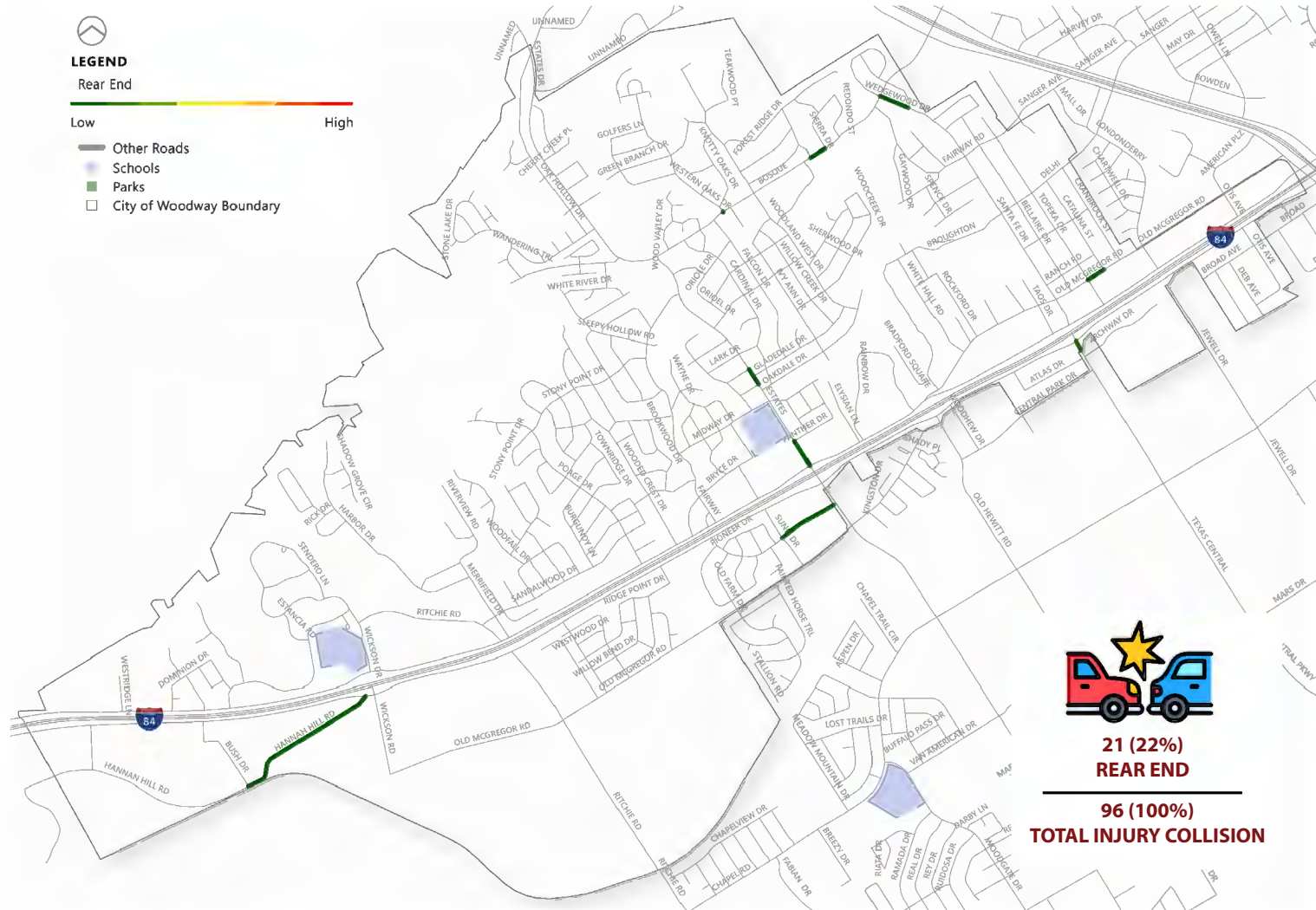
PROFILE 2 - BROADSIDE





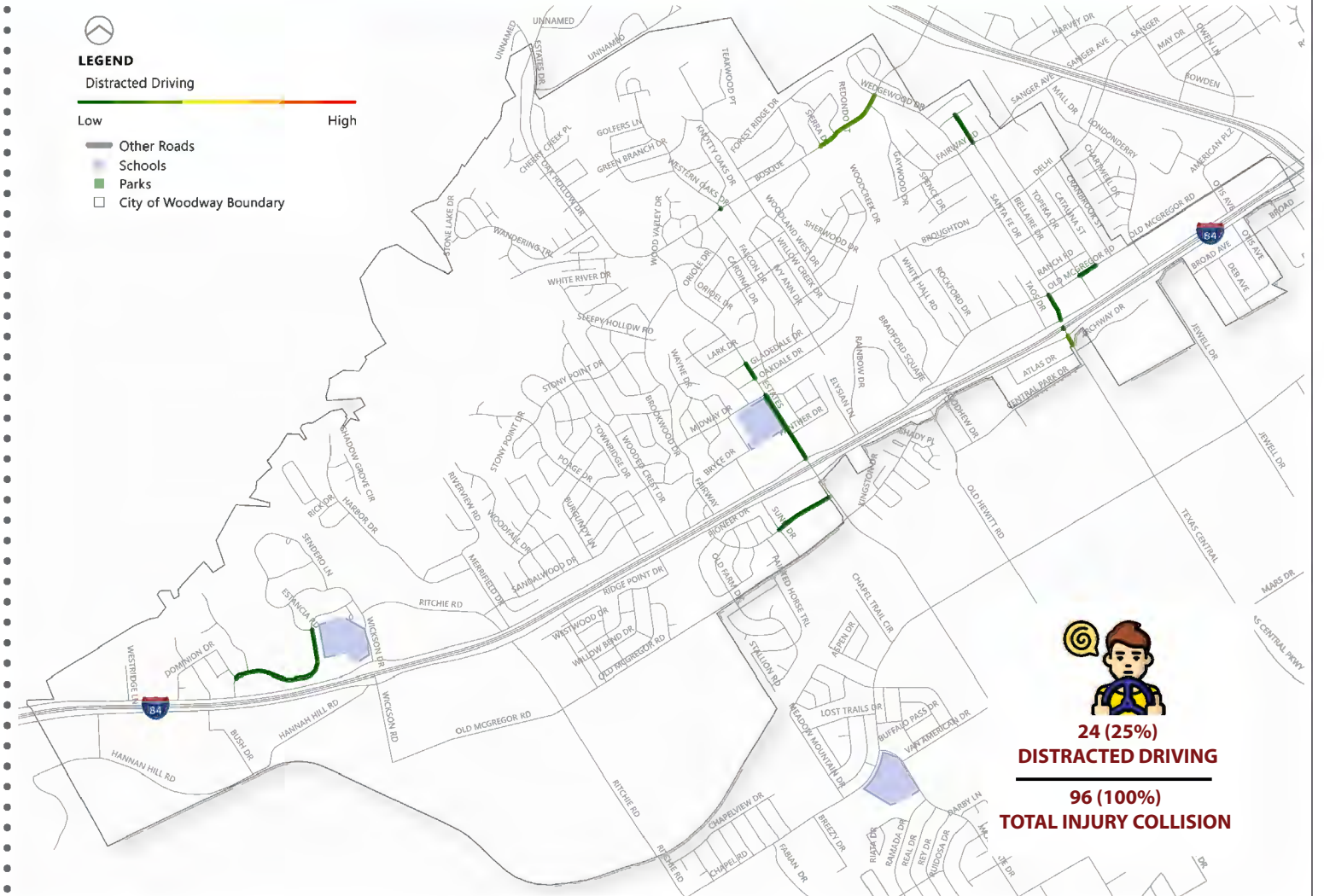
PROFILES - CITY

PROFILE 3 - REAR END

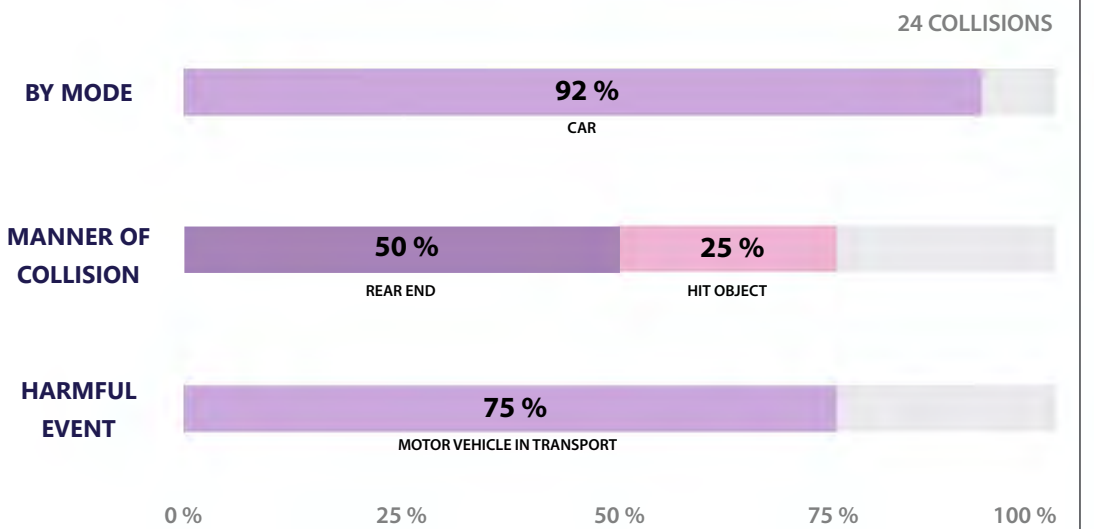
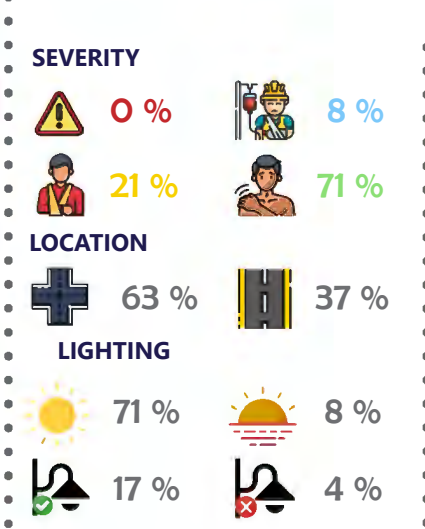
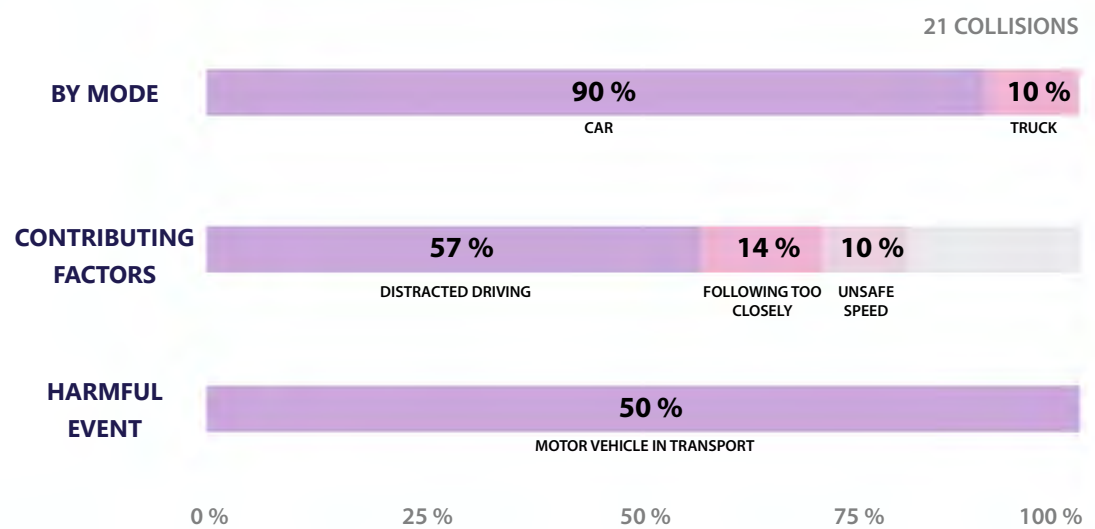
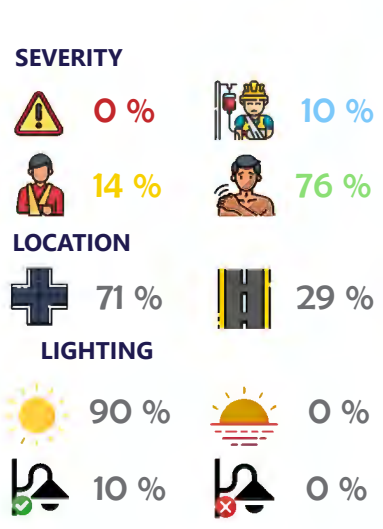


**21 (22%)  
REAR END**  
**96 (100%)  
TOTAL INJURY COLLISION**

PROFILE 4 - DISTRACTED DRIVING



**24 (25%)  
DISTRACTED DRIVING**  
**96 (100%)  
TOTAL INJURY COLLISION**



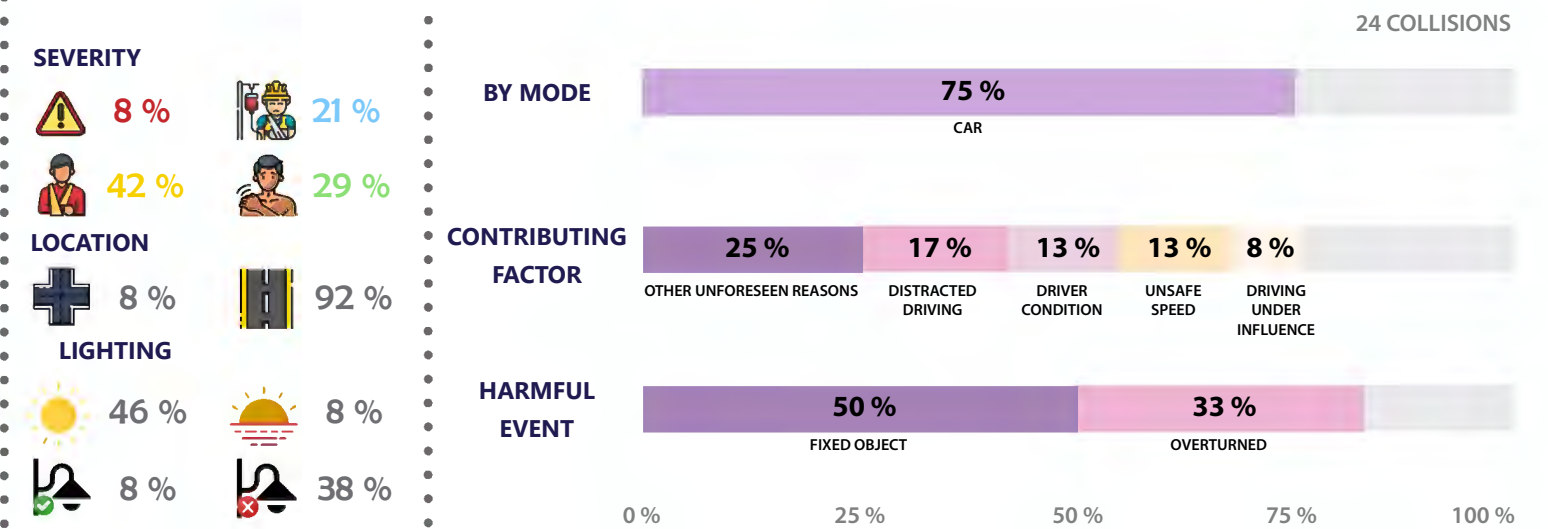
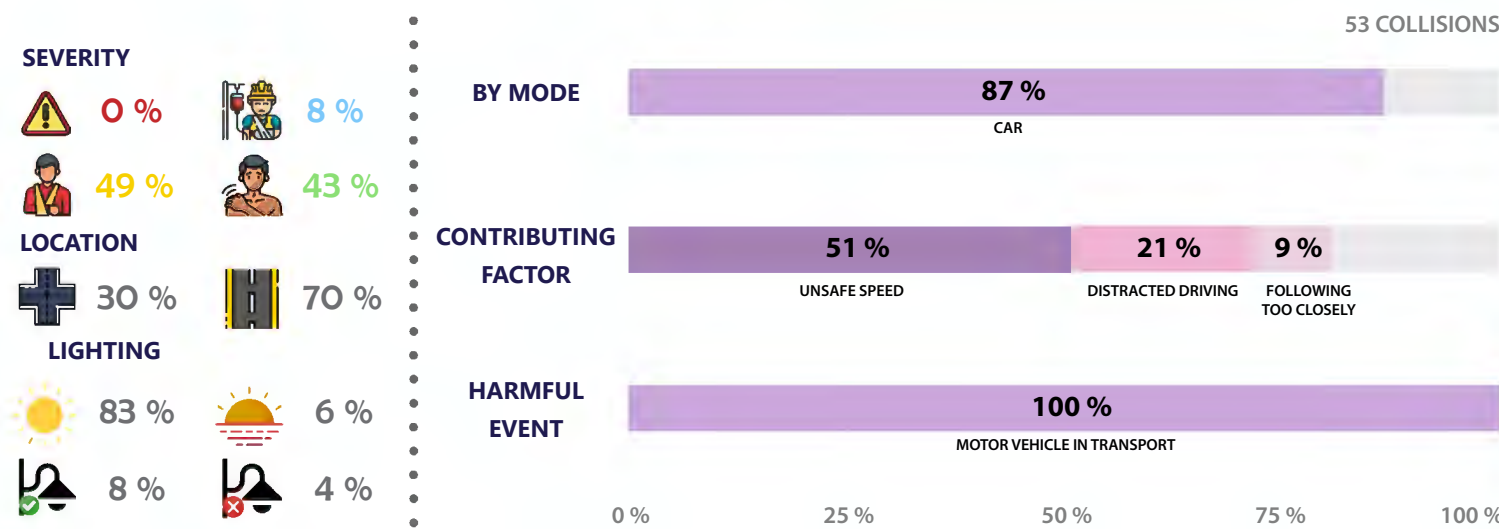


PROFILES - TXDOT

PROFILE 1 - REAR END



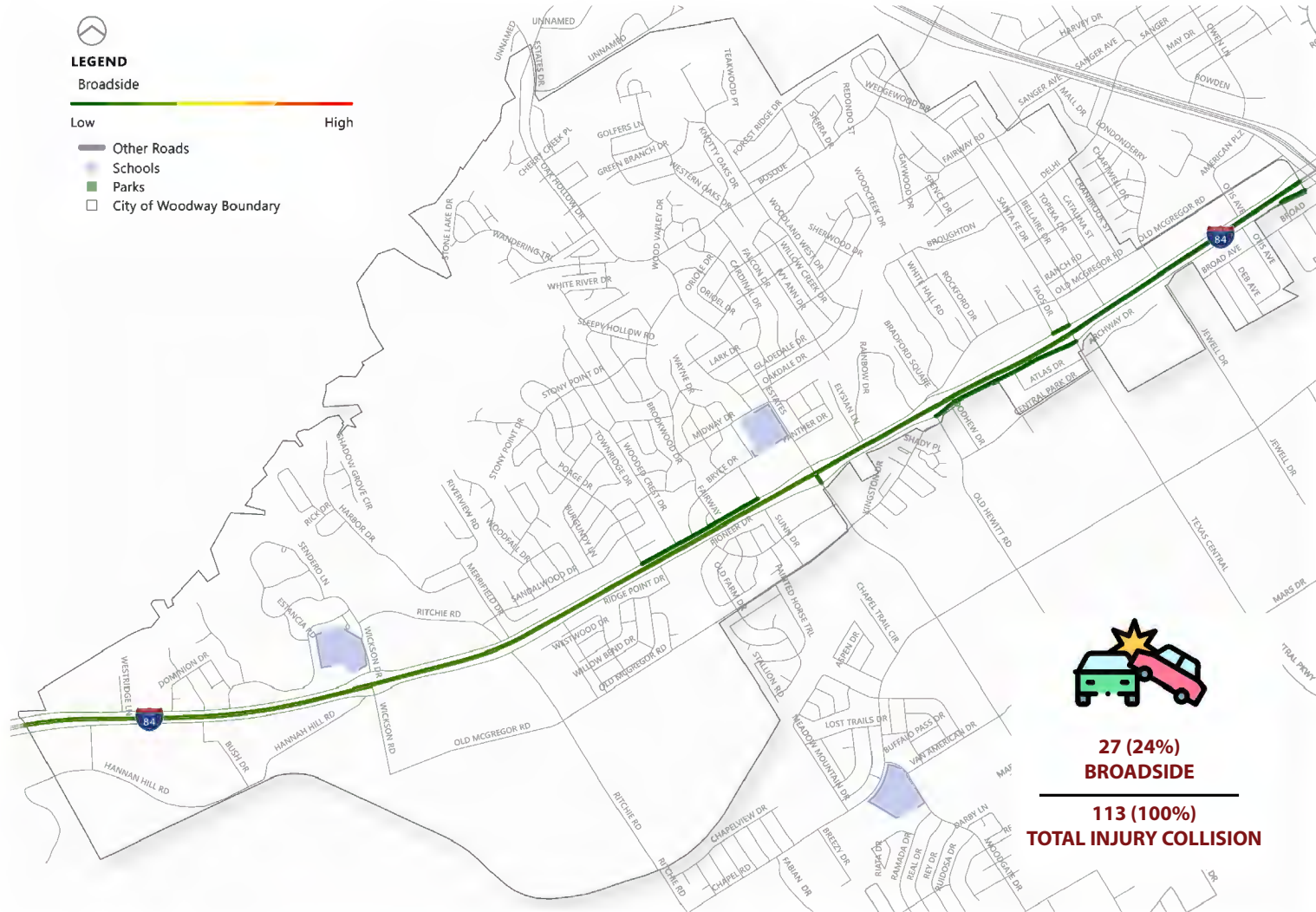
PROFILE 2 - HIT OBJECT



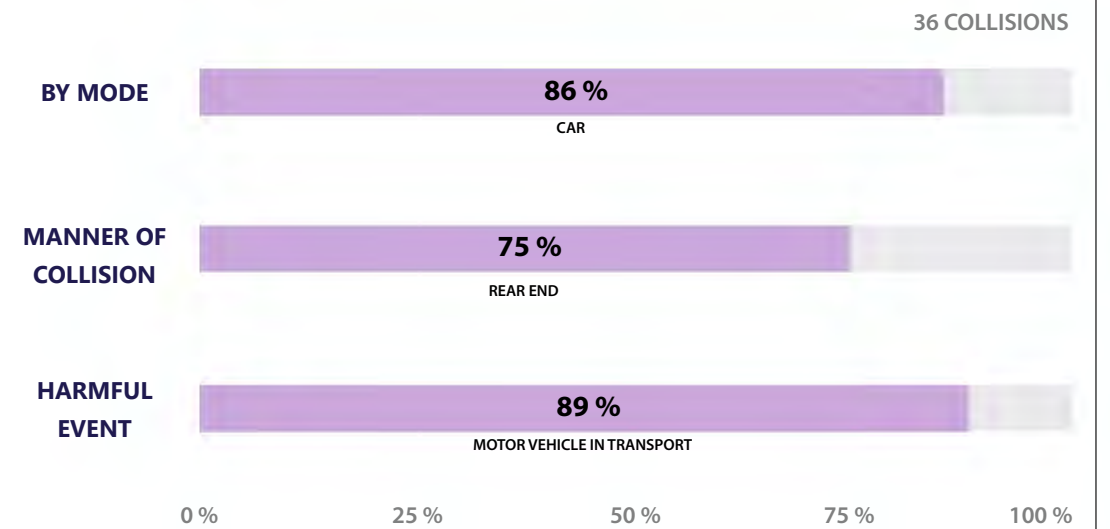
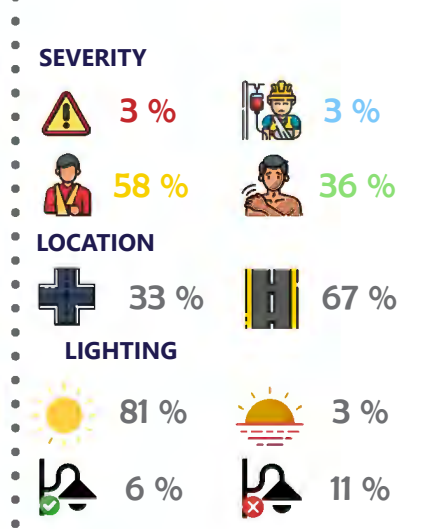
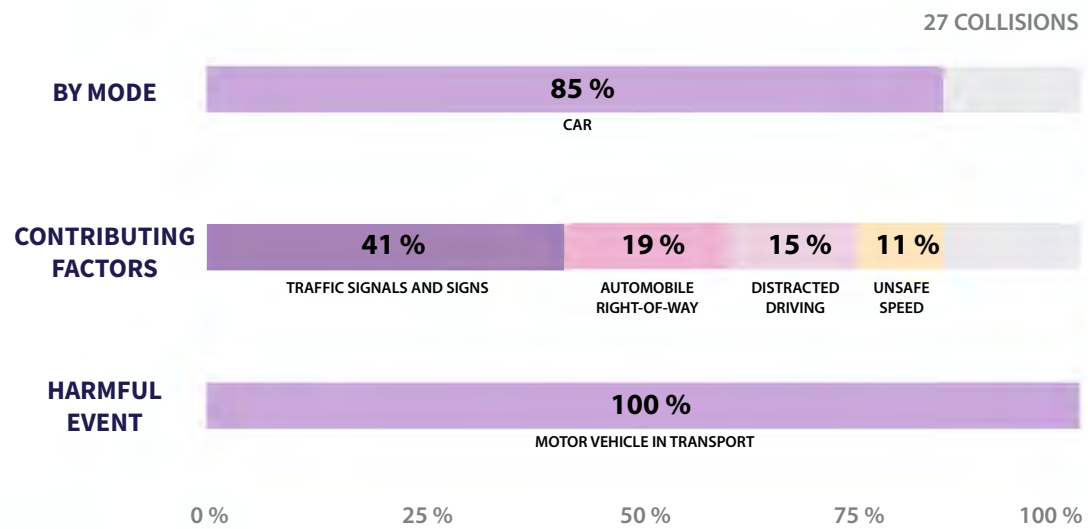
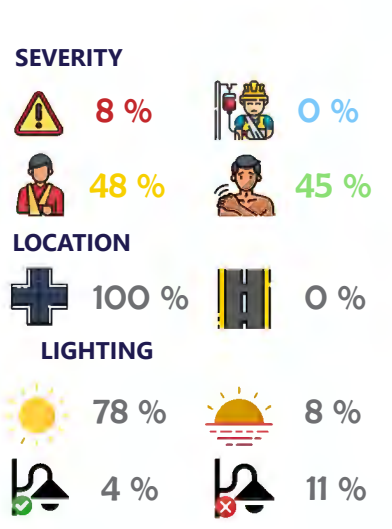
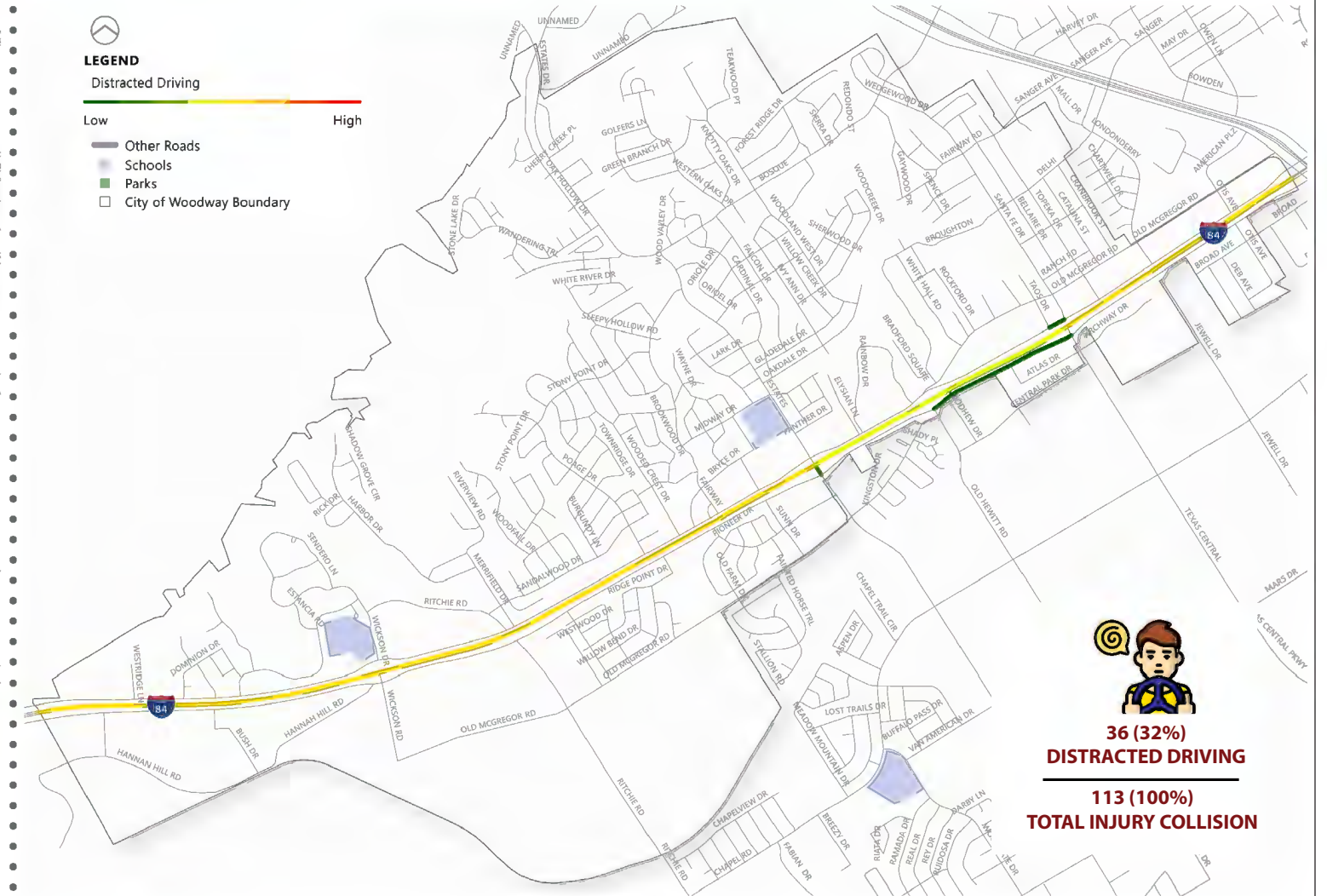


PROFILES - TXDOT

PROFILE 3 - BROADSIDE



PROFILE 4 - DISTRACTED DRIVING



## NEIGHBORHOOD TRAFFIC CALMING PROGRAM

Residential streets in Woodway would benefit from a Neighborhood Traffic Calming Project due to cut-through traffic and speeding issues. 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.

## ACTIVE TRANSPORTATION PLAN

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

The ATP would 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 would 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 would 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 would 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 would aim to promote healthier lifestyles, reduce traffic congestion, and create more vibrant and livable communities in Woodway.

## 2024 WACO MPO SAFETY ACTION PLAN



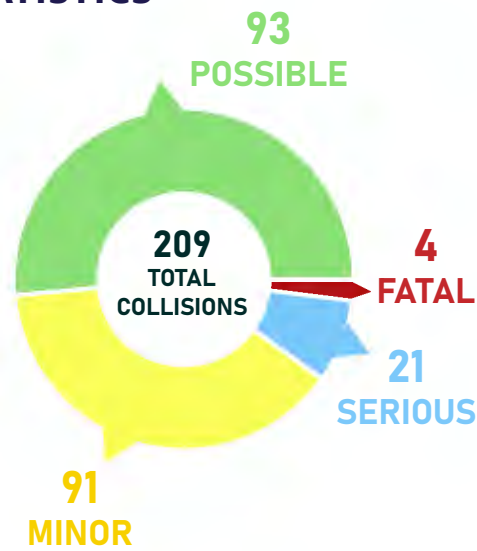


# PROJECT 1: CITYWIDE SIGN INVENTORY

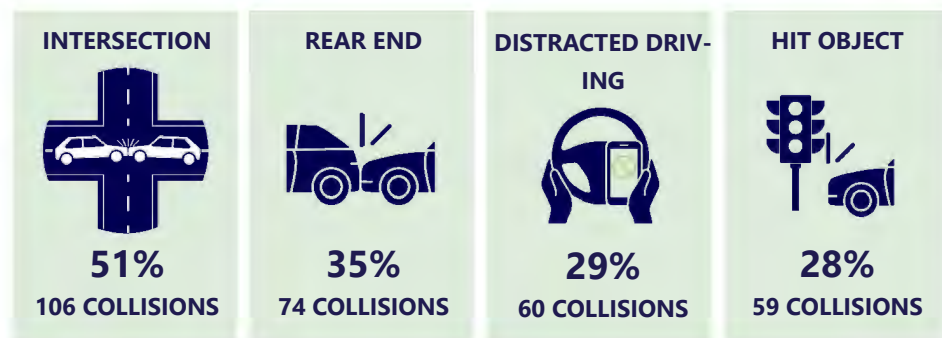
The City of Woodway is proposing a Citywide Sign Inventory and Pavement Delineation project to improve roadway safety and navigation for drivers. The proposed initiative would commence with a thorough assessment of all existing traffic signs throughout the city to identify any that are damaged, faded, 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

- 5
- 1
- 9
- 181
- 13



## TRENDS



**LEGEND**

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- High Injury Network - City & TxDOT
- McLennan County Limit
- Other Roads
- Schools
- Parks
- City of Woodway Boundary



## ESTIMATED COST OF IMPROVEMENT

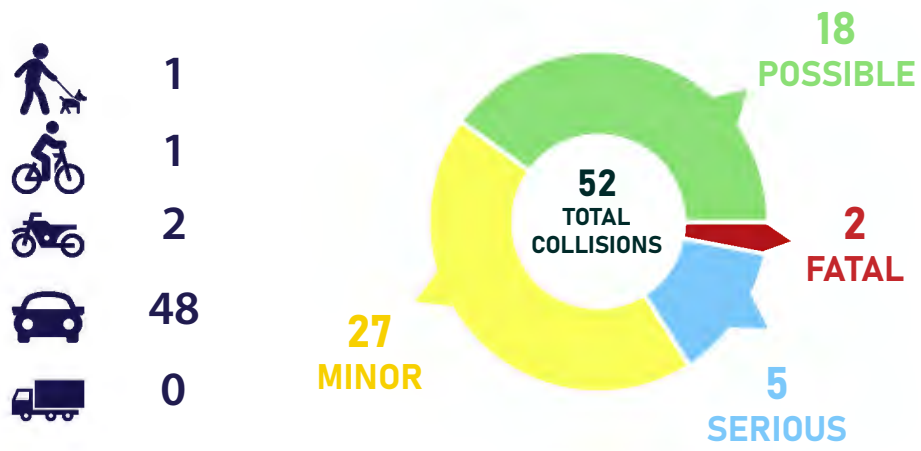
	IMPROVEMENTS	LIMIT	ESTIMATED COST
	Sign Inventory, Replacement & Installation	Citywide	\$758,400
	Citywide Pavement Delineation	Citywide	\$4,368,300
		CONTINGENCY COST	\$1,025,400
		ENGINEERING COST	\$1,538,100
		<b>TOTAL COST</b>	<b>\$7,690,200</b>



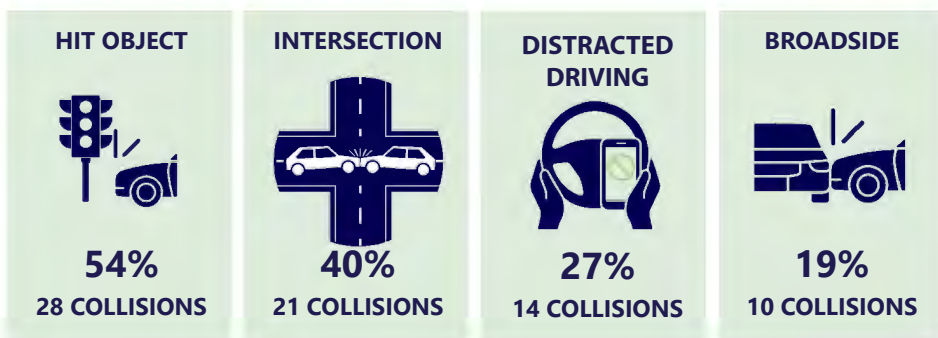
# PROJECT 2: CITYWIDE STREET LIGHT INVENTORY

The City of Woodway 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 Woodway's streets during nighttime hours.

## NIGHTTIME INJURY COLLISION STATISTICS



## TRENDS



Note : Nighttime Injury Collisions

## ESTIMATED COST OF IMPROVEMENT

IMPROVEMENTS	LIMIT	ESTIMATED COST
Citywide Street Light Inventory	Citywide	\$7,015,000
	CONTINGENCY COST	\$1,403,000
	ENGINEERING COST	\$2,946,300
	<b>TOTAL COST</b>	<b>\$11,364,300</b>



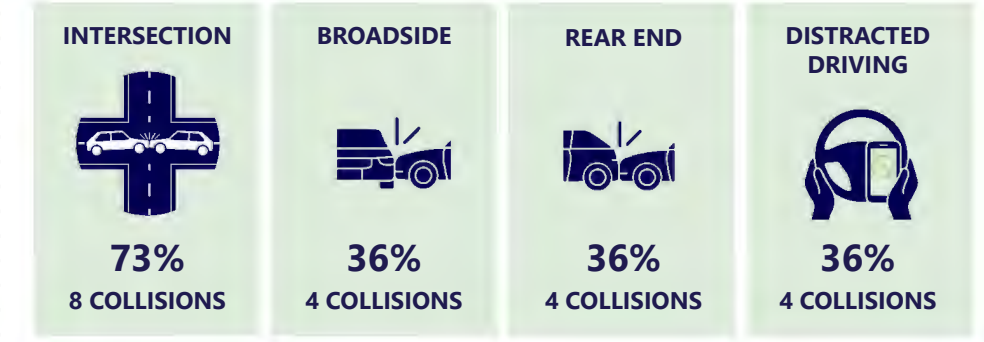


Estates Drive, a four-lane minor arterial with a center two-way left turn lane, provides direct access to Woodway Elementary School. The posted speed limit is 30 mph on this section of Estates Drive. The City has previously considered improvements along this segment. This project provides the highest safety and connectivity benefits to the City by meaningfully extending multimodal improvements on Estates Drive to benefit the Elementary School.

**INJURY COLLISION STATISTICS**



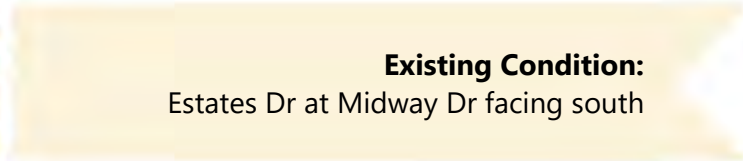
**TRENDS**



**EXISTING CONDITIONS**



**Existing Condition:**  
Estates Dr at Jordan Lane facing north



**Existing Condition:**  
Estates Dr at Midway Dr facing south



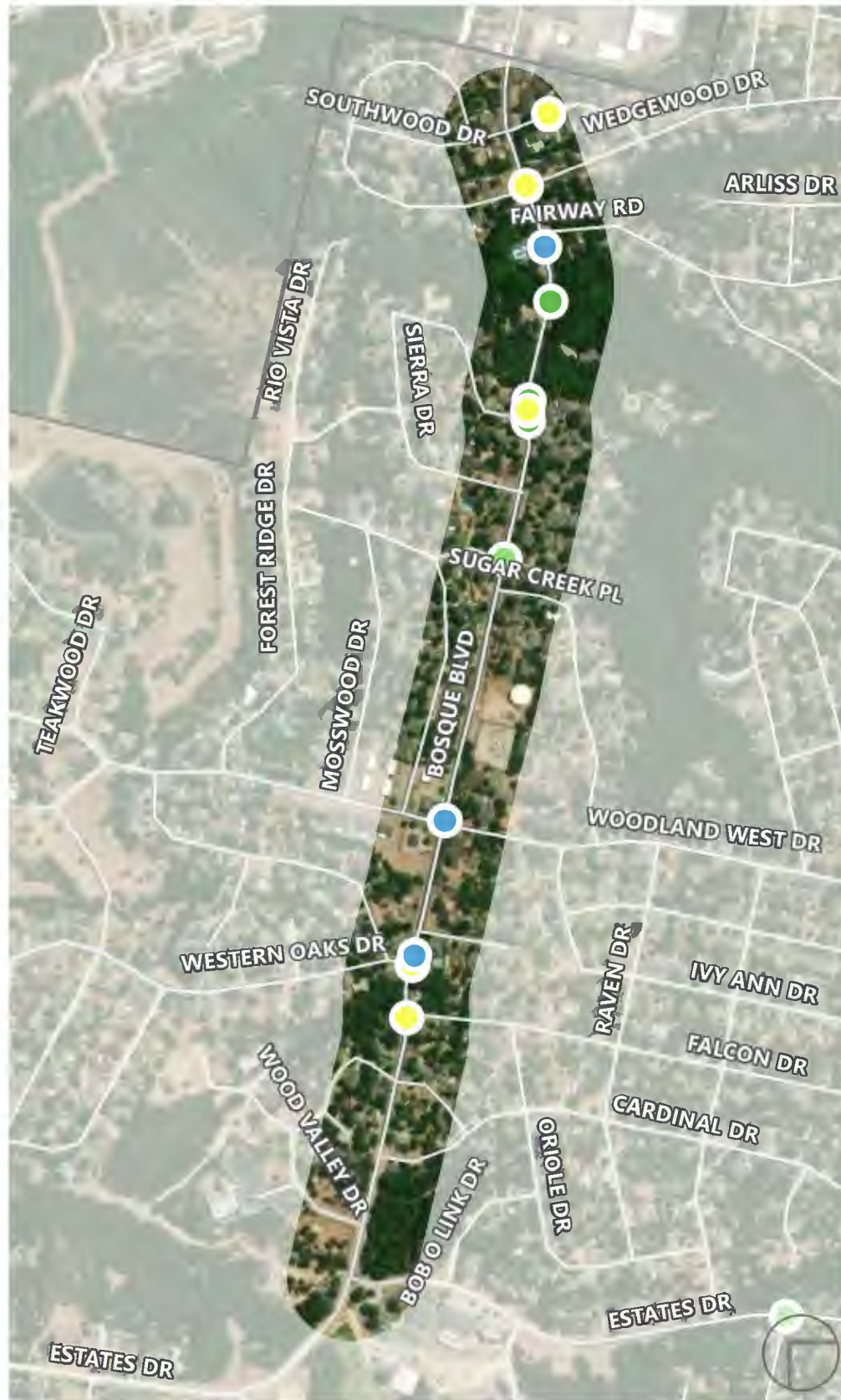
**ESTIMATED COST OF IMPROVEMENT**

3: ESTATES DR- CORRIDOR SAFETY IMPROVEMENTS		
IMPROVEMENTS	LOCATIONS	ESTIMATED COST
Fill Sidewalk Gaps		\$328,500
Speed Feedback Sign	From Midway Dr to US-84	\$17,300
Install Bike Lane		\$43,100
	CONTINGENCY COST	\$77,800
	ENGINEERING COST	\$163,400
	<b>TOTAL COST</b>	<b>\$630,100</b>

■ Fatal Injury   
 ■ Serious Injury   
 ■ Minor Injury   
 ■ Possible Injury



# PROJECT 4: BOSQUE BOULEVARD- CORRIDOR SAFETY IMPROVEMENTS



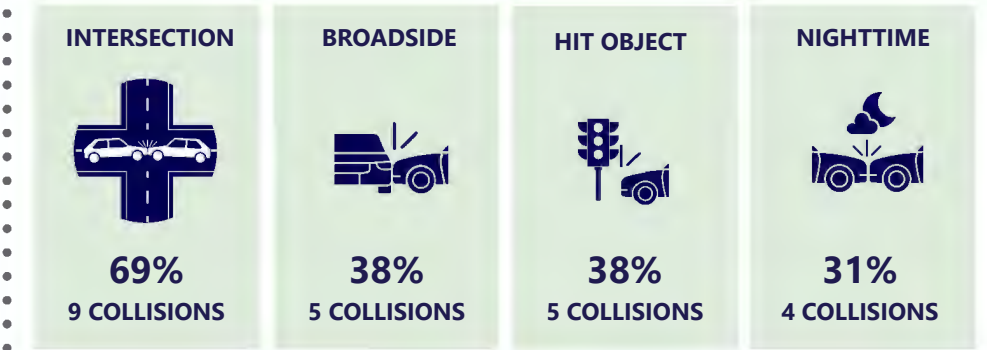
■ Fatal Injury   
 ■ Serious Injury   
 ■ Minor Injury   
 ■ Possible Injury

Bosque Boulevard, a four-lane minor arterial, provides access to surrounding residential neighborhoods. The speed limit is set at 30 mph throughout the corridor. Bosque Boulevard has the highest 2022 AADT (8,594) in Woodway among local streets.

## INJURY COLLISION STATISTICS



## TRENDS



## EXISTING CONDITIONS



**Existing Condition:**  
Bosque Blvd at Sugar Creek Place facing west



**Existing Condition:**  
Bosque Blvd at Cardinal Dr facing east

## ESTIMATED COST OF IMPROVEMENT

### 4: BOSQUE BLVD- CORRIDOR SAFETY IMPROVEMENTS

IMPROVEMENTS	LOCATIONS	ESTIMATED COST
Install Speed Feedback Sign	Phase 1: From Southwood Dr to Estates Dr	\$34,500
Minor Streets Sign and Striping Improvements	Phase 1: From Southwood Dr to Estates Dr	\$27,700
Install Roundabout	Phase 1: Bosque Blvd & Estates Dr	\$460,000
Pedestrian Connectivity Improvements	Phase 1: Bosque Blvd & Estates Dr	\$65,600
Road Diet	Phase 2: From Southwood Dr to Estates Dr	\$164,300
	CONTINGENCY COST	\$150,500
	ENGINEERING COST	\$316,000
	<b>TOTAL COST</b>	<b>\$1,218,600</b>



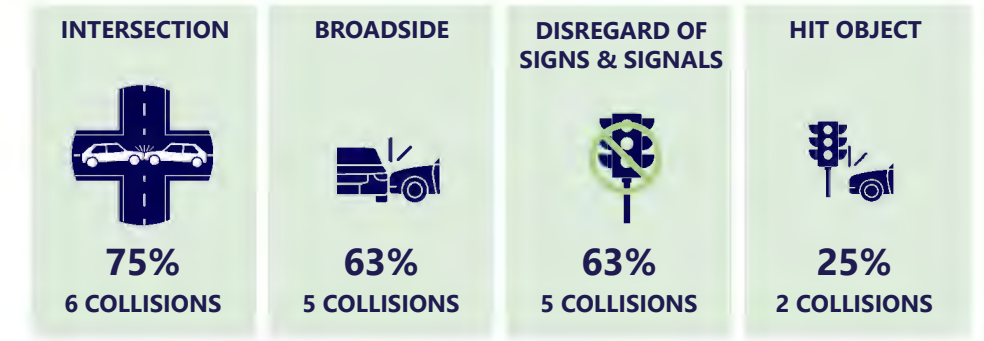
# PROJECT 5: SANTA FE DRIVE- CORRIDOR SAFETY IMPROVEMENTS

Santa Fe Drive, a two-lane minor arterial with a bike lane on south side of the roadway, provides access to surrounding residential neighborhoods. The speed limit is set at 30 mph.

## INJURY COLLISION STATISTICS



## TRENDS



## EXISTING CONDITIONS



**Existing Condition:**  
Santa Fe Dr at Delhi Rd facing north



**Existing Condition:**  
Santa Fe Dr at Ranch Rd facing south

## ESTIMATED COST OF IMPROVEMENT

### 5: SANTA FE DR- CORRIDOR SAFETY IMPROVEMENTS

IMPROVEMENTS	LOCATIONS	ESTIMATED COST
Install Striping		\$16,400
Minor Streets Improvements	From Fairway Rd to Woodway Dr	\$15,600
Install Bike Lane (NB)		\$20,500
	CONTINGENCY COST	\$10,500
	ENGINEERING COST	\$22,100
	<b>TOTAL COST</b>	<b>\$85,100</b>



■ Fatal Injury   
 ■ Serious Injury   
 ■ Minor Injury   
 ■ Possible Injury



**PROJECT 6: RITCHIE ROAD AND OLD MCGREGOR ROAD – INTERSECTION SAFETY IMPROVEMENTS**



The intersection of Ritchie Road and Old McGregor Road is an all way stop controlled skewed-intersection. The speed limit approaching this intersection is 30 mph. Currently the intersection has an off-set geometry posing a safety challenge for drivers. Non-injury collisions have been reported at this intersection.

**EXISTING CONDITIONS**



**Existing Condition:**  
Old McGregor Rd at Ritchie Rd facing east



**Existing Condition:**  
Ritchie Rd at Old McGregor Rd facing north

**ESTIMATED COST OF IMPROVEMENT**

**6: RITCHIE RD AND OLD MCGREGOR RD – INTERSECTION SAFETY IMPROVEMENTS**

	IMPROVEMENTS	LOCATIONS	ESTIMATED COST
	Clear Sight Triangles		\$5,800
	Install Curb		\$15,000
	Sign Upgrade	Ritchie Rd and Old McGregor Rd	\$3,700
	Reduce Corner Radius		\$34,500
	Upgrade Striping and Pavement Marking		\$1,700
		CONTINGENCY COST	\$12,200
		ENGINEERING COST	\$25,600
		<b>TOTAL COST</b>	<b>\$98,500</b>

■ Fatal Injury   
 ■ Serious Injury   
 ■ Minor Injury   
 ■ Possible Injury