

DRAFT MARCH 2026



CITY OF BOERNE

# Comprehensive Safety Action Plan

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Safety  
Action Plan



# Acknowledgements

The Comprehensive Safety Action Plan was developed by the City of Boerne, as well as agencies, organizations, and stakeholders from the Boerne Area. This report documents a comprehensive set of projects and strategies to eliminate roadway fatalities and serious injuries within Boerne. The information presented herein is planning level only and is not meant to represent the support or commitment of any potential partners.

## DISCLAIMER

This material was funded in part through grant(s) from the Federal Highway Administration of the U.S. Department of Transportation. The views and opinions of the authors expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation or the Texas Department of Transportation.

## 23 United States Code Section 407 Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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- **Ty Wolosin** – Council District 1 | Mayor Pro Tem
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- **Andres Gonzalez** – TxDOT, Kerrville Area Engineer
- **Dale Picha** – TxDOT, Director of Transportation Operations

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# Executive Summary

The City of Boerne Comprehensive Safety Action Plan (CSAP) establishes a clear, data-driven roadmap to **eliminate roadway fatalities and serious injuries on City-maintained streets over the next 20 years**. Building on the City’s adopted Vision Zero commitment and leadership in transportation safety, the CSAP affirms that traffic deaths and serious injuries are preventable and unacceptable and that safety must be proactively embedded into every transportation decision from planning and design to operations and policy.

The CSAP was developed through a multidisciplinary and community-informed process guided by a Safety Task Force composed of City staff, elected officials, regional partners, public safety agencies, school district representatives, and community stakeholders. The plan aligns local priorities with state and federal safety initiatives, including the Texas Strategic Highway Safety Plan (SHSP), the Safe System Approach, and the U.S. Department of Transportation’s (USDOT) National Roadway Safety Strategy, ensuring consistency with best practices while tailoring solutions to Boerne’s unique Hill Country context.



Figure ES.1. Safe System Approach | Source: Federal Highway Administration (FHWA)

<p><b>2,342</b> CRASHES</p> 	<p><b>24</b> </p> <p>PEDESTRIAN AND BICYCLE RELATED CRASHES</p>	<p><b>10%</b></p> <p>OF THE CRASHES ARE FATAL AND SEVERE-INJURY CRASHES</p>	<p><b>8%</b></p> <p>OF FATAL AND SEVERE-INJURY CRASHES INVOLVE VULNERABLE ROAD USERS</p>	<p><b>48%</b> </p> <p>OF CRASHES ARE INTERSECTION RELATED</p>
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## PLANNING STRUCTURE

The vision of the CSAP is to create a transportation system where no one is killed or seriously injured on Boerne's streets, regardless of age, ability, or mode of travel. Guided by Vision Zero principles and the Safe System Approach, the CSAP establishes a long-term goal of achieving zero roadway fatalities and serious injuries within the next 20 years by prioritizing safety over speed and convenience. This plan advances that vision through data-driven decision-making and proactive safety investments. By focusing on reducing crash severity, protecting vulnerable road users, and targeting high-risk locations, the CSAP provides a clear and accountable framework to deliver measurable safety outcomes and foster a lasting culture of safety throughout the Boerne community.

### STRATEGIC PRIORITIES FOR ADVANCING TRANSPORTATION SAFETY

#### ROADWAY AND INTERSECTION SAFETY

Improve road design and infrastructure through proven safety countermeasures to reduce crash frequency and severity for all road users, including pedestrians, bicyclists, and motorists.

#### COMMUNITY FOCUSED SAFETY INVESTMENTS

Prioritize safety improvements in locations where crash history and roadway conditions have the greatest impact on community activity areas, including schools, parks, downtown districts, civic centers, and recreational

#### PUBLIC EDUCATION AND AWARENESS

Foster a culture of safety through public awareness and promote safe behaviors through educational campaigns, outreach programs, and community events.

#### DATA-DRIVEN DECISION MAKING AND ACCOUNTABILITY

Guide safety investments using data analysis to identify high-risk areas, measure outcomes, and ensure accountability through ongoing evaluation and transparent reporting.

#### COLLABORATION AND STRATEGIC PARTNERSHIPS

Leverage the City's leadership in transportation safety by fostering and strengthening partnerships with government agencies, law enforcement, and community organizations to plan and implement safety strategies.

## SAFETY ANALYSIS

A comprehensive analysis of crash data from 2020 to 2024, supplemented by a Downtown Pedestrian Study and community input, identified systemic safety challenges across the roadway network. While fatal crashes are relatively infrequent, injury crashes persist and disproportionately affect vulnerable road users, particularly pedestrians and bicyclists. Forty-eight percent (48%) of all crashes occur at intersections, and a small portion of the roadway network accounts for a majority of fatal and serious injury crashes. These findings reinforce the need to focus on crash severity reduction, not just crash frequency, and to prioritize locations with high pedestrian activity and complex traffic interactions.

Using a critical crash rate methodology consistent with Federal Highway Administration (FHWA) guidance, the City identified a High-Injury Network (HIN) representing approximately 15% of City roadway mileage while capturing the majority of fatal, serious, and vulnerable road user crashes. The HIN provides the analytical foundation for prioritizing investments where they can deliver the greatest safety benefit. The HIN is shown in **Figure ES.2**.

## Targeted Approach

Focus locations were selected through a targeted, severity-based process that combined crash history, critical crash rate analysis, public input, and guidance from the Safety Task Force (STF). While priority corridors and intersections within the High-Injury Network (HIN) were identified for further evaluation, downtown Boerne was advanced as a focused pedestrian priority area due to its elevated pedestrian activity, closely spaced intersections, and higher risk of severe outcomes for vulnerable road users. A dedicated downtown pedestrian evaluation was used to supplement crash data with on-the-ground observations of pedestrian behavior, crossing demand, roadway geometry, and operational conditions, ensuring that locations with high exposure and safety risk were captured even where crash frequency alone was limited. The downtown Boerne Pedestrian Study is provided in the **Appendix**. Findings from this targeted approach directly informed the development of location-specific safety recommendations presented in **Chapter 6** of the CSAP.

## Systemic Approach

In addition to targeted, location-specific investments, a systemic safety approach was applied to address common risk factors that contribute to fatal and serious injury crashes across the roadway network. Rather than focusing solely on individual high-crash locations, the systemic approach identifies roadway characteristics, behaviors, and conditions that are repeatedly associated with severe crashes and applies proven countermeasures broadly where similar conditions exist. These lower cost, scalable treatments prioritize roadways within the HIN while improving baseline safety citywide, particularly for pedestrians and other vulnerable road users. The systemic approach complements the downtown pedestrian evaluation and targeted projects by delivering near-term safety benefits, supporting rapid implementation, and reinforcing the Safe System principle that safer outcomes are achieved through redundancy and network-wide risk reduction. Systemic countermeasures and implementation strategies are detailed in **Chapter 6** of the CSAP.

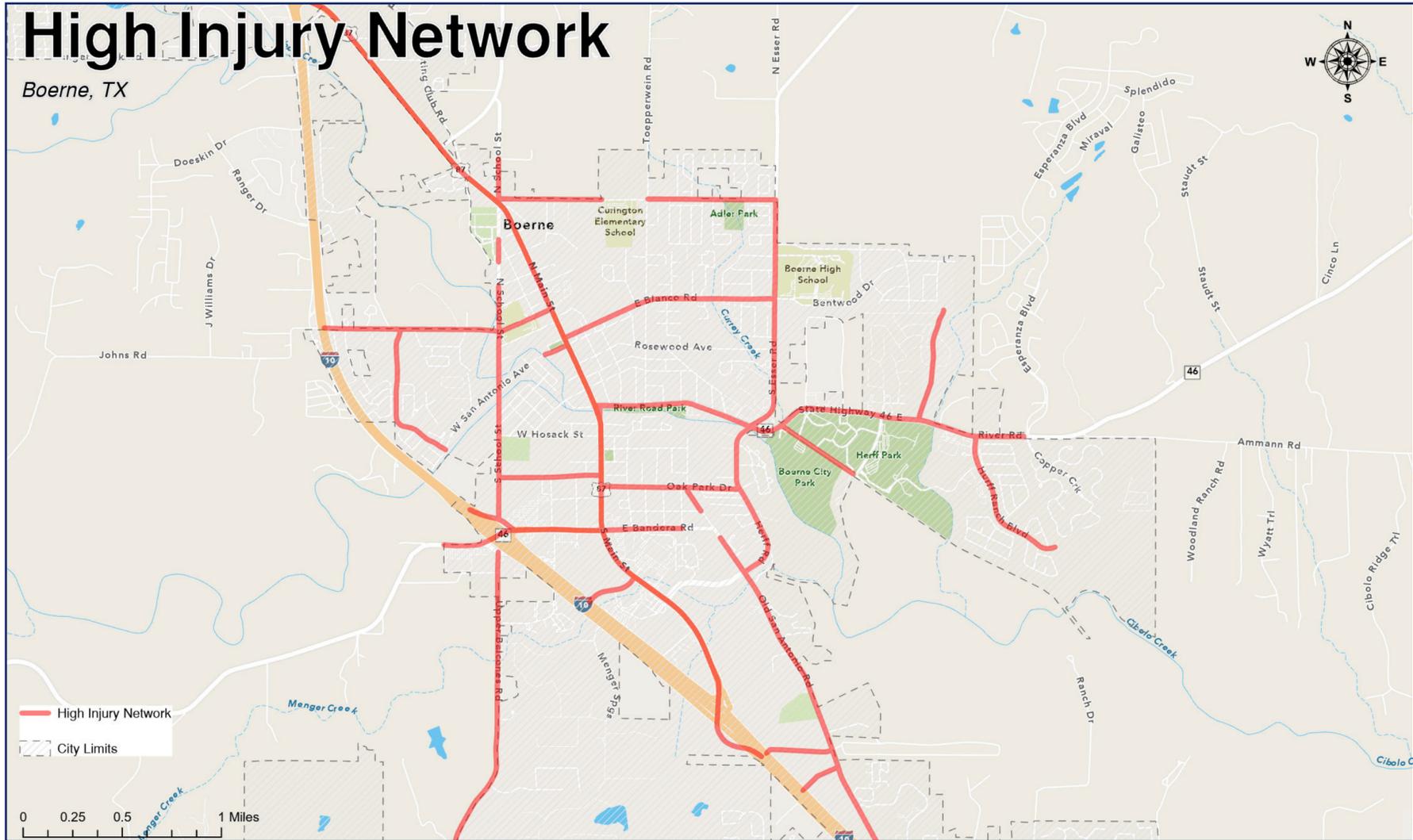


Figure ES.2: High Injury Network | Source: City of Boerne, TxDOT, FHWA; 7/20/2025.

# ENGAGEMENT AND COLLABORATION

Public engagement was paramount to the development of the CSAP. Through online surveys, interactive mapping tools, pop-up events, and in-field audits, more than 1,100 mobility-focused responses were collected. **Community members consistently identified intersection safety, downtown conditions, and pedestrian safety as top priorities.** Nearly all intersections and corridors identified by the public fall within the High-Injury Network, validating the data-driven approach and reinforcing alignment between technical analysis and community identified priorities.



		FY 2025						FY 2026						
		JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ENGAGEMENT	SAFETY TASK FORCE MEETING													
	PUBLIC ENGAGEMENT ACTIVITY													
	ONLINE ACTIVITY													

- STF Workshop (Planning Structure)
- Survey
- Council Meeting (Leadership Commitment)
- Public Meeting

## IMPLEMENTATION PLAN

The CSAP outlines a balanced implementation program that combines targeted infrastructure projects, systemic safety countermeasures, non-infrastructure initiatives, and policy and process updates. Priority infrastructure projects focus on high-risk intersections and corridors and include proven countermeasures such as roundabouts, improved intersection geometry, pedestrian refuge islands, rapid-flashing beacons, and signal upgrades. Systemic improvements such as sidewalks, enhanced pavement markings, flashing yellow arrows, retroreflective signal backplates, and leading pedestrian intervals provide cost-effective opportunities to improve baseline safety across the network.

Recognizing that not all safety benefits require immediate capital investment, the plan also advances near-, mid- and long-term non-infrastructure actions, including Safe Routes to School planning, corridor studies, intersection control evaluations, and road safety audits. **These efforts establish a strong foundation for future projects, improve readiness for grant funding, and deliver early safety benefits.**

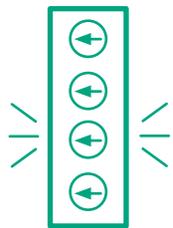
To ensure long-term success, the CSAP recommends policy and procedural updates that institutionalize safety into development review, capital planning, and operations. The plan emphasizes accountability, transparency, and continuous improvement through regular monitoring, annual progress reporting, and updates to the HIN as conditions evolve.

Together, the strategies and actions outlined in this CSAP provides the City with a clear, implementable, and community-supported roadmap to reduce traffic-related fatalities and serious injuries. By advancing data-driven investments, strengthening partnerships, and embedding safety into everyday decision-making, Boerne is positioned to make measurable progress toward its Vision Zero goal and create a transportation system that is safe for all users, regardless of age, ability, or mode of travel.

## STRATEGY AND PROJECT SELECTIONS

### *INFRASTRUCTURE PROJECTS THAT INCLUDE LOCATION-SPECIFIC AND SYSTEMIC IMPROVEMENTS:*

- Targeted intersection projects are shown in **Figure ES.3**
- Targeted corridor projects are shown in **Figure ES.3**.
- Systemic projects include:



FLASHING  
YELLOW ARROW



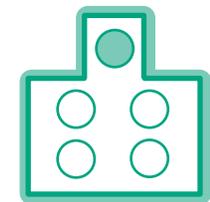
SIDEWALKS



LEADING PEDESTRIAN  
INTERVALS



ENHANCED PAVEMENT  
MARKINGS



RETROREFLECTIVE  
BORDERS

### **SAFETY PLANNING PROJECTS INCLUDE:**

- Safe Routes to School Plan
- Corridor Study – W. Bandera St. from IH-10 to S. Main St. as shown in **Figure ES.3**.
- Intersection Control Evaluations (ICE), as shown in **Figure ES.3**.
- Road Safety Audits (RSA), as shown in **Figure ES.3**.

### **POLICY AND PROCESS CHANGES**

- **Improve roadway and intersection safety** by updating design standards and operational guidance to incorporate proven safety countermeasures, including enhanced crosswalk guidance, modernized traffic signal timing, improved intersection analysis for development along the HIN, and updated roundabout design practices.
- **Prioritize community-focused safety investments** in locations with the greatest safety impact on daily activity, including downtown Boerne, school areas, parks, and civic destinations, through pedestrian-focused parking management, Safe Routes to School planning, and continued implementation of ADA accessibility improvements.
- **Strengthen public education and awareness** by promoting safe travel behaviors through community education campaigns, bicycle and roundabout safety outreach, distracted-driving education for students, and youth engagement programs in partnership with Boerne ISD.
- **Advance data-driven decision-making and accountability** by coordinating with regional and state partners, maintaining and regularly updating a community-focused HIN, monitoring pedestrian activity and roadway conditions, and using performance data to guide annual investment priorities.
- **Expand collaboration and strategic partnerships** by formalizing a public-facing transportation safety forum to support Vision Zero implementation, align enforcement and education efforts, and sustain coordinated action among City departments, law enforcement, schools, regional agencies, and community organizations.

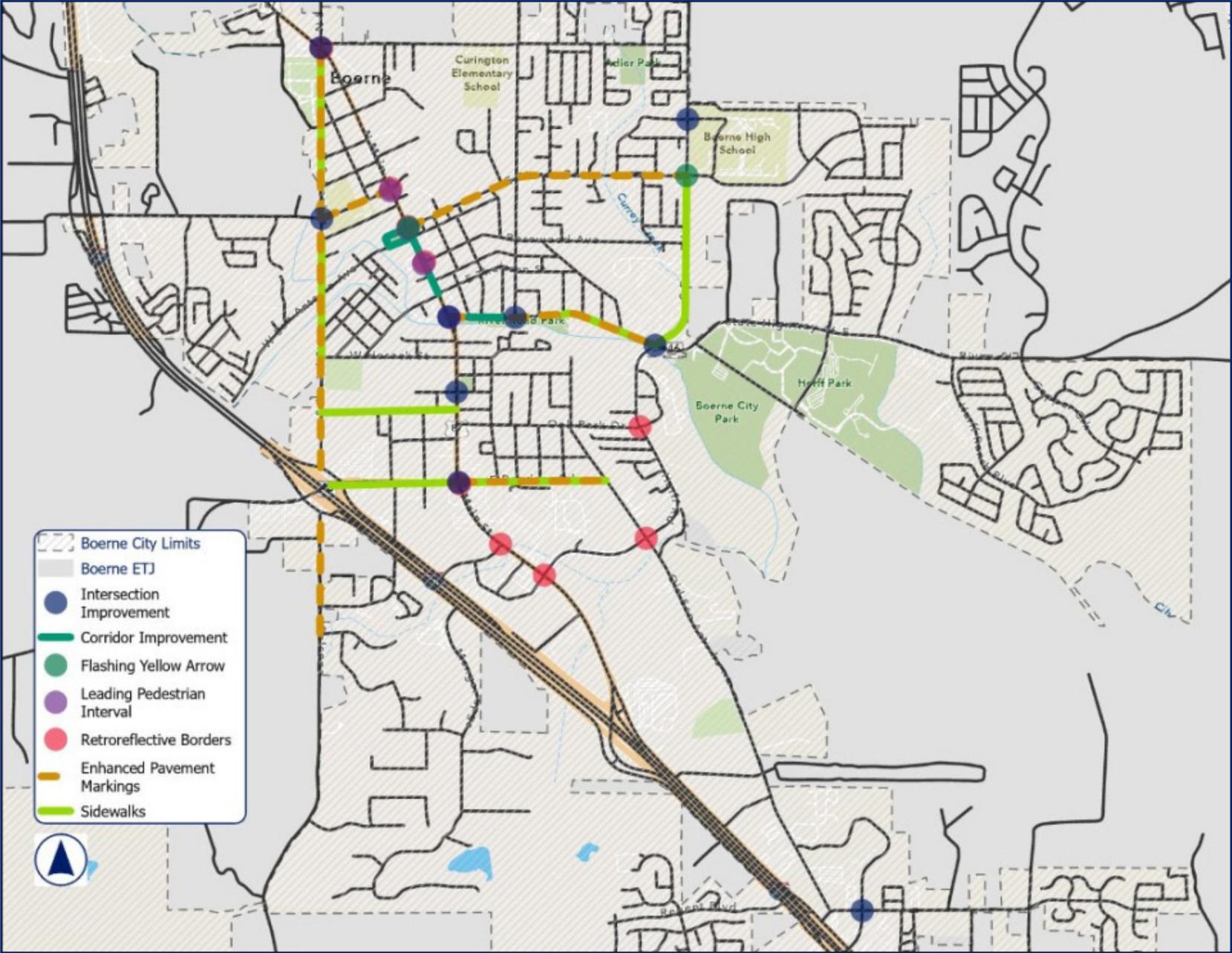


Figure ES.3. Implementation Plan Projects